

FIFTH ANNUAL REPORT

OF THE

COMMISSIONER OF LABOR.

1889.

RAILROAD LABOR.

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MESSAGE OF THE PRESIDENT.

To the Senate and House of Representatives :

I transmit herewith the Fifth Annual Report of the Commissioner of Labor.

BENJ. HARRISON.

EXECUTIVE MANSION,

Washington, April 18, 1890.

LETTER OF TRANSMITTAL.

DEPARTMENT OF LABOR,
Washington, D. C., March 31, 1890.

SIR: I have the honor to transmit herewith the Fifth Annual Report of the Commissioner of Labor. This report relates to the railroad labor of the country.

The investigation, the results of which are herewith given, was commenced by the Bureau of Labor in April, 1888, under the approval of the honorable Secretary of the Interior. By an act approved June 13, 1888, the Bureau of Labor was abolished and the Department of Labor created, and the work undertaken by the Bureau was carried out by the Department, there being no change in the official designation of the head of the office; nor was the characteristic work of the Bureau of Labor changed, except by enlargement, by the act creating the Department of Labor. I have, therefore, designated this report the Fifth Annual Report of the Commissioner of Labor, while it is in fact the first annual report of the Department of Labor. I have felt this course to be wise in order that the harmony of numbering reports on a series of industrial topics may not be interfered with.

The report represents the results of the labors of only a part of our force. The field work, which was commenced in April, 1888, was practically closed in April, 1889, such members of the agency force being employed upon it as could be spared from other duties and as were found necessary. The chief work of the Department of Labor since it was created, in June, 1888, has been in accordance with one of the specific instructions of the law creating it; that is, the collection of data relating to the cost of producing articles in the United States and in leading countries of the world which come into competition with the United States, the efficiency of labor, and the cost of living in the production

of such articles. This work, therefore, on the railway labor of the country has been incidental to the greater work in hand. The results of the work on the cost of production will be forwarded to Congress, in accordance with law, in a series of reports, the first relating to the iron and steel industry, the second and third to the cotton and woollen industries, respectively, and other reports comprehending a variety of productions. I am in hopes to be able to forward the first of this series before the close of the present session of Congress.

I am very glad to acknowledge the courtesy and generosity of the managers of railroads toward the Department in the conduct of this investigation relating to railway labor. I recall but few instances in which managers of roads have refused to allow free access to their vouchers and pay accounts, and in many instances they have without hesitation, when they have understood the purpose of the investigation, forwarded their year's payrolls to the Department for tabulation. This action on the part of railway officials indicates the increasing confidence of the public in the integrity of official statistics.

I also wish to acknowledge the continued and valuable services of Mr. Oren W. Weaver, the chief clerk of the Department, and to thank the field and clerical forces for their arduous services in collecting and tabulating the data used in this report.

Section 8 of the act creating a Department of Labor specifies that the Commissioner of Labor shall annually make a report in writing to the President and Congress of information collected and collated by him, and that each report shall also contain such recommendations as may be deemed calculated to promote the efficiency of the Department. In compliance with this latter clause, I would most respectfully recommend that the clerical force of the Department be increased by providing for at least four statistical experts and from six to eight clerks of class one. The tasks which Congress has assigned to this Department render it absolutely necessary that the best skill be employed in its operations. The Department has little work suited to the lower grades of clerical labor. Mathematical skill and the ability to analyze as well as to comprehend statistical problems are among the qualifications essential to success. Many men come to the work of a department of this kind well equipped in a general way, but will fail in the specific duties required of them. So the clerical force as well as the field force of the Department has to be selected with a great deal of care. Under the present system of appointments the Department is able to continue the

services of men who have become expert through experience, and by this expertness more and more competent to perform the exacting duties which have been assigned to them. The Department is fortunate in having been able to secure the services of some exceedingly expert practical statisticians.

I am, very respectfully, your obedient servant,

CARROLL D. WRIGHT,
Commissioner.

The PRESIDENT.

CHAPTER I.

INTRODUCTION.

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INTRODUCTION.

The whole number of railroad corporations in the United States on the 30th of June, 1889, was, approximately, 1,718, and the mileage of these roads, approximately, 156,400. The number of employés on all the railroads of the country at the date named was 689,912; the "trainmen" numbering 135,580; "switchmen," "flagmen," and "watchmen," 31,896, and "other employés," 522,436. (*a*) By the 1,718 railroads is meant corporations, companies which have been formed for the construction of roads and which have actually constructed them, so that they make reports of their operations. Many of them are very short roads and of no great signification. Nearly six hundred of them are under twenty miles in length, the shortest road in the country being fourteen one-hundredths of a mile long. About eight hundred of the total number of roads are operating roads, the others being leased or controlled by them. As a matter of fact, the railroad business of the whole country is under the control of about six hundred roads, the remainder of the operating roads being of minor importance.

The purpose of this investigation was to find out as accurately as possible the relations of railway employés and the corporations under which they work, the wages paid in all branches of the service and in different parts of the country, and the time lost as well as other matters of vital interest to railway employés. To secure the facts the investigation was divided into two parts, the facts as to the relation of employés and corporations being collected on a specific schedule of inquiries by the special agents of the Department, while the time and the earnings of the employés were taken directly from the payrolls. It

a These statements relative to the number of railroads in the country, mileage, and number of employés have been kindly supplied me by the Interstate Commerce Commission. It is not claimed by the Commission that they are complete, but that they are nearly so. Probably there are a few more corporations than the number stated, and it is quite impossible, for reasons given in the Commission's annual reports, to state exactly the mileage of the country, but it does not vary materially from that stated. So as to the total number of employés, there are a few thousand more, undoubtedly, than the number given; but for the purpose of this report the figures stated are sufficiently accurate.

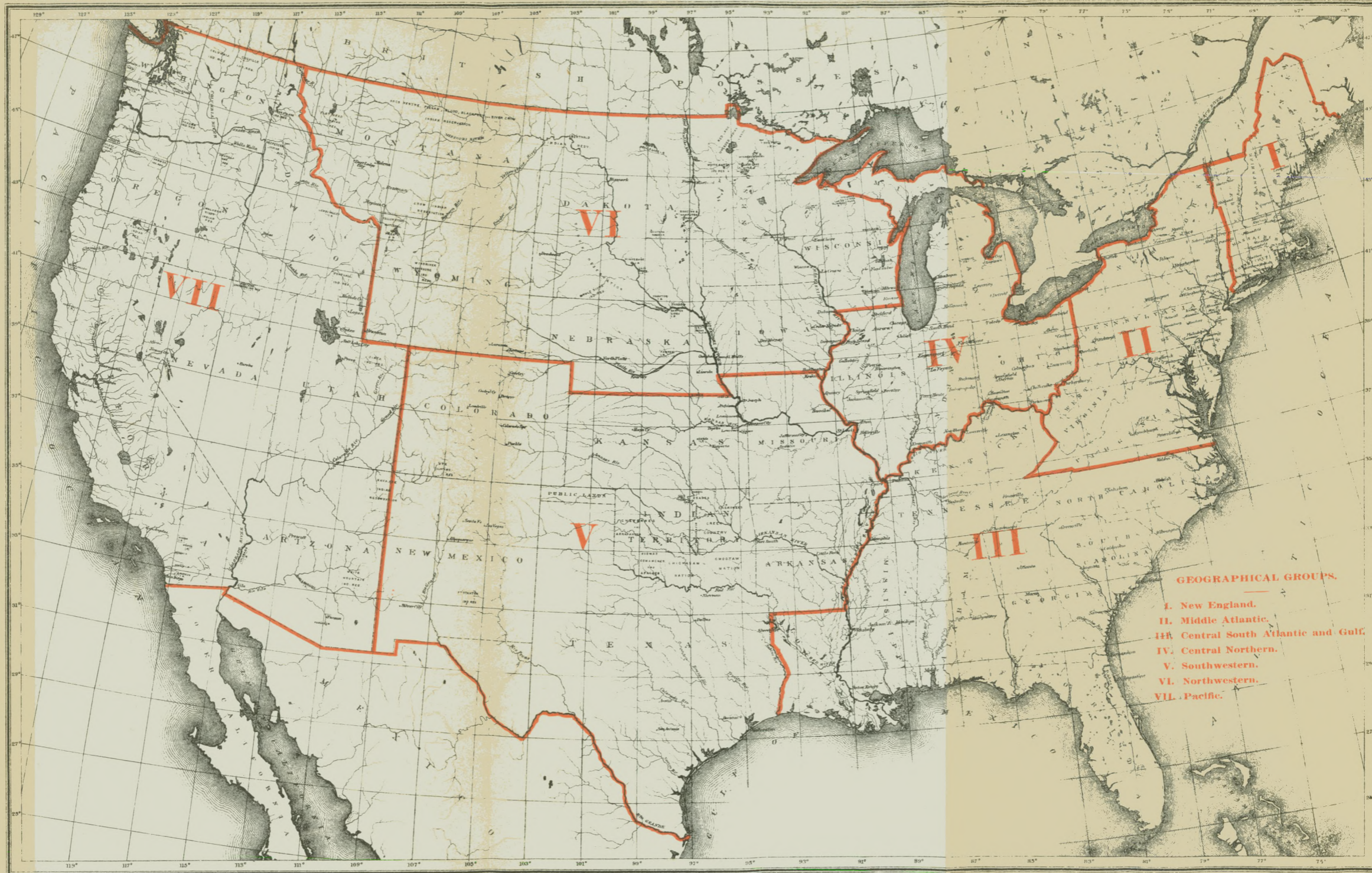
was impossible, of course, to cover in its entirety the railroad industry of the United States, but it was necessary to cover a sufficient number of roads representing all parts of the country and all conditions of railroad labor to make the investigation absolutely representative in character. Railway managers were generally willing to furnish the Department with the required information, but as a rule did not desire the names of their respective roads to be given individually. In order, therefore, to locate roads geographically, so as to represent general conditions, the country was divided into seven groups (shown on the accompanying map), as follows:

GEOGRAPHICAL DISTRIBUTION OF ROADS.

| Geographical groups. | States constituting each group. | Number of employés. |
|---|---|---------------------|
| I.—New England group..... | Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut. | 24, 911 |
| II.—Middle Atlantic group | New York, New Jersey, Pennsylvania, Delaware, Maryland, District of Columbia, Virginia, West Virginia. | 113, 086 |
| III.—Central South Atlantic and Gulf group. | Kentucky, Tennessee, North Carolina, South Carolina, Georgia, Florida, Alabama, Mississippi, Louisiana. | 3, 730 |
| IV.—Central Northern group..... | Ohio, Michigan, Indiana, Illinois..... | 58, 470 |
| V.—Southwestern group..... | Missouri, Arkansas, Indian territory, Texas, Kansas, Colorado, New Mexico. | 27, 033 |
| VI.—Northwestern group | Iowa, Wisconsin, Minnesota, Nebraska, North Dakota, South Dakota, Wyoming, Montana. | 11, 567 |
| VII.—Pacific group | Washington, Idaho, Oregon, California, Nevada, Utah, Arizona. | 3, 104 |
| Total ..... | ..... | 241, 910 |

The aim in this grouping has been to bring together those localities in which the general conditions of labor were practically harmonious and of a like character. The investigation covered sixty different roads, employing 241,910 persons, and these roads are treated throughout this report by number instead of by name, the table following, in conjunction with the one above, indicating their geographical location. This description and location are sufficient for statistical purposes. It must not be supposed, however, that because a road is classed within the limits of a group, it is always entirely so, for it may extend somewhat into an adjoining group; but the roads are all or principally within the group, as classified.

The road numbers and the group in which each number is located, and the number of employés of each of the sixty roads selected, are all shown in the following statement:



GEOGRAPHICAL GROUPS.

- I. New England.
- II. Middle Atlantic.
- III. Central South Atlantic and Gulf.
- IV. Central Northern.
- V. Southwestern.
- VI. Northwestern.
- VII. Pacific.

ROAD NUMBERS, ETC.

| Road number. | Group. | Number of employes. | Road number. | Group. | Number of employes. | Road number. | Group. | Number of employes. |
|--------------|--------|---------------------|--------------|--------|---------------------|--------------|--------|---------------------|
| 1..... | II | 430 | 22..... | I | 463 | 43..... | II | 3,839 |
| 2..... | II | 3,284 | 23..... | II | 470 | 44..... | IV | 4,616 |
| 3..... | II | 67 | 24..... | III | 77 | 45..... | I | 176 |
| 4..... | II | 36,375 | 25..... | III | 63 | 46..... | II | 3,388 |
| 5..... | II | 1,613 | 26..... | II | 10 | 47..... | I | 209 |
| 6..... | II | 235 | 27..... | II | 34 | 48..... | II | 1,097. |
| 7..... | I | 9,706 | 28..... | II | 31 | 49..... | II | 184 |
| 8..... | II | 590 | 29..... | II | 359 | 50..... | III | 271 |
| 9..... | II | 590 | 30..... | II | 71 | 51..... | II | 96 |
| 10..... | II | 88 | 31..... | V | 27,033 | 52..... | II | 18 |
| 11..... | II | 12,452 | 32..... | II | 71 | 53..... | II | 1,352 |
| 12..... | I | 778 | 33..... | II | 349 | 54..... | III | 230 |
| 13..... | IV | 5,645 | 34..... | II | 25,258 | 55..... | II | 1,895 |
| 14..... | II | 41 | 35..... | I | 7,232 | 56..... | II | 116 |
| 15..... | II | 247 | 36..... | II | 3,392 | 57..... | II | 256 |
| 16..... | II | 7,410 | 37..... | II | 6,178 | 58..... | VI | 11,567 |
| 17..... | II | 95 | 38..... | VII | 3,104 | 59..... | I | 19 |
| 18..... | IV | 3,422 | 39..... | IV | 44,787 | 60..... | II | 31 |
| 19..... | II | 322 | 40..... | II | 221 | | | |
| 20..... | I | 6,328 | 41..... | II | 278 | Total..... | | 241,910 |
| 21..... | III | 3,098 | 42..... | II | 253 | | | |

It will be seen by a glance at the foregoing table that the sixty roads must be thoroughly representative, for, in the first place, they are widely scattered, except so far as group II is concerned, and, in the second place, they represent roads employing from the small number of 10 people to the large number of 44,787. While only sixty roads have been covered, constituting but a small fraction of the total number of roads in the country, these roads represent, practically, a little more than one-third of the labor of railway employes. This fact further demonstrates the representative character of the roads from which data have been obtained for this report.

A very large proportion of the roads which have furnished information for the use of the Department are in group II, consisting of the states of New York, New Jersey, Pennsylvania, Delaware, Maryland, District of Columbia, Virginia, and West Virginia. This has occurred from the fact that group II is emphatically a railroad group in business operations and a large number of the most important roads in the country center there. This condition renders group II the most thoroughly American railroad group in the country.

The results of the investigation, so far as figures alone are concerned, are practically contained in chapter IV, and are shown in five general tables, the first table covering ten representative roads, as is explained further on :

TABLE I.—Classified time and earnings; a table showing the number of days each employe of each of ten selected roads was actually employed during one year, the daily rates at which employed, and the classified earnings for a year, the whole showing being by occupations.

TABLE II.—Classified time and earnings. In this table all the facts shown in the preceding table for ten roads are summarized for the whole sixty roads covered by the investigation, grouped as to rates.

TABLE III.—A condensed summary of classified time and earnings for all the employés of the sixty roads, grouped as to rates.

TABLE IV.—Also a condensed summary of classified time and earnings, but showing percentages of employés by groups of rates.

TABLE V.—Average time and earnings for each railroad of the whole sixty covered by the investigation. In the preceding table, time and earnings have been shown on the classified basis; in this table time and earnings are reduced to averages for each occupation in each of the whole number of roads covered by the investigation.

Table I does not give the facts for the whole sixty roads, because the detail of time and wages shown in that table, if given for the whole sixty roads involved, would make a volume altogether too bulky for the value to be derived from the table. Ten roads, therefore, have been selected for this detail table, with a view to bringing forward the details for representative localities. The roads selected for table I, the groups to which they respectively belong, and the number of employés for each road are as follows:

ROAD NUMBERS, ETC.

| Road number. | Group. | Number of employés. | Road number. | Group. | Number of employés. | Road number. | Group. | Number of employés. |
|--------------|--------|---------------------|--------------|--------|---------------------|--------------|--------|---------------------|
| 16..... | II | 7,410 | 37..... | II | 6,178 | 46..... | II | 3,388 |
| 20..... | I | 6,328 | 38..... | VII | 3,104 | 58..... | VI | 11,567 |
| 21..... | III | 3,098 | 43..... | II | 3,839 | | | |
| 31..... | V | 27,033 | 44..... | IV | 4,616 | Total..... | | 76,561 |

Table I, then, comprehends 76,561 employés, selected from the groups and from those where the conditions are characteristic of the group, as a whole.

Table II, however, relating also to classified time and earnings, is a summarization of the facts shown for the whole sixty roads, and not simply for the ten which comprise table I.

So of tables III, IV, and V—they relate to the whole sixty roads.

The accuracy of the statistics herewith presented cannot be doubted, for in every instance, so far as the wage side of the investigation is concerned, the facts have been taken by the agents and experts of the Department from the payrolls of the roads, each man's account in each road having been carried through for the year or for such part of the year as he may have been employed. The features of this method and the scientific and unscientific character of wage statistics will be brought out when treating of the wage side of the investigation, under chapter III.

Several features originally contemplated, within the scope of this investigation, have been left out of it because after it was commenced

he Interstate Commerce Commission, in sending out its admirable blanks for annual returns from all the railroads in the country, legitimately covered these features, and it was not desirable to undertake to duplicate them. As the work of the Interstate Commerce Commission progresses it will accumulate the most valuable information, not only concerning the peculiar features of railroad business for which the Commission was created, but on matters relating to the welfare of railway employes.

H. Ex. 336—2

CHAPTER II.

RELATIONS OF EMPLOYÉS AND CORPORATIONS.

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THE RELATIONS OF EMPLOYÉS AND CORPORATIONS.

During this investigation the endeavor was made to ascertain the restrictions, privileges, and responsibilities attending railway labor, and quite satisfactory success resulted from the inquiries. As stated in the preceding chapter, the real railroad business of the country is performed by about six hundred corporations. Nearly all of these have replied to the inquiries of the Department, giving either affirmative or negative answers.

The first question coming under the head of relationship was one referring to

RESTRICTIONS PLACED ON THE USE OF INTOXICATING LIQUORS.

It is gratifying to learn that three hundred and seventy-seven companies prohibit the use of intoxicating liquors on the roads under their control. The remainder either have no rules on this subject, preferring to pass upon each case as it might occur, or they have modified restrictions, such as not allowing men to drink to excess, or requiring men to be temperate in their habits, or discharging men for habitual intemperance or drunkenness. It is only a few years since any road first placed restrictions upon the men employed with reference to intoxicants, and now, as stated, three hundred and seventy-seven roads practically prohibit their use; and these roads are the most influential ones, employing a very large proportion of all the railway employés in the country.

Another inquiry related to

DWELLING HOUSES

furnished by corporations for the use of employés. Only twenty-five roads gave affirmative information in this respect, although one hundred and forty-nine furnish dwellings to section hands, section masters, road-bed hands, trackmen, watchmen, etc., in remote places, and for temporary use as the exigencies of the service may require. Two hundred and fifty-three companies answered directly in the negative that they furnish no houses for the use of employés.

BENEFICIARY INSTITUTIONS.

Only nineteen roads state that they maintain such institutions, three hundred and ninety-one stating that they do not. A few roads, however, pay hospital expenses while the men injured in service are being treated; a very few pay taxes for the support of state and county institutions, three or four contribute to relief funds, and several furnish clubhouses and libraries for the use of certain classes of employés. Fifteen roads state that they assist outside beneficiary institutions, twenty contributing to the Young Men's christian association as it conducts its work upon railroads; twenty-one roads contribute to the expenses of outside hospitals, and half a dozen contribute to regularly established railroad associations for the benefit of railway employés. As a whole, however, it cannot be said that the railroad corporations of this country, to any great extent, either maintain beneficiary institutions of their own or that have been established for their own employés, or assist outside beneficiary institutions. The sentiment, however, is growing in this respect. The difficulty lies in the adjustment of details. The Department did not push this feature of its inquiries to the extent it would have been glad to carry it, because, pending its investigation, the Interstate Commerce Commission secured data which it has freely placed at the disposal of the Department of Labor.

From the third annual report of the Commission it is learned that the Atchison, Topeka and Santa Fé railroad company formed a relief association in May, 1887. Its object is to furnish medical and surgical attention to the sick and injured employés of the companies embraced in what is known as the Santa Fé system. Every employé of the company is a member of this association. There is no capital stock, the fund being supported by fees deducted from the employé's compensation, the fees varying from 25 cents to \$1 per month, according to the amount of wages paid. The total receipts from members, contributions, and otherwise, for the year 1888, were \$135,335.92, while the total operating expenses were \$115,227.25. The total number of employés who received relief during the same year was 18,704. The eating houses along the lines of the roads of this system are required to give trainmen meals at 25 cents each. The company has eleven reading rooms, located at division points, and generally rooms for library purposes are located in the stations or other buildings, while in several instances separate buildings are provided for this purpose. At nearly all these points two good, large rooms are furnished, one for reading and writing purposes, and the other convenient for games. The reading rooms contain on an average about 350 books each. In most instances employés are permitted to take the books to their homes, on making a small deposit with the agent. First class newspapers and periodicals are subscribed to by the railroad company for use in these reading rooms. The games allowed are cards, checkers, dominos, etc., but gambling is strictly forbidden.

The Atlantic and Pacific railroad company has no insurance fund, and has never attempted to establish one, but it has a hospital fund which enables sick and injured employés to receive necessary medical and surgical attention free of charge. This fund is maintained by contributions from every employé of the company, employés receiving less than \$100 per month paying 50 cents monthly, and those receiving \$100 or over contributing \$1.

This company has eating houses at division points, and meals are furnished its employés for 25 cents each.

Reading rooms at division headquarters, having all local dailies and dailies from principal cities, and popular weekly and monthly papers and magazines, have been established. The company also maintains libraries. The expenses of the reading rooms are borne by the company.

The Baltimore and Ohio railroad company has a fund provided for its employés, on which they have a right to draw in case of inability to earn wages on account of sickness or accident, and from which payment is made to their families in event of death. This fund is created and maintained by monthly contributions from employés, and contributions in money and other valuable considerations by the company itself. It is controlled by a committee of the board of directors of the railroad company, assisted by advisory committees elected by the contributing employés. The Baltimore and Ohio employés' relief association was established May 1, 1880, and was incorporated by an act of the general assembly of the state of Maryland May 3, 1882. This charter, however, was repealed April 1, 1889, when the association incorporated by it was merged into the present relief department, which comprises three features, viz: The relief feature, the savings feature, and the pension feature. The relief feature affords relief to its members entitled thereto when they are disabled by injury or sickness, and to their families in the event of their death. The savings feature affords opportunity to employés and their near relations to deposit their savings and to secure interest thereon, and it enables employés only to borrow money at moderate rates of interest, on easy terms of repayment, for the purpose of acquiring or improving a homestead, or of freeing it from indebtedness. The pension feature makes provision for those employés who by reason of age or infirmity retire from active service. All claims are submitted to the superintendent of the relief department, whose judgment is final, subject only to appeal to the advisory board. The company's officers testify to the good feeling of the large majority of the employés toward this relief institution. This good feeling is evidenced in many ways, the most striking of which was exhibited on the 1st of April, 1889, when the old association was merged into the relief department, and each member of the old association was asked to become a member of it. Ninety-eight per cent. of the employés secured membership in the new department, the 2 per cent. declining being composed mainly of switchmen and brakemen in the

vicinity of Chicago. The company maintains no reading rooms or other places of resort except at Columbus, Ohio, at which point the union depot company furnishes lodging for passenger conductors, brakemen, and baggagemasters, the expense of which is charged to all the roads using the depot. It has, however, a reading room at Mount Clare shops, Baltimore, and a library containing ten thousand volumes of the best reading matter, together with all the best technical and scientific journals, all of which are always accessible. The employés avail themselves very liberally of the advantages secured to them, and textbooks and mechanical journals are eagerly sought for. Books are forwarded to the employés and returned to the library by the company without charge to those using them; but while the library room at Mount Clare has been open at all hours for the use of employés, and this fact has been liberally advertised, no one takes advantage of it. Attempts have been made by the company to establish reading rooms at Garrett, Indiana, and at Martinsburg and Keyser, West Virginia, but they proved unsuccessful. Concerning the relief association, its secretary, Mr. S. R. Barr, states:

The association has grown into almost universal popularity with the employés, dating from the time its practical operation began to be felt among them. This fact is evidenced not only from the personal expressions of members themselves, but from the fact that a very large number of those leaving the service of the company retain their interest in the natural death feature; that although it was optional at the time of inaugurating the association for all persons then in the company's service to become members or not, it is difficult to find to-day any one of these old employés who is not a member, and of those who are not members nine-tenths would become such if they had not become debarred by reason of their age and infirmity.

The employés of the Boston and Maine railroad company have a mutual insurance arrangement among themselves.

The Central Vermont railroad company has an arrangement with an insurance company to insure its men against accident, but does not arrange for insurance against sickness. This insurance arrangement has been entered into pending the action of the board of directors upon a proposition presented by Mr. J. W. Hobart, the general manager, to create a protective organization composed of railway employés on the basis of a monthly tax of a small amount to be deducted from their wages, and added to the amount derived from an investment of \$10,000 to be presented by the board of directors out of the securities of the railroad as a nucleus of a fund to care for the sick and wounded, or, at death, to pay a stipulated sum to the families of the deceased, and also to care for the aged and infirm. The employés of the Central Vermont generally favor this plan rather than insurance. This company has a large railroad library composed of scientific, historical, and religious books, as well as those of a lighter character, from which the men can draw under proper regulations. This library is much used, and is looked upon as being a great moral regulator of the men.

The Chesapeake and Ohio railway company has no insurance fund or guarantee fund of any sort, but when an employé is injured in its service, whether through his own fault or otherwise, it makes an allowance to him while unfit for service. It also provides reading rooms for its employés and arranges for eating and lodging houses for its trainmen when away from home.

The Chicago and Grand Trunk railway company provides reading rooms and rooms for sleeping and bathing for its train employés and mechanics at several of its terminal points.

The Chicago, Burlington and Quincy railroad company maintains an insurance or guarantee fund for sickness, accident, and death benefits, under the title of the Burlington volunteer relief department. Its benefits are shared not only by the employés of the Chicago, Burlington and Quincy railroad, but by those of the other roads of the Burlington system operated by it. The fund is raised mainly by monthly voluntary contributions of employés and the interest paid by the company on moneys awaiting disbursement, incomes from investments, and such appropriations as the road may make in accordance with its guarantee. As the company pays all of the operating expenses of the relief department, every dollar of the fund is paid to members who are sick or injured, or, in case of their death, to their families or designated beneficiaries. Mr. E. P. Ripley the general manager of the Chicago, Burlington and Quincy railroad company, writing concerning the reasons which led to the establishment of the relief department, and the feeling in respect to it which exists on the part of the employés, says:

The object of the company in establishing a relief department was to enable its employés to make provision for themselves and families at the least possible cost to them in the event of sickness, accident, or death. The company has established this department not only because it has the interest of its employés at heart, but because it believes that the department will serve to retain and attract a good class of employés, lessen the amount of discontent caused by improvidence, diminish the amount of litigation in cases of accident, and increase the good will of the employés toward the company and their confidence in the good will of the company toward them. Employés have been somewhat suspicious of the motives of the company in regard to this department, but there is now, I am glad to say, a growing feeling in favor of it as the regulations become understood and as the practical advantages of the department are made manifest by the prompt payment of benefits.

This company assists the railroad branch of the Young Men's christian association by subscription, and its reading rooms, which are located at the principal points, are always open to the men.

The Chicago, Milwaukee and Saint Paul railway company has recently established reading rooms at two points on its lines, and it also subscribes to the railroad branch of the Young Men's christian association, which has reading rooms at other points.

The Chicago, Saint Paul and Kansas City railroad company supports reading rooms at several points, and at one of the divisional centers

there is a clubhouse erected for the use of the employés, both for reading rooms and for sleeping rooms.

The Chicago, Saint Paul, Minneapolis and Omaha railway company contributes to the support of reading rooms at several points on its line.

The Cincinnati, Hamilton and Dayton railroad company has an employés' mutual benefit association, which was formed in October, 1876, for the purpose of creating a fund for the relief of its members during injury and to provide for their families in case of death. Prior to that time the sole dependence of disabled employés and their families upon private subscriptions and gifts led to the organization of this association, which in the past twelve years has been very efficacious and satisfactory. The fund from which the members, in case of accident, have right to draw, or from which payment may be made to their families in case of death, is provided by assessing each surviving member \$1 at the death of any member of the association; but the endowment shall not exceed the sum of \$500, and any surplus arising from a death assessment over and above \$500 shall become a part of the contingent fund, out of which, at the rate of \$5 per week, assistance is given to injured members who have been disabled from performing their ordinary duties one week or longer, for a period not to exceed twenty-six consecutive weeks. No allowance, however, shall be made for sickness, unless the same shall be the immediate result of injury. The officers and directors of this mutual benefit association are prominent and faithful employés of this company, and apart from the benefits derived in relieving the distress which injury or death may create, are the manifold advantages of closer bonds of fellowship. This company provides reading rooms and lodging rooms at various points on the road for the accommodation of the trainmen. These are notably at Toledo, Lima, Dayton, Cincinnati, and Indianapolis. The rooms, which are all conveniently situated near enginehouses, are furnished with tables and chairs, writing materials, and the various daily and weekly papers, railroad papers, and railroad magazines. Adjoining them are sleeping accommodations and lavatories.

The Cleveland, Cincinnati, Chicago and Saint Louis railway company has no special insurance or guarantee fund, but the employés themselves, over twenty years ago, organized the Bee Line mutual insurance association, for the benefit of the families of deceased and disabled employés. This association has been successful in its operation, having up to last fall (1888) paid to the beneficiaries a total amount of \$332,143.65. The association is controlled exclusively by the employés of the railroad, the company having no voice except to give its heartiest support and a contribution of \$500 annually toward its expenses. The company supports what is called the Brightwood Home, at Brightwood, near Indianapolis, which is practically an eating and lodging house for trainmen; but it is furnished with all modern improvements, and has a reading room that will accommodate fifty persons. It is

fairly well supplied with volumes of interesting and profitable reading matter, and a number of daily papers, magazines, and interesting periodicals.

The Delaware and Hudson canal company has a relief fund in connection with its coal department, for the purpose of providing for participating employés of that department in cases of sickness or death. The fund is accumulated from payments of stated sums by such employés as care to avail themselves of its benefits. A sum equal to the aggregate of all payments made by the employés is also paid into the fund by the company itself. This plan has been in operation over three years. The Travellers' insurance company, of Hartford, Connecticut, is authorized to operate over the several lines of the road. The company liberally supports the reading rooms established by the Young Men's christian association, and very many of the men who belong to the railroad department of the association have the benefit of libraries, baths, etc.

The Delaware, Lackawanna and Western railroad company has no relief association; but the trainmen and shopmen have an organization for mutual aid. This association provides a fund for death and pays weekly benefits for injuries. It has been in operation nine years, and so far as known is giving perfect satisfaction. This company provides both reading and library rooms for its men at Hoboken, Scranton, Great Bend, and Elmira. These rooms are under the supervision of the Young Men's christian association.

The Denver and Rio Grande railroad company has a hospital fund, to which employés subscribe 50 cents per month, and this entitles them to medical treatment in case of sickness or injury, and a certain allowance to defray burial expenses. The company has a library for the use of employés at the Burnham shops, Denver, Colorado. This library is located in the company's building, and no rental is charged for its use; but employés who desire to use it pay a membership fee of \$2 and an assessment of 50 cents per quarter, all the money collected being expended in the purchase of periodicals and books. This library has an excellent collection of valuable literature.

The Fitchburg railroad relief association and the railroad employés' relief association are two organizations supported by the employés of the Fitchburg railroad, Hoosac Tunnel route, and other companies; but no contributions are made by the roads. The company, however, contributes to the support of the reading rooms of the railroad branch of the Young Men's christian association at Troy and Mechanicsville, New York.

The Flint and Père Marquette railroad company furnishes buildings for reading rooms at several points, which are under the management of the Young Men's christian association. In these rooms there is a good assortment of newspapers and magazines, and several officers of the company contribute toward their expenses.

The non-secret mutual beneficial association was organized by the employés of the Georgia railroad company May 30, 1889, but the road itself has no benefit fund, and provides in no way for insurance. It subscribes to the railroad branch of the Young Men's christian association at Atlanta, and secures to its employés the use of the reading rooms of the association.

The Grand Trunk railway company of Canada has a superannuation and provident fund association, which was organized October 1, 1874, for the benefit of certain classes of the employés of the company. An insurance and provident society was organized July 1, 1884. Prior to 1884 a system of insurance was in force on a limited scale. A similar society was in existence on the Great Western railway (now part of the Grand Trunk system) some years prior to 1884. During the half year ending June 30, 1889, the Grand Trunk railway company contributed to the superannuation and provident fund association \$4,525, and to the insurance and provident society \$6,250. The contribution to the latter society, up to December 31, 1888, was \$10,000 per annum; but in consideration of the number of men admitted by absorption of new lines into the Grand Trunk system, the contribution was increased to \$12,500 from January 1, 1889. These payments are made and the association established under sanction of the parliament of Canada. The company provides free lodging houses at all terminal or locomotive stations for the use of enginemen and firemen who require to take rest away from their homes, and these houses are provided with baths and other necessary conveniences. At large locomotive stations, where there are repairing shops, reading rooms are provided, which the men can use at a nominal expense, and which they themselves manage.

The Illinois Central railroad company has a reading room at East Cairo, which is maintained by the men, but aided by contributions from officers of the company. At some other points on its line the Young Men's christian association has provided reading accommodations for trainmen, but with the aid of the railroad company and its officers.

The Kansas City, Fort Scott and Memphis railroad company has a reading room at Fort Scott and one at Thayer, Missouri. These are provided by the company, and are heated and lighted at its expense. One is also provided at Ash Grove, Missouri, by the employés, and is heated and lighted at their expense. The company, however, contributes reading matter to all of them.

At Kansas City the railroad companies using the union passenger depot provide reading rooms, which are managed under the auspices of the railroad branch of the Young Men's christian association, to which the railroad companies contribute monthly sums to cover the expenses of maintenance.

The Lake Shore and Michigan Southern railway company has no insurance or guarantee fund for the benefit of its employés, but in 1869

an insurance company was organized among its employés, which company has been in operation ever since, with a membership now of 1,100, and it is assisted by the company in the way of an annual gift of \$500, and many officers of the road are members. The railroad branch of the Young Men's christian association has reading and resting rooms at Buffalo, Erie, Collinwood, Cleveland, Detroit, Jackson, and Elkhart, which are appreciated and well patronized by the employés. These rooms are supplied with newspapers, periodicals, books, and reading matter of an interesting and instructive character, and entertainments are frequently given for the benefit of the employés. Each building is in charge of a secretary, whose salary is paid by the railroad company, except at junction points, where other companies contribute jointly to the expense. The Lake Shore expends in this way \$2,500 per annum.

The Lehigh Valley railroad company has an insurance or guarantee fund, or, as it is called by the company, a relief fund, which provides for the employés in case of injury received by them in the discharge of their duties, and provision is also made for payment to the families of employés in case of their death by reason of such injuries. The fund is accumulated by calling upon the employés to contribute a certain sum at a certain time. This contribution is entirely optional, but of course if they do not contribute they fail to receive the benefit of the fund in case of needing it. The company contributes an equal amount; and the relief fund is administered by the company, under the direction of an officer appointed by it, but without expense to the fund. The relief fund has been in operation about twelve years. The feeling in respect to it on the part of the employés is exceedingly favorable, a large number of them being members, and those who are not do not refrain from joining by reason of any want of good feeling toward the plan.

On the Louisville and Nashville railroad company's lines, at several of its terminal stations, there are established reading, bath, and amusement rooms, convenient to the company's premises, under the management of the railroad branch of the Young Men's christian association, to which the company makes liberal subscriptions.

The Maine Central railroad company does not directly provide an insurance or guarantee fund for its employés. There is, however, connected with it a relief association, managed by its employés, which has the full approval of the company, as well as its material assistance.

The Michigan Central railroad company makes monthly contributions to the reading rooms for employés at several stations on its lines, these reading rooms being generally managed by the railroad branch of the Young Men's christian association.

The Missouri, Kansas and Texas railway company has a hospital fund, which is accumulated by monthly assessments upon all employés, the rates being: upon those receiving less than \$50 per month, 25 cents; over \$50, 50 cents per month. This entitles the employé to office treatment and medicine at the various points on the line where local sur-

geons are employed; it also entitles him to entrance into the hospital at Sedalia, Missouri, upon recommendation from the head of a department.

The Missouri Pacific railway company has a hospital department, conducted upon the plan of graded assessments, based upon the amount of wages received by each employé; thus, an individual receiving less than \$50 per month pays 25 cents per month, and an individual receiving \$50 per month or over pays 50 cents per month. This constitutes a fund out of which employés receive medical and surgical treatment, and enables every employé to receive at the least possible cost the best treatment. The company has two hospitals, one at Saint Louis, best one at Kansas City, with emergency stations at Little Rock, Van Buren, and Pueblo. The company has department staffs, which embody every main element of specialties—eye, ear, throat, lungs—consisting of men of established reputation, who are continually in the service of the hospital department. The company supplies transportation to and from the hospitals, also to various parts of the country, when necessary for the better treatment of employés. Burial expenses are paid in cases of death arising from injury or sickness. The hospital is extensively used by the employés, more than nine-tenths of all the employés of the company receiving treatment annually. In the way of reading rooms the wants of the road are supplied by the railroad branch of the Young Men's christian association, to which the company gives a monthly subscription of money at several points, rent-free rooms, etc.

The Newport News and Mississippi Valley company (western division) maintains a hospital at Paducah, Kentucky, which is open at all times to all employés who may be in need of medical attention. The expenses of this hospital are met out of a fund created by contribution from the company and an assessment of each employé, the assessments being made on the graded plan. The funds are expended only in administering the affairs of the hospital, under the direction of the chief surgeon and the control of the board of directors, who manage its affairs. This plan is very favorably received by the employés. The company makes contributions to support the reading rooms of the Young Men's christian association, and on the eastern division a reading room is equipped and maintained at the company's expense at Lexington, Kentucky.

The New York Central and Hudson River railroad company contributes very largely for the support of buildings and reading rooms, which are cared for under the auspices of the railroad branch of the Young Men's christian association. The company has buildings for this purpose exclusively in New York city, New Durham, New Jersey, Troy, Albany, West Albany, De Witt, and East Buffalo. The company also maintains rooms, fitted up for lodging, reading, baths, etc., at Thirty-third street and Seventy-second street, New York city, and at Little Falls, Syracuse, Rochester, and Buffalo. At all these rooms the ex-

penses are largely paid by the company, and it has provided the rooms or buildings either in whole or in part.

The Northern Pacific railroad company has an organized relief system, known as the Northern Pacific beneficial association, of which the general manager is president. This provides a regular system of medical attendance, applying alike to both sickness and injury, also a daily allowance of 50 cents during the time of actual disability, and a small death allowance to cover burial expenses in case of death. The fund is maintained by a monthly assessment of all employés on a 50-cent per capita basis, the fund thus raised being held by the assistant treasurer of the railway company, and administered by the secretary of the association under the direction of the president in connection with an executive committee from the general officers of the company. The medical work is divided into two divisions, east and west of Helena, with a hospital at Brainerd, Minnesota, for the eastern division, and another at Missoula, Montana, for the western division, with a chief surgeon for each division, who is resident at the hospital. There are also local surgeons under contract at all terminal and prominent stations. The association commenced its operations in October, 1882. The service is generally acceptable to employés. The hospital service is good, and the grounds are kept neat and attractive. Those who have been attended at these institutions speak well of them and the treatment received. The company also encourages the establishment of reading rooms by granting sites for buildings along its right of way and by gifts toward the same.

The Pennsylvania railroad company has a relief fund, formed chiefly of regular monthly contributions by employés who become members thereof, to which is added any income or profits from investments, appropriations by the company, and gifts or legacies which may be made for the use of the fund. No employé is required to become a member of this fund, membership being entirely voluntary, and any member can withdraw without affecting his standing in the service. Any employé not over forty-five years of age, who has been in the service for one month, and who passes a satisfactory medical examination, may become a member in the class determined by his pay, and may also take additional death benefits equal in amount to the death benefit of the class in which he becomes a member. Under certain conditions prescribed in the regulations members may enter higher classes than those determined by their pay. Employés desiring to become members execute a formal application for membership, and upon the approval of the application a certificate of membership is furnished. The fund is administered through a department of the service of each of the six companies associated in the administration thereof, viz: the Pennsylvania railroad company, the Northern Central railway company, the West Jersey railroad company, the Philadelphia, Wilmington and Baltimore railroad company, the Camden and Atlantic railroad company,

and the Baltimore and Potomac railroad company. By agreement between the several companies, these departments are managed jointly, under the title of the Pennsylvania railroad volunteer relief department. The department is under the general supervision of an advisory committee, whose duties are to see that its operations are conducted in accordance with the regulations, arrange for investments of money not required to be kept on hand for current use, determine the use that shall be made of any surplus at the end of any period of three years, appoint persons to audit the expenditures each year, propose such amendments to or changes in the regulations as it may deem desirable, and act upon questions brought before it by appeal from decisions of the superintendent or otherwise respecting the rights and claims of members. This advisory committee consists of the general manager, as member *ex officio* and chairman, and twelve members, chosen annually, six by the directors of the companies and six by the members of the relief fund. Members are entitled to definite amounts, proportioned to their contributions, in case of disablement from accident or sickness, and in the event of death certain definite amounts are payable to their relatives or designated beneficiaries. Members disabled by accident are also provided with free surgical attendance. In order that the contributions to the fund may be devoted entirely to the payment of benefits, the companies defray all the expenses of administration. They also guarantee to make good any deficiency which may exist in the fund at the end of every period of three years. Should there be a surplus at the end of any such period, it is to be used in the promotion of a fund for the benefit of superannuated members, or in some other manner for the sole benefit of members, as shall be determined by a vote of two-thirds of the advisory committee and approved by the board of directors. The relief fund was established February 15, 1886, and was the outgrowth of a desire upon the part of the companies associated in the administration of the department to advance the interests of their employés and provide them with specific relief for themselves and families in case of accident, sickness, and death. That the fund is regarded with great favor by the employés is evidenced by the large and constantly increasing membership. There being no provision in the regulations of the relief department for continuing payment on account of sickness after payments have been made for fifty-two weeks, the board of directors authorized, at the expense of the companies, the continuation of payments equal in amount to one-half the sick-benefit rate received during the fifty-two weeks, until investigation and report on the merits of each case could be made, and of such payments thereafter as might be authorized by the boards. The company has commodious reading rooms at various points, supplied with current daily and weekly periodicals. Mr. Charles E. Pugh, the general manager, in his testimony before the Interstate Commerce Commission, says:

Our experience with these reading rooms and adjuncts * * * has been very satisfactory, indeed; we find they are largely frequented by

the trainmen, and we believe they prove a strong inducement to attract them from frequenting drinking saloons and other places of doubtful surroundings. These establishments are in charge of old employés, who in many instances are unfit for service, but well known to the trainmen, whose duty it is to see that order and proper discipline are preserved.

The Philadelphia and Reading railroad company provides an insurance or guarantee fund for the payment to its employés of benefits in the case of sickness or accident, and to the families of employés in the case of death. It is known as the Philadelphia and Reading railroad relief association, and embraces not only the employés of this company but those of its affiliated, leased, and controlled lines. Its organization was effected October 30, 1888, at a meeting held in the city of Reading, composed of a number of delegates averaging three from each division or department of the company's service. The fund which responds to the claims is accumulated by contributions made monthly by the members of the association, together with a contribution by the company made at the same time, and equal in amount to 10 per cent. of the total contributions of the employés. The company guarantees to make this contribution regularly from time to time until the aggregate contributions have amounted to \$1,000,000, and thereafter to make a contribution of 5 per cent. upon the same basis, and also guarantees to make good any deficit in the fund up to \$1,000. It also assumes all expenses incident to the conduct of the relief association, such as salaries, clerk hire, office room, and stationery, in addition to its regular contribution, leaving the fund accumulated to meet simply calls for benefits. The relief association is managed by an advisory committee, composed of nine members, five of whom are chosen by the employés and three by the board of managers of the railroad company, the ninth being the general manager of the railroad company, who, *ex officio*, is chairman of the advisory committee. Elections for members of this board are required to be held annually. The details of the management are under the direction of Mr. John W. Royer, superintendent of the relief association, who makes all settlements of claims. His vouchers are countersigned by the chairman of the committee and paid by the treasurer of the relief association. The moneys of the association are deposited separately to the credit of the association. There are visiting committees in each division or department, who from time to time call upon the sick in their respective districts and make reports to the superintendent upon their condition.

At the establishment of the association the membership was about two hundred. Of the total number of employés about fourteen thousand are eligible for admission to the association, and the total membership at this time is 95 per cent. of all eligible employés. The objects of this association were twofold. It was designed in the first place to bring the interests of the employer and the employed into closer connection, and in the second place to relieve the employés from the burden of

many calls made upon them by reason of sickness, accident, and death among themselves. Before its establishment there was hardly a case of sickness, accident, or death where the fellow-members of the division or department in which the case occurred were not called upon, or at least expected, to make a contribution. The necessity for this no longer exists, and the monthly contribution made by each member not only relieves him of this great drain upon his resources, but provides a fund from which the unfortunate member receives his benefits. Mr. McLeod, the vice-president and general manager of the road, states:

We have every reason to believe that the employés appreciate the great advantages to them of this association, and the presentation of the fact that 95 per cent. or 13,337 of them are members is perhaps the best evidence of their feeling in this connection.

The Pittsburgh, Cincinnati and Saint Louis railway company organized in July, 1889, what is known as the voluntary relief department of the Pennsylvania lines west of Pittsburgh. It has about 3,500 members, and the officers testify that there is every reason to believe that the organization will in the very near future reach a membership of 10,000. The company was led to establish the system, first, from its desire to give its employés a means of insuring themselves in an organization whose benefits were adapted to their calling, and of which the financial integrity was guaranteed; and second, because the success of a similar organization on the Pennsylvania lines east of Pittsburgh had been so marked as to cause numerous requests from the employés of the western lines for the bestowal of similar privileges. This relief association is, as its name indicates, entirely voluntary, and, as the number of applications for membership received during the first two months of its existence shows, is receiving very satisfactory support. This line has established and maintains reading rooms at its own expense, and also contributes to the expenses of the Young Men's christian association railroad reading rooms, to which employés have access.

The Rio Grande Western railroad company has accumulated a hospital fund by assessing every employé 50 cents per month. This hospital fund is administered under the direction of the chief surgeon. It is said that the employés, as a rule, are well satisfied with the way the fund is managed.

The officers and employés of the Savannah, Florida and Western railway company have formed among themselves an association for the relief of its members in case of sickness or accident, and to provide a death benefit to defray funeral expenses. The association numbers 530 members. It has enlarged its scope of usefulness by the formation from its members of the mutual cooperative association, duly chartered by the state of Florida, the object of which is to buy goods and sell the same for the benefit of the members.

The Southern Pacific company, while having no insurance or guarantee fund, or any association for the benefit of employés, has a com-

plete hospital and medical-benefit service, under the charge of a superintendent. A hospital is maintained at Sacramento, California, and contracts with well-conducted hospitals (often those under the management of the Roman Catholic sisterhood) are in force for the care of sick and injured employés at other places, viz: San Francisco, Oakland, and Los Angeles, California; Tucson, Arizona; and Portland, Oregon. Physicians and surgeons are under engagement to care for sick and injured employés at the expense of the hospital fund at various points on the line, and, wherever practicable, specialists (notably oculists and aurists) are also under engagement. This list of medical attachés foots up fifty names. In cases of sickness or injury employés are entitled to treatment, free of charge, at the nearest company physician's or surgeon's office, and, in cases of necessity, at their homes. By arrangement with druggists medicines are at many points furnished to employés without charge on prescriptions made by the company physician. This company provides at many places, especially in Nevada, Utah, Arizona, and New Mexico, neat lodging houses, with bath rooms, and employés not otherwise provided for are entitled to occupy these houses free of charge. Reading rooms are also provided by the company at division stations, the libraries therein being usually maintained by special contributions from employés. Some of these libraries are large and well selected, and all are in every way creditably conducted.

The Texas and Pacific railroad company has a hospital, under the supervision of a skilled physician and surgeon. This hospital is maintained by a certain amount contributed monthly by the employés—all employés receiving \$100 or less, contributing the sum of 25 cents; those receiving more than \$100 per month, contributing 50 cents per month.

The Union Pacific railway company has what is known as a hospital fund, which originated in 1881 by voluntary contribution of employés of the Smoky Hill and Denver districts of the Kansas division, the amount paid by each employé being 50 cents per month. In 1882 this was made uniform over the entire system of the road, and continued until February 1, 1884, when the assessment was reduced to 40 cents per month. In December, 1884, it was still further reduced to 25 cents per month, and this rate has continued since. On account of additional benefits, which have from time to time crept into the system, it was finally decided to restore the former assessment of 40 cents after November 1, 1889. This company owns a hospital at Denver, leases a building for hospital purposes at Ogden, and has contracts with hospitals at Omaha, Kansas City, and one or two other points on the line, where patients are cared for at a stipulated price per day or week. The company has also established reading rooms at several points.

The Utah Central railway employés' mutual aid society is an organization formed by the employés of the Utah Central, and has been in existence about sixteen years, being very successfully managed, and having given excellent satisfaction to its members. It is unlike most

benefit societies in being confined to actual employés, so that when a person leaves the service of the company he also leaves the society, but is allowed to draw any surplus profits which may stand to his credit on the books. The relief is limited in duration to six months' full pay, and three months' half pay continuously, after which time the member has no further claim on the society. In case of frequent sickness no member is entitled to receive more than six months' full pay and three months' half pay within a period of fifteen months. The payments to the society are classified respectively A, B, and C, the payments being \$1.50, \$1, and 50 cents per month. In case of sickness, the relief is: for class A, \$56 per month; class B, \$37; and class C, \$19. In cases of death: for class A, \$225; class B, \$150; class C, \$75. The society was established by the employés themselves, and is regarded as a very beneficial institution. The secretary is paid about \$180 per year for attending to the business of the society. Each member is credited the amount of his contributions, and is charged his proportion of current expenses, including sickness and death. Any balance remaining in his favor is paid to him in full on leaving the company's service, and at the end of each year a dividend is declared proportionate to the amount to the credit of each member. A balance of \$2,000 is reserved at the beginning of each year as a fund in addition to the current contributions. This has been found ample in all ordinary cases of sickness and death.

The Wabash railroad company has established a hospital system, under the rules of which employés receiving \$50 per month and over contribute 50 cents per month from their wages, and those receiving less than \$50 contribute 35 cents per month. This contribution entitles them to treatment in the hospitals of the company in case of sickness or injury, or to such prescriptions as they may wish when they are not ill enough to be removed to the hospital for treatment. The company also contributes a certain amount per month (according to the size of the place and the number of employés located there) to the support of reading and recreation rooms, under the supervision of the Young Men's christian association, at nearly all of the large terminal points. It has also been the policy of the company to encourage by money subscriptions and otherwise the formation of literary and educational societies at points along its line where any number of employés congregate during their leisure hours.

The foregoing statements are practically briefs from quite full statements made to the Interstate Commerce Commission by the officers of the roads named. The several statements will be found in the Third Annual Report of the Commission, that for 1889, in appendix II. Nearly all the roads in the country of any size provide in some way and to some extent for the treatment of employés who are injured in the service. If there are no hospital funds or hospital systems established, then individual cases receive specific or particular attention, according to the conditions.

From information furnished to the Department it is learned that a fair share of the roads assist their employés in securing life or accident insurance policies. A few insist that employés shall secure such policies; but less than a score assist their employés in the payment of the premiums for such policies.

Six companies testify that they pension their superannuated employés, and also their permanently disabled people. A few give superannuated employés light work, or allow half-time pay; while a goodly number make settlements upon the permanently disabled, or they assist them in the way of passes or gratuities, and a few by half pay. The large number of two hundred and sixty-six companies retain in their service permanently disabled employés, the number of such on the rolls at the close of 1888 being 3,121.

A very large number of roads also provide some system of technical education for the men in their shops, and some have regular apprenticeships. A few roads have technical and other schools for the benefit of employés, and in some cases of their families.

It must not be supposed that the only roads supporting or contributing to the support of reading rooms are those which have been named. Through the efforts of the railroad branch of the Young Men's christian association very many libraries and reading rooms have been established on other lines.

I have been content to use the statements made to the Interstate Commerce Commission because it did not seem wise to make duplicate inquiries of the roads. Such inquiries would simply have called out duplicate answers, and a sufficient amount of information was contributed to enable this Department to secure what is desired.

The Commission also asked the chief officers of the great labor organizations that deal with railroad matters to give their views in regard to insurance funds, beneficiary associations, technical schools, etc., and their statements are reproduced in full.

CHIEF ARTHUR AND THE ENGINEERS.

Mr. P. M. Arthur, grand chief engineer of the International Brotherhood of Locomotive Engineers, replied substantially as follows:

The Brotherhood of Locomotive Engineers established an insurance association in December, 1867. It is optional with the members of the brotherhood to take out policies. Certificates of membership are issued to the amount of \$4,500, and it is discretionary with the members whether they take out one, two, or three policies, each one calling for \$1,500. In the event of death, pay is according to the number of policies held, and the same amount is paid for the loss of a hand, foot, or limb, or total loss of eyesight. We have paid through this channel to widows and orphans of disabled members of the association \$2,500,000. Many of our subdivisions have also established so-called weekly-benefit societies, which pay to the members from \$10 to \$12 a week at a cost of 50 cents a month to each member. We have also in use by divisions a form of charity blank for a member who has been sick, out

of employment, or in need. It is filled out and sent to the convention by the delegate of the division. Such claim is there examined and the amount determined. We distribute each year from \$10,000 to \$12,000. This money is received from the profit on our journal and other miscellaneous matter furnished the subdivisions. We had paid in this way about \$500,000. The relief fund now being introduced by the railway companies was unknown at the time we established our plan of insurance. No man can become a member of the brotherhood unless he is twenty-one years of age, has had one year's experience as a locomotive engineer, is of good moral character and temperate habits, and can read and write. As a rule engineers are promoted from firemen and conductors from brakemen. Length of service before promotion depends to a great extent upon the character of the man. Some of the roads are requiring examinations for promotion, but this was not so when I was in active service as locomotive engineer fifteen years ago. It is customary on all roads where merit and ability are equal to give the oldest in the service the preference of engines and trains. When a fireman is first promoted, as a rule he is placed on a switching train, then a construction train, a freight train, and a passenger train. The length of time he serves on each depends generally upon demand for road engineers and the ability of the man himself. On a majority of the roads promotions are made from the ranks of the employés, though there may be instances where men are brought from the outside to fill positions of authority.

Concerning the troubles arising over beneficiary organizations, Baltimore and Ohio troubles, and the recent attack of the Reading on the brotherhoods, Mr. Arthur says:

It is a mistaken policy on their part. They may feel aggrieved at the action of some of the members of these organizations, but they should not condemn all for the misdeeds of a few. Even if they succeed in preventing the men from joining for a time, sooner or later they will identify themselves with some one of the labor organizations. The same trouble occurred in the early days of the brotherhood with the Grand Trunk road and the Chicago and Northwestern, and from these examples it is seen that when men are dismissed for joining labor organizations it results simply in their meeting secretly in out-of-the-way places until they become thoroughly organized, when the dismissal of one means the discharge of all. It is in the interest of railway companies to aid and assist their employés to combine together for mutual benefit and protection. The brotherhood has been instrumental in giving the railway companies a better class of men than they would otherwise have had. Their laws are very rigid as to drinking, they having expelled during the last year three hundred and seventy-five members for intoxication; and whenever a man is detected dissipating he is punished and the officers of the road are notified of the same.

MR. WHEATON AND THE CONDUCTORS.

Mr. C. S. Wheaton, grand chief conductor of the Order of Railway Conductors of America, replied as follows:

There is an insurance fund connected with our organization. It is on the assessment plan, and from it members derive a benefit in the amount of \$2,500 in case of total disability, or their heirs the same amount in case of death. The fund was established in 1882, and since

that time there has been paid from the treasury of the fund over \$500,000. It is raised on the mutual benefit plan of \$1 an assessment on each member when a claim is approved, and any balance over the claim is kept till the sum of such balances over paid claims shall equal a claim, when no assessment is made. No railroad company contributes to its support. Many of our divisions have in their own by-laws provisions for the payment of sick benefits per week in case of sickness. Our order does not interfere in any way with the established rules of railway companies in the employment or promotion of conductors. An employé is not eligible to membership in the order until he has been found competent to take charge of a train as conductor and as such has been in the employ of the company for two years, and unless his moral character is sufficiently established to permit membership. We do not recognize grades in our order, as all men stand alike, whether they have run trains two or six years or whether employed as freight or passenger conductors. If a man is unfortunate and loses his position it does not change his position in the order. In short, we do not believe we have the right to interfere with the officers of the company in the handling of their men, or dictate to them whom they shall employ. However, if injustice is done to our men, we frequently intercede for them to secure justice for all.

MR. O'SHEA AND THE BRAKEMEN.

Mr. Edward F. O'Shea, grand secretary and treasurer of the Brotherhood of Railroad Brakemen, replied in substance as follows :

The grand lodge of the Brotherhood of Railroad Brakemen has a beneficiary fund in which all members participate. This fund is maintained by assessments, and in cases either of total disability or death the beneficiary or person named in the beneficiary certificate receives \$1,000. The fund was established in 1884, and up to date we have expended \$528,097.70, and at the present time we are paying one claim of \$1,000 per day. Our brotherhood also pays benefits to the sick and distressed, but each subordinate lodge takes care of its own cases and raises its funds by monthly dues. Many thousand dollars are expended each year. Our brotherhood has no rules of apprenticeship, but we believe that, other things being equal, the oldest brakeman should receive preference when promotion is to be made. This is not always done, as sometimes men are brought from the outside and get positions as conductors. This is one of the causes of dissatisfaction in the service. We have thousands of conductors in our brotherhood (promoted from brakemen since becoming members) who retain membership with us from choice, but they are all on equal footing in every respect with our other members. With few exceptions, our brotherhood has had no differences with railroad companies, but, on the contrary, is recognized by most of the managers as a positive benefit to their employés, and consequently to the service of their road. Some of the principal lines have lately organized so-called relief associations for the ostensible purpose of "caring for our dear employés," but the real purpose is to undermine and ultimately to destroy the brotherhood and place the men entirely at the mercy of the corporations. The brakeman does not receive wages commensurate with the work he performs or the dangers he is compelled to undergo; hence he is unable to keep up his membership in more than one organization, and as a portion of his wages is retained each month for his membership in the relief fund, he has no

choice in the matter. A protest will result in discharge, and a discharge forfeits all moneys paid into the fund. The relief fund is a delusion and a snare, and many of the brakemen know it from bitter experience.

MR. SARGENT AND THE FIREMEN.

Mr. F. P. Sargent, grand master, replied for the grand lodge of the Brotherhood of Locomotive Firemen, as follows:

The Brotherhood of Locomotive Firemen was first instituted in 1873 as a benevolent insurance association. The system of paying benefits was this: A certificate of membership was issued to each member, under seal of the association, and such certificate of membership constituted a life insurance policy. The certificate stated for whose benefit the insurance was made. It also stated the agreement on the part of the association to pay to the party or parties as above, or to the legal heirs or representatives of the same, the sum of 50 cents from each and every member of the association in good standing at the time of the death of the insured, providing the number of members should not exceed 2,000. On the death of a member proof is made by the proper officials, and the claim is laid before the finance committee, and, if approved, an order on the sinking fund is drawn for a sum equal to 50 cents a member (in good standing), provided the number of members does not exceed 2,000; but if the number does exceed 2,000, an order for \$1,000, the maximum policy, is drawn. There is a disability department, also, under the same rules and same officers, but with a separate sinking and expense fund. Each member can join either or both. Each has a separate entrance fee and separate certificate of membership. The accounts are kept separately, and each bears its proportion of the general expense of the association pro rata, according to the number of members. The system was changed in 1881, and became a compulsory feature of the order. The amount of insurance in each case was made \$1,000. The assessment remained the same, *i. e.*, 50 cents. Any member refusing to pay an assessment is suspended until such arrearage is paid. Claims are issued not exceeding three per month, and the several surpluses over \$1,000 on each claim are preserved until such surplus has reached \$1,000, with which a claim is paid without assessment. Total disability is treated the same as a death claim, as is also the loss of an arm or leg or eyesight. This system remains in effect at present save that the policy was increased to \$1,500 in 1884. It has been the principal feature of the order and one of the cheapest insurances offered to locomotive enginemen. From the organization of the order till February 1, 1889, there was paid on death and disability claims \$1,352,000. The membership is now 18,000, every one carrying a policy of \$1,500 payable in case of death, total disability, or loss of eyesight, hand, or foot. We disburse monthly \$25,000 in benefits. The order realizes the necessity of discipline, believes in railway companies recognizing merit, and asks to have the oldest firemen in service promoted when they are competent and worthy, and opportunity offers. We have no fixed time for a fireman to serve before promotion, leaving it to the judgment of the master mechanic under whom he may be, but we desire when a company wants engineers, that the firemen be promoted, the oldest in service being examined, and, if found competent, advanced. This will be an incentive to the firemen to be diligent and competent. Another desire of the order is to obtain employment for good firemen who through accident or neglect of duty have lost situations, yet whose accident or

neglect would not debar them from following the occupation on another road. We do not insist upon this, but hope to introduce it, believing that experienced men are preferable to those taken from the farm or shop. The relationship existing between the companies and members of our order is wholly harmonious.

MR. SIMSROTT AND THE SWITCHMEN.

Mr. William A. Simsrott, grand secretary and treasurer of the Switchmen's Mutual Aid association of North America, wrote thus :

We have a guarantee fund which is governed by the local lodges, and only pay benefits in cases of accident, sickness not included. In case of death or total disability we pay \$900. This regulation was established in March, 1886. The fund is raised yearly at our annual convention and accumulates by a pro rata assessment on each member of the association. As to our rules of apprenticeship, it is necessary for any man desiring to join our association to have followed this vocation for one year; but we do not insist upon apprenticeship.

TWO OTHER OPINIONS.

Mr. Harry J. Gray, secretary of Employés' Mutual Aid society, Saint Paul, Minneapolis and Manitoba railroad, writes at the request of Mr. George Buck, locomotive engineer :

We organized our mutual aid society in December last and the benefits began January 1. We are satisfied with our success and feel assured of improvement. The number of members in good standing is 305.

Mr. E. R. Bristol, of the Railway Employés' club, Chicago, Milwaukee and Saint Paul railway, who incloses a pamphlet containing constitution and articles of confederation, writes as follows :

The beneficial department we have just started, with excellent prospects for the future; such changes as experience suggests will be made from time to time. Our club proper we started a year ago, being compelled to do so by hostile legislation. We then had a membership of 13,000.

ACCIDENTS.

The following statement regarding accidents is also taken from the Third Annual Report of the Interstate Commerce Commission :

Personally concerned as every man is in the safety of travel the subject of railroad accidents has always had the greatest popular interest. That the facts are quite sufficient to warrant this interest may be seen from the following figures taken from the annual reports of the railroads of the country to the Commission for the year ending June 30, 1888. There were reported for that year deaths and injuries to persons as follows :

| | |
|-----------------------------|---------|
| Passengers killed | 315 |
| Passengers injured | 2, 133 |
| Employés killed | 2, 070 |
| Employés injured | 29, 148 |
| Other persons killed | 2, 897 |
| Other persons injured | 3, 602 |
| Total persons killed | 5, 282 |
| Total persons injured | 25, 888 |

But the reports do not cover the total mileage of the country; only 92.792 per cent. of it. If the accident rate was the same on the roads not reporting, the total number killed was 5,693 and the total injured 27,898. These are the returns made by the railroad companies themselves, and they cannot well be suspected of exaggeration. Neither is there, on the other hand, any reason to suppose that they are not, in most cases, complete and prepared with perfect good faith.

A thought strikingly suggested by these figures is that accidents to passengers take up an undue proportion of the public attention. Not only are casualties to employes several times more numerous, but they are concentrated upon a comparatively small class, each individual of which undergoes considerable hazard. Some estimate of how great this hazard is in the case of one class of employes may be made from the records of the Brotherhood of Railroad Brakemen, an organization that has for one of its objects the insurance of its members against death or total disability. During the year 1888 the average membership of this brotherhood was 10,052.5. Insurance has been paid upon 114 deaths and 53 total disabilities, the result of injuries received from railroad cars during that year. In the same time there were only 31 deaths and 6 total disabilities from natural causes. These data are taken from the printed assessment notices of the order. Thus one in every 88 of the members of this organization is killed yearly, and one in 60 suffers either death or total disability. It appears, also, that a brakeman has only 31 chances in 145, or 1 in 4.7, of being allowed to die a natural death. Exception may perhaps be taken to this conclusion on the ground that brakemen are mostly young and vigorous men not likely to die from natural causes, but surely this view of the case is not more satisfactory than the other. No record is kept showing the number of lesser injuries received, but if the ratio of killed to wounded is taken as the same as that which, according to the figures quoted above, holds good in accidents to railroad employes over the country at large, namely, 1 to 9.73, the number of those receiving injuries serious enough to be reported to the Commission would be, exclusive of the killed, 1,109, or 1 in 9 of the members of the order. It would appear from this result that, besides running great danger of death, a brakeman will, on the average, be injured once for every nine years of service. It should be said that this brotherhood includes quite a number of conductors and others whose occupation is less dangerous than that of brakemen, so that the hazard to brakemen is presumably somewhat greater than here shown. It is probable that no occupation followed in this country by any large class surpasses in danger that of the railway brakemen.

EMPLOYERS' LIABILITY FOR PERSONAL INJURIES TO THEIR EMPLOYÉS.

From the foregoing statement of facts as to accidents, the great risk to individual life taken when entering upon the railroad service is clearly brought out. Many attempts have been made to reduce this risk. The welfare of the public is at stake in the matter, as well as the physical well-being of the employes themselves. It is probably true that the restrictions upon the use of intoxicants, the increased intelligence brought about by the action of companies and of labor organizations by which a railway *esprit de corps* has been stimulated,

have reduced the proportion of accidents to a considerable extent. The construction of roads, the appliances for safety purposes, the use of steel rails, the improvements in couplers—all such means which can be adopted by the corporations tend greatly to a decrease in the list of casualties, both to passengers and to employés. This is a subject in which the public is vitally interested. Safety in travel not only increases the comfort of the public, but increases the profits of the companies themselves, and certainly adds much to the well-being of the employés; so every consideration requires that all means, both under law and under mechanics, should be adopted which may tend in any legitimate line and to any appreciable extent to the diminution of railway casualties.

It is probably true that the establishment of insurance funds, to which employés themselves largely contribute, will, in the long run, if it has not already done so, help much to secure a diminution of casualties, and it cannot be doubted for a moment that the employment of sober, intelligent men, men whose heads are free to comprehend the difficulties as they arise in railway service, and whose intellects are alert, is a powerful agent in the reduction of casualties.

It is now thought by many that law can aid in increasing the safety of the public and in preventing accidents to employés by shifting the responsibilities for injuries, under the common-law rule, from the shoulders of the employés to the shoulders of corporations, and, without attempting to enter into the whole legal discussion which envelops this subject of liability of employers and employés, it may be well to briefly state to what extent each factor in the railway service is responsible (*a*). Under the common law as it exists in England and America and in the greater part of the continent of Europe, where the Roman law is the precedent, it is the rule that the principal is responsible for the acts of the agent, the same as if he performed the acts himself. Of course there are some modifications of this rule under special circumstances, but these need not be discussed. The general rule is as stated. I will not even inquire into the justice of the rule, for it must be accepted as the principle under which a person injured or aggrieved by the agent of another has his remedy against the principal, or, as the language of the law puts it, a person injured by the servant can recover of the master. Curiously enough, this rule does not apply, generally and in broad terms, where the person injured by the agent or employé of another is also an agent or employé of the same principal; that is, in

a The legal status of this question has been quite elaborately discussed in the Fourteenth Annual Report of the Massachusetts Bureau of Statistics of Labor for 1883; in the Eleventh Annual Report of the Bureau of Statistics of Labor and Industries of New Jersey, for 1888; and also by W. Irving Taylor, A. M., LL. B., in a work entitled "Employers' liability to their workmen for accidents incurred in the course of their employment and state regulation of dangerous industries:" Vanden Houten & Co., New York. These constitute nearly if not all the American bibliography of this subject.

simple terms, if A is the proprietor of a factory, a works, or a railroad, and B and C are employés of A, and B is injured through the carelessness or negligence of C, he cannot recover of the proprietor A, because B and C are co-employés, and what is known in the courts under the common law as co-employment would be set up by A as a defence against any claim which B might make for damages resulting from the injuries received through the negligence of C. This doctrine, too, is subject to modifications, restrictions, etc., which need not be discussed, the broad principle being as stated. Of course if it could be proved by B, who was injured through the carelessness or negligence of C, that the carelessness or negligence was really that of the proprietor A, then he could recover, but not otherwise. It is usually assumed, under the common-law rule, that the employé engages in the service of a company or of an individual employer with a full knowledge of all the risks, dangers, and responsibilities of the peculiar employment, and therefore assumes those risks, responsibilities, and liabilities under any dangers which exist; but such risks which the employé takes, are considered only the ordinary risks. The rule does not apply where the risk is not of such a nature as to be reasonably known and assumed, nor does it apply under circumstances where the risk is known to the employer but not to the employé, nor where the employer is under a positive duty and the injury results from neglect of that positive duty, nor, as already remarked, when the injury is incurred through the negligence of the employer himself, except, in the latter case, where the employé may have contributed to the negligence.

The whole subject is an exceedingly interesting one, and offers many opportunities for fine legal distinctions and the application of what might be called the philosophy of law. The whole matter is so fully discussed in the works cited that space is not taken here to reproduce the various phases of the subject. The reader must bear in mind, therefore, that while the rules of the common law are as have been broadly stated, there are many modifications and restrictions of them. The one which interests us just here is that which prevents the employé from recovery as against the employer when the employé is injured through the negligence or carelessness of a co-employé. This latter rule is a growth of recent years, and is what is ordinarily denominated "judge-made law;" that is, it is the result of rulings of courts in various places, and not of statutory provision. It has a good deal of reason in it, under certain restricted circumstances, but when broadly applied it appears to many to be so inconsistent that legislatures are beginning to restrict the common-law rule by positive statutes. A man under former systems of industry, before the great factory system and that of the congregation of labor generally came into vogue, in working alongside of his fellow-employé, and all the employés working with the employer himself, might not reasonably claim damages for any injury received during the co-employment; but it seems unjust to apply this rule when

a brakeman, on a line, it may be hundreds of miles in length, by the negligence of a switchman whom the brakeman never saw, whose character he did not know when he entered the service, and to whose negligence the brakeman could not possibly have contributed, receives serious personal injury. The brakeman cannot, under the rule, recover damages from the railroad corporation because the brakeman and the switchman are considered co-employés of the same principal. So in a factory, the attendant of a loom may be quietly and industriously attending to her business as a weaver, and through the negligence or carelessness or drunkenness of one who attends the engine in the enginehouse a thousand feet away, loses an arm; under these circumstances the weaver cannot recover damages from the proprietor or owners of the factory. These illustrations show how thoroughly absurd the common-law rule appears to many men under some circumstances. In order to remedy the difficulty recourse has been had to statutory provisions, by which the common-law rule is abrogated or its application limited. The first attempt at such limitation was by the parliament of Great Britain. After long agitation, investigations by parliamentary committees, and discussions in parliament, a law in great measure abrogating the common-law rule was enacted in 1880; this act is herewith printed in full:

EMPLOYERS' LIABILITY ACT, 1880.

[(43 & 44 Vic. c. 42) 7th Sept., 1880.]

AN ACT to extend and regulate the liability of employers to make compensation for personal injuries suffered by workmen in their service.

Be it enacted by the queen's most excellent majesty, by and with the advice and consent of the lords spiritual and temporal, and commons, in this present parliament assembled, and by the authority of the same, as follows:

SECTION I. Where, after the commencement of this act, personal injury is caused to a workman—

(1) By reason of any defect in the condition of ways, works, machinery, or plant, connected with or used in the business of the employer; or

(2) By reason of the negligence of any person in the service of the employer, who has any superintendence intrusted to him, whilst in the exercise of such superintendence; or

(3) By reason of the negligence of any person in the service of the employer, to whose orders or directions the workman, at the time of the injury, was bound to conform, and did conform, where such injury resulted from his having so conformed; or

(4) By reason of the act or omission of any person in the service of the employer, done or made in obedience to the rules or by-laws of the employer, or in obedience to particular instructions given by any person delegated with the authority of the employer in that behalf; or

(5) By reason of the negligence of any person in the service of the employer who has the charge or control of any signal, points, locomotive engine, or train upon a railway—

The workman, or, in case the injury results in death, the legal personal representatives of the workman, and any persons entitled in case of

death, shall have the same right of compensation and remedies against the employer as if the workman had not been a workman of nor in the service of the employer, nor engaged in his work.

SEC. II. A workman shall not be entitled, under this act, to any right of compensation or remedy against the employer in any of the following cases, that is to say :

(1) Under sub-section 1 of section I, unless the defect therein mentioned arose from, or had not been discovered or remedied, owing to the negligence of the employer, or of some person in the service of the employer, and intrusted by him with the duty of seeing that the ways, works, machinery, or plant were in proper condition.

(2) Under sub-section 4 of section I, unless the injury resulted from some impropriety or defect in the rules, by-laws, or instructions therein mentioned ; provided that where a rule or by-law has been approved or has been accepted as a proper rule or by-law by one of her majesty's principal secretaries of state, or by the board of trade, or any other department of the government, under or by virtue of any act of parliament, it shall not be deemed, for the purpose of this act, to be an improper or defective rule or by-law.

(3) In any case where the workman knew of the defect or negligence which caused his injury, and failed within a reasonable time to give, or cause to be given, information thereof to the employer, or some person superior to himself, unless he was aware that the employer or such superior already knew of the said defect or negligence.

SEC. III. The amount of compensation recoverable under this act shall not exceed such sum as may be found to be equivalent to the estimated earnings, during the three years preceding the injury, of a person in the same grade employed during those years in the like employment, and in the district in which the workman is employed at the time of the injury.

SEC. IV. An action for the recovery under this act of compensation for an injury, shall not be maintainable unless notice that injury has been sustained is given within six weeks, and the action is commenced within six months from the occurrence of the accident causing the injury, or, in case of death, within twelve months from the time of death; provided always, that in case of death the want of such notice shall be no bar to the maintenance of such action, if the judge shall be of opinion that there was reasonable excuse for such want of notice.

SEC. V. There shall be deducted from any compensation awarded to any workman, or representatives of a workman, or persons claiming by, under, or through a workman in respect of any cause of action arising under this act, any penalty or part of a penalty which may have been paid in pursuance of any other act of parliament to such workman, representatives, or persons in respect of the same cause of action; and where an action has been brought under this act by any workman, or the representatives of any workman, or any persons claiming by, under, or through such workman, for compensation in respect of any cause of action arising under this act, and payment has not previously been made of any penalty or part of a penalty, under any other act of parliament in respect of the same cause of action, such workman, representatives, or person shall not be entitled thereafter to receive any penalty or part of a penalty under any other act of parliament in respect of the same cause of action.

SEC. VI. (1) Every action for recovery of compensation under this act shall be brought in a county court, but may, upon the application of either plaintiff or defendant, be removed into a superior court in like

manner and upon the same conditions as an action commenced in a county court may be by law removed.

(2) Upon the trial of any such action in a county court before the judge without a jury, one or more assessors may be appointed for the purpose of ascertaining the amount of compensation.

(3) For the purpose of regulating the conditions and mode of appointment and remuneration of such assessors and all matters of procedure relating to their duties, and also for the purpose of consolidating any actions under this act in a county court, and otherwise preventing multiplicity of such actions, rules and regulations may be made, varied and repealed from time to time, in the same manner as rules and regulations for regulating the practice and procedure in other actions in county courts.

“County court” shall, with respect to Scotland, mean the “sheriff’s court,” and shall, with respect to Ireland, mean the “civil bill court.”

In Scotland any action under this act may be removed to the court of session at the instance of either party, in the manner provided by, and subject to, the conditions prescribed by section 9 of the sheriff courts (Scotland) act, 1877.

In Scotland the sheriff may conjoin actions arising out of the same occurrence or cause of action, though at the instance of different parties and in respect of different injuries.

SEC. VII. Notice in respect of an injury under this act shall give the name and address of the person injured, and shall state in ordinary language the cause of the injury and the date at which it was sustained, and shall be served on the employer, or, if there is more than one employer, upon one of such employers.

The notice may be served by delivering the same to or at the residence of or place of business of the person on whom it is to be served.

The notice may also be served by post by a registered letter addressed to the person on whom it is to be served, at his last known place of residence or place of business; and, if served by post, shall be deemed to have been served at the time when a letter containing the same would be delivered in the ordinary course of post; and, in proving the service of such notice, it shall be sufficient to prove that the notice was properly addressed and registered.

When the employer is a body of persons corporate or unincorporate, the notice shall be served by delivering the same at or by sending it by post in a registered letter addressed to the office, or, if there be more than one office, any one of the offices of such body.

A notice under this section shall not be deemed invalid by reason of any defect or inaccuracy therein, unless the judge who tries the action arising from the injury mentioned in the notice, shall be of opinion that the defendant in the action is prejudiced in his defence by such defect or inaccuracy, and that the defect or inaccuracy was for the purpose of misleading.

SEC. VIII. For the purpose of this act, unless the context otherwise requires—

The expression “person who has superintendence intrusted to him” means a person whose sole or principal duty is that of superintendence, and who is not ordinarily engaged in manual labor.

The expression “employer” includes a body of persons corporate or unincorporate.

The expression “workman” means a railway servant and any person to whom the employers and workmen act, 1875, applies.

[38 and 39 Vic., chap. 90, sec. 10. In this act, the expression

“workman” does not include a domestic or menial servant, but, save as aforesaid, means any person who, being a laborer, servant in husbandry, journeyman, artificer, handicraftsman, miner, or otherwise engaged in manual labor, whether under the age of twenty-one years or above that age, has entered into or works under a contract with an employer; whether the contract be made before or after the passing of this act, be express or implied, oral or in writing, and be a contract of service, or a contract personally to execute any work or labor.]

SEC. IX. This act shall not come into operation until the first day of January, 1881, which date is in this act referred to as the commencement of this act.

SEC. X. This act may be cited as the employers' liability act, 1880, and shall continue in force till the thirty-first day of December, 1887, and to the end of the then next session of parliament and no longer, unless parliament shall otherwise determine; and all actions commenced under this act before that period shall be continued as if the said act had not expired.

This English act, passed in 1880, called the attention of employers and employés everywhere to the inconsistencies of the common-law rule. Many corporations resisted the enactment of laws which would tend, as they claim, to the great increase of the expenses of running their works or roads. Much fear was expressed on the passage of the bill through parliament that the results would be disastrous to industry and prevent dividends on the stock of railroads. The experience under the law, however, has not substantiated these fears, but one of the best effects of the law has been to induce greater care in the selection of agents. Perhaps this is the very greatest benefit that can be derived from such a statute. The careful administration of railroad service is one of the most vital features, so far as the public is concerned, and if the law stimulates the selection of the very best skill in the employment of men, it justifies its enactment. Certainly the financial disasters predicted have not occurred. All this agitation has reappeared in the United States. The first law, however, following in any great degree the English legislation, was quietly passed by the Alabama legislature February 12, 1885. The following is the full text of the Alabama law:

ALABAMA.

2590. *Liability of master or employer to servant or employé for injuries.*—When a personal injury is received by a servant or employé in the service or business of the master or employer, the master or employer is liable to answer in damages to such servant or employé as if he were a stranger, and not engaged in such service or employment, in the cases following:

(1) When the injury is caused by reason of any defect in the condition of the ways, works, machinery, or plant connected with or used in the business of the master or employer.

(2) When the injury is caused by reason of the negligence of any person in the service or employment of the master or employer, who has any superintendence intrusted to him, whilst in the exercise of such superintendence.

(3) When such injury is caused by reason of the negligence of any person in the service or employment of the master or employer, to whose orders or directions the servant or employé, at the time of the injury, was bound to conform, and did conform, if such injuries resulted from his having so conformed.

(4) When such injury is caused by reason of the act or omission of any person in the service or employment of the master or employer, done or made in obedience to the rules and regulations or by-laws of the master or employer, or in obedience to particular instructions given by any person delegated with the authority of the master or employer in that behalf.

(5) When such injury is caused by reason of the negligence of any person in the service or employment of the master or employer, who has the charge or control of any signal, points, locomotive engine, switch, car, or train upon a railway, or of any part of the track of a railway.

But the master or employer is not liable under this section if the servant or employé knew of the defect or negligence causing the injury, and failed in a reasonable time to give information thereof to the master or employer, or to some person superior to himself engaged in the service or employment of the master or employer, unless he was aware that the master or employer, or such superior already knew of such defect or negligence; nor is the master or employer liable under subdivision one, unless the defect therein mentioned arose from, or had not been discovered or remedied owing to the negligence of the master or employer, or of some person in the service of the master or employer, and intrusted by him with the duty of seeing that the ways, works, machinery, or plant, were in proper condition.

2591. *Personal representative may sue, if injury results in death.*—If such injury results in the death of the servant or employé, his personal representative is entitled to maintain an action therefor, and the damages recovered are not subject to the payment of debts or liabilities, but shall be distributed according to the statute of distributions.

2592. *Damages exempt.*—Damages recovered by the servant or employé, of and from the master or employer, are not subject to the payment of debts, or any legal liabilities incurred by him. [Act of February 12, 1885. *Vide* Code of Alabama, vol. I, pp. 576-7.]

The agitation, as stated, was imported from Great Britain, and first appeared, so far as labor organizations, employés, and employers were concerned, in Massachusetts about 1882, for very soon after the passage of the English act the legislature of Massachusetts, in 1882, directed an investigation by the Bureau of Statistics of Labor of the whole subject of the liability of employers to workmen for injuries received while in the discharge of their duty, and also directed a consideration of what changes, if any, might be needed in the then existing laws relative to such labor. A very careful investigation of the law and facts was made upon the subject, and all its varied relationships, embarrassments, and the difficulties which surrounded it were reported in quite complete form to the legislature. The whole subject was brought to the basis of a few simple questions:

Ought employés to have the same right to recover damages for personal injuries that all others have? Should the rule of law which for-

bids employés from recovering damages from their employers for injuries caused by the negligence of fellow-employés, and without their own contributory negligence, be changed? Should they be allowed for similar injuries from the same cause the same right to damages from their employers that the rest of the world has? If by way of illustration an accident should occur on a railroad train, should a brakeman have the same right to sue for damages that a passenger has? If a brakeman's arm should be broken through the carelessness of a switchman or a tender should he possess the same right that a passenger would have for a similar injury?

These questions brought up the whole matter, and the English law and all the laws of the different states and of different countries, so far as they modify or restrict the common-law rule, were carefully and fully discussed, and this discussion resulted in the recommendation to the legislature of Massachusetts of a bill similar to the English statute, but simpler in its construction. This report was made in 1883. The subject was discussed in legislatures and in the public press until, in May, 1887, the legislature enacted a law as follows:

MASSACHUSETTS EMPLOYERS' LIABILITY ACT.

[Chapter 270, Acts of 1887.]

AN ACT to extend and regulate the liability of employers to make compensation for personal injuries suffered by employés in their service.

Be it enacted, etc., as follows:

SECTION 1. Where, after the passage of this act, personal injury is caused to an employé, who is himself in the exercise of due care and diligence at the time—

(1) By reason of any defect in the condition of the ways, works, or machinery connected with or used in the business of the employer, which arose from or had not been discovered or remedied owing to the negligence of the employer or of any person in the service of the employer and intrusted by him with the duty of seeing that the ways, works, or machinery were in proper condition; or

(2) By reason of the negligence of any person in the service of the employer, intrusted with and exercising superintendence, whose sole or principal duty is that of superintendence; or

(3) By reason of the negligence of any person in the service of the employer who has the charge or control of any signal, switch, locomotive engine, or train upon a railroad, the employé, or in case the injury results in death—

The legal representatives of such employé, shall have the same right of compensation and remedies against the employer as if the employé had not been an employé of nor in the service of the employer, nor engaged in its work.

SEC. 2. Where an employé is instantly killed or dies without conscious suffering, as the result of the negligence of an employer, or of the negligence of any person for whose negligence the employer is liable under the provisions of this act, the widow of the deceased, or in case there is no widow, the next of kin, provided that such next of kin were at the time of the death of such employé dependent upon the wages of such employé for support, may maintain an action for damages therefor and may recover in the same manner, to the same extent, as if the death of

the deceased had not been instantaneous, or as if the deceased had consciously suffered.

SEC. 3. The amount of compensation receivable under this act in cases of personal injury shall not exceed the sum of four thousand dollars. In case of death, compensation in lieu thereof may be recovered in not less than five hundred and not more than five thousand dollars, to be assessed with reference to the degree of culpability of the employer herein, or the person for whose negligence he is made liable; and no action for the recovery of compensation for injury or death under this act shall be maintained, unless notice of the time, place, and cause of the injury is given to the employer within thirty days, and the action is commenced within one year, from the occurrence of the accident causing the injury or death. [The notice required by this section shall be in writing, signed by the person injured or by some one in his behalf; but if from physical or mental incapacity it is impossible for the person injured to give the notice within the time provided in said section, he may give the same within ten days after such incapacity is removed, and in case of his death without having given the notice and without having been for ten days at any time after his injury of sufficient capacity to give the notice, his executor or administrator may give such notice within thirty days after his appointment.] (a) But no notice given under the provisions of this section shall be deemed to be invalid or insufficient solely by reason of any inaccuracy in stating the time, place, or cause of the injury; provided it is shown that there was no intention to mislead, and that the party entitled to notice was not in fact misled thereby.

SEC. 4. Whenever an employer enters into a contract, either written or verbal, with an independent contractor to do part of such employer's work, or whenever such contractor enters into a contract with a subcontractor to do all or any part of the work comprised in such contractor's contract with the employer, such contract or subcontract shall not bar the liability of the employer for injuries to the employés of such contractor or subcontractor, by reason of any defect in the condition of the ways, work, machinery, or plant, if they are the property of the employer, or furnished by him, and if such defect arose, or had not been discovered or remedied, through the negligence of the employer or of some person intrusted by him with the duty of seeing that they were in proper condition.

SEC. 5. An employé or his legal representatives shall not be entitled under this act to any right of compensation or remedy against his employer in any case where such employé knew of the defect or negligence which caused the injury, and failed within a reasonable time to give, or cause to be given, information thereof to the employer, or to some person superior to himself in the service of the employer, who had intrusted to him some general superintendence.

SEC. 6. Any employer who shall have contributed to an insurance fund created and maintained for the mutual purpose of indemnifying an employé for personal injuries for which compensation may be recovered under this act, or to any relief society formed under chapter 244 of the acts of the year 1882, as authorized by chapter 125 of the acts of the year 1886, may prove, in mitigation of the damages recoverable by an employé under this act, such proportion of the pecuniary benefit which has been received by such employé from any such fund or society on account of such contribution of said employer as the contribution of

^aThe portion in brackets was an amendment which was approved March 22, 1888, forming chapter 155, acts of 1888.

such employer to such fund or society bears to the whole contribution thereto.

SEC. 7. This act shall not apply to injuries caused to domestic servants, or farm laborers, by other fellow-employés, and shall take effect on the first day of September, 1887.

Approved May 14, 1887.

In the discussion which preceded the enactment of the foregoing law all the arguments which had been brought against a similar enactment in the British parliament were forcibly arrayed against the passage of the bill; yet there were very many railroad men, either in the administrative forces or in the law departments, who saw plainly that such a law as that proposed could work no serious injury to the railroad interests of the country, but would, on the other hand, conserve the safety of the public and insure the highest order of intelligence in the great body of railway employés; and while but a short time has elapsed since the enactment, the experience so far has been similar to that in England. The fears of financial embarrassment, or of entailing expense on employers under the law, have not been realized. It is true, however, that many roads now offer much inducement for their men to secure policies in accident insurance companies, or themselves secure them, so as to protect the treasury of the road from any drain which might come through the workings of the liability law. The experience of Great Britain, of Alabama, and of Massachusetts must be studied and watched carefully for a series of years before the fullest judgment can be pronounced on the wisdom of the legislation described. While Alabama and Massachusetts are the only states that have practically re-enacted the English law of 1880, many other states have in some way and to some extent weakened the force of the common-law rule. These state modifications are as follows:

LAWS OF THE SEVERAL STATES AND TERRITORIES RELATING TO THE LIABILITY OF EMPLOYERS FOR PERSONAL INJURIES TO THEIR EMPLOYÉS.

CALIFORNIA. (a)

SEC. 1969. *When employer must indemnify employé.*—An employer must indemnify his employé, except as provided in the next section, for all that he necessarily expends or loses in direct consequence of the discharge of his duties as such, or of his obedience to the directions of his employer, even though unlawful, unless the employé at the time of obeying such directions believed them to be unlawful.

SEC. 1970. *When not.*—An employer is not bound to indemnify his

^a An employer is not liable for the negligence of a co-employé, unless negligent in the selection of the co-employé: *Hogan v. C. P. R. R.*, 49 Cal., 125; *Collier v. Steinhart*, 51 Cal., 116; *McLean v. Blue Point Gravel M. Co.*, 51 Cal., 257. In the last case cited it was held by the supreme court that the code "recognizes no distinction growing out of the grades of employment of the respective employés; nor does it give any effect to the circumstance that the fellow-servant through whose negligence the injury came was the superior of the plaintiff in the general service in which they were in common engaged." But in *Beeason v. Green Mountain G. M. Co.*, 57 Cal., 20, it was held that a superintendent of a mining company was not a fellow-employé with

employé for losses suffered by the latter in consequence of the ordinary risks of the business in which he is employed, nor in consequence of the negligence of another person employed by the same employer in the same general business, unless he has neglected to use ordinary care in the selection of the culpable employé.

SEC. 1971. *Employer to indemnify for his own negligence.*—An employer must in all cases indemnify his employé for losses caused by the former's want of ordinary care. [Civil Code of California, 1885, p. 345.]

COLORADO.

This state has no enactment modifying the common-law liability of employers to their employés, but article XV, section 15, of its constitution provides that—

It shall be unlawful for any person, company, or corporation to require of its servants or employés, as a condition of their employment or otherwise, any contract or agreement whereby such person, company, or corporation shall be released or discharged from liability or responsibility on account of personal injuries received by such servants or employés while in the service of such person, company, or corporation, by reason of the negligence of such person, company, or corporation, or the agents or employés thereof, and such contracts shall be absolutely null and void.

DAKOTA.

The Civil Code of Dakota, 1885 (sections 1129, 1130, and 1131), contains the same provisions as those of the Code of California.

FLORIDA.

In Florida the following act was approved June 7, 1887:

1. No person shall recover damages from a railroad company for injury to himself or his property when the same is done by his consent or is caused by his own negligence. If the complainant and the agents of the company are both at fault, the former may recover, but the damages shall be diminished by the jury trying the case in proportion to the amount of default attributable to him.

2. If the person injured is himself an employé of the company, and the damage was caused by another employé, and without fault or negligence on the part of the person injured, his employment by the company shall be no bar to the recovery, and no contract which restricts such liability shall be legal or binding.

Like the similar enactments of Georgia and Kansas, it applies to every class of railroad employés; and it also prohibits the corporations from contracting themselves out of their liability.

the plaintiff in the sense intended by sec. 1970. In *Stephens v. Doe*, 73 Cal., 26 (decided in 1887), it was held that the foreman of a mining company was a fellow-employé within the meaning of sec. 1970, and the court held the defendant not liable for an injury resulting to the plaintiff from obeying the orders of the foreman of the mine, which orders were, as alleged, negligently given. In *Trask v. Cal. S. R. R. Co.*, 63 Cal., 96, it was held that the rule exempting the employer (in this case a railroad company) from liability for injuries to an employé from the negligence of a fellow-employé, has no application where the negligent and unskillful manner in which the road was constructed was the occasion of the injury.

GEORGIA.

SEC. 2083. *Liability of railroad companies as carriers.*—Railroad companies are common carriers, and liable as such. As such companies necessarily have many employés who cannot possibly control those who should exercise care and diligence in the running of trains, such companies shall be liable to such employés as to passengers for injuries arising from the want of such care and diligence.

* * * * *

SEC. 3036. *Injury by co-employé.*—If the person injured is himself an employé of the [railroad] company, and the damage was caused by another employé, and without fault or negligence on the part of the person injured, his employment by the company shall be no bar to the recovery. [Acts of 1855-56, p. 155; *vide* Code of Georgia, 1882, sections 2083, 3036, pp. 509, 762.]

IOWA. (a)

SEC. 1307. Every corporation operating a railway shall be liable for all damages sustained by any person, including employés of such corporation, in consequence of the neglect of agents, or by any mismanagement of the engineers or other employés of the corporation, and in consequence of the wilful wrongs, whether of commission or omission, of such agents, engineers, or other employés, when such wrongs are in any manner connected with the use and operation of any railway, on or about which they shall be employed, and no contract which restricts such liability shall be legal or binding. [McClain's Annotated Statutes of Iowa, 1884, vol. I, p. 357.]

KANSAS.

SEC. 5204. Every railroad company organized or doing business in this state shall be liable for all damages done to any employé of such company in consequence of any negligence of its agents, or by any mismanagement of its engineers or other employés to any person sustaining such damage. [Laws of 1874, chapter 93, section 1; took effect March 4, 1874; *vide* Compiled Laws, 1885 (Dassler), p. 776.]

MINNESOTA.

By chapter 206, laws of 1885, as amended by chapter 59, laws of 1887, it is provided that all railroad corporations operating lines of road in this state shall be liable for all injuries to their engineers or firemen resulting from their being obliged to labor for a longer period than eighteen hours in any one day.

MONTANA.

SEC. 697. That in every case the liability of the [railroad] corporation to a servant or employé, acting under the orders of his superior, shall be the same in case of injury sustained by default or wrongful act of

a In *Hunt v. C. & N. W. R. Co.*, 26 Iowa, 363, the court held that the intention of the section is merely to give the employé a right of action in case of injury by the negligence of co-employés, and not to change the degree of care necessary, which is, as between master and servant, that of ordinary care and diligence only. The degree of care required as to employés is not the same as that demanded to be exercised as to passengers.

his superior, or to an employé not appointed or controlled by him, as if such servant or employé were a passenger. [Compiled Statutes, 1887, chapter XXV, railroad corporations.]

WISCONSIN.

Section 1816 of the Revised Statutes of Wisconsin, 1878, contained the following provision passed in 1875:

Every railroad corporation shall be liable for all damages sustained by any agent or servant thereof by reason of the negligence of any other agent or servant thereof, without contributory negligence on his part, when sustained within this state, or when such agent or servant is a resident of and his contract of employment was made in this state, and no contract, rule, or regulation between any such corporation and any agent or servant shall impair or diminish such liability.

By chapter 232 of the laws of 1880 this section of the Revised Statutes was repealed, but all rights of action which had accrued prior to March 15, 1880, were saved.

WYOMING.

Chapter 97 of the Compiled Laws of Wyoming, 1876, contained the following act, approved December 7, 1869, and entitled:

AN ACT to protect railroad employés who are injured while performing their duty.

Any person in the employment of any railroad company in this territory, who may be killed by any locomotive, car, or other rolling stock, or other property of said company, whether in the performance of his duty or otherwise, his widow or heirs may have the same right of action for damages against such company as if said person so killed were not in the employ of said company; any agreement he may have made, whether verbal or written, to hold such company harmless or free from an action for damages in the event of such killing, shall be null and void, and shall not be admitted as testimony in behalf of said company in any action for damages which may be brought against them; and any person in the employ of said company who may be injured by any locomotive, car, or other rolling stock of said company, or by other property of said company, shall have his action for damages against said company the same as if he were not in the employ of said company, and no agreement to the contrary shall be admitted as testimony in behalf of said company.

The above act is not contained in the Revised Statutes of 1887 (the latest compilation), and it was expressly provided that all acts omitted from that revision were to be regarded as repealed, so that the act quoted is no longer in force.

The foregoing citations from statutes of different states may not be all the statutory provisions affecting the common law as to the liability of employers for personal injuries to their employés, but they constitute the chief legislative interferences. In some states where no particular law exists, there have been some decisions of the courts which tend to show the growth of opinion on the subject under discussion. Only a few such decisions are given, and they simply show the temper of the judicial mind.

ILLINOIS.

The supreme court holds that the question whether a section hand engaged in loading iron on a car was at the time of the accident a fellow-servant with those in charge of the train which ran over him and on which he had ridden to his work was one of fact and not for the court, and a finding that they were not fellow-servants was warranted by the evidence. [*C. and A. R. Co. v. Kelly* (21 N. E. Rep., 203); noted in *Railway Gazette*, September 27, 1889.]

INDIANA.

The supreme court held that a railroad company cannot avoid liability for injuries to a servant from a defective brake, on the ground that it was the duty of its inspector to see that the brake was in repair, and that the inspector was a co-servant of the injured person. [*Cinn., H., and D. R. Co. v. McMullen* (20 N. E. Rep., 287); noted in *Railway Gazette*, July 26, 1889.]

KENTUCKY.

The common-law rule of liability has not been modified by statute; but in the case of *Louisville and Nashville R. Co. v. Robinson* (4 Bush., 507) the supreme court held that the implied undertaking between a railroad company and its employes in the same class of service does not exonerate the company from liability for damages resulting to one of such co-agents from extraordinary or gross negligence of another of such agents in the same line of service. In the same case it was held that engineers and brakemen are in the same class or line of service, and the fact that the engineer served on a passenger and the brakeman on a freight train does not affect the reason and policy of implying, as between themselves, such associations, knowledge, and trust as to have induced an undertaking mutually to risk all the contingencies which the ordinary skill and care of each other in his line of service could not avert.

TEXAS.

The supreme court holds that a car inspector is not a fellow-servant with a brakeman but is a representative of the employer. [*Carpenter v. Mexican Nat. R. Co.*, (39 Fed. Rep., 315); noted in *Railway Gazette*, January 3, 1890.]

A curious species of legislation has been indulged in for the purpose of preventing the defeat of law or laws which might have been enacted for the benefit of the employé. These are the laws restricting the rights of the employer to contract himself out of the liability imposed by law; that is to say, should a state enact a law like that in Massachusetts or Alabama, and make no provision to the contrary, a railroad corporation or other employer might, by contract with the

employé, place itself or himself outside the liability imposed. In Iowa, Florida, and Massachusetts the employer is restricted from making such a contract. In Iowa and Florida, where a limited liability law is in force, it is provided that "no contract which restricts such liability shall be legal or binding." An Iowa decision, however (59 Iowa, 416), holds that this does not apply to a written release for all claims for damages, resulting from injuries, which have already accrued. In Massachusetts, under the law of 1882, it is provided that "no person or corporation shall, by special contract with persons in his or its employ, exempt himself or itself from any liability which he or it might otherwise be under to such persons for injuries suffered by them in their employment, and which result from the employer's own negligence, or from the negligence of other persons in his or its employ;" but the legislature of the last named state, in 1887, while not repealing that portion of the law just quoted, recognized the justice of allowing an employer who was willing to insure his employé to be to some extent free from the provisions of the employers' liability act, and so provided as follows:

Any employer who shall have contributed to an insurance fund created and maintained for the mutual purpose of indemnifying an employé for personal injuries for which compensation may be recovered under this act, or to any relief society formed under chapter 244 of the acts of the year 1882, as authorized by chapter 125 of the acts of the year 1886, may prove in mitigation of the damages recoverable by an employé under this act such proportion of the pecuniary benefit which has been received by such employé from any such fund or society on account of such contribution of said employer as the contribution of such employer to such fund or society bears to the whole contribution thereto.

CHAPTER III.

TIME AND EARNINGS—ANALYSIS OF GENERAL
TABLES.

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TIME AND EARNINGS—ANALYSIS OF GENERAL TABLES.

From the general tables in chapter IV nearly all the important information relating to the economic conditions under which railway employes labor is ascertainable, and the analysis of the general tables is the best method of bringing out the specific things embraced in them. The integrity of a statistical report is measured by the fulness of the detail tables, but its usefulness is measured more thoroughly by the analyses which accompany the tables; so, sufficient detail has been given in the general tables to establish the basis of this analysis, and yet the tables appear very bulky. They have, however, been reduced to the smallest proportions commensurate with statistical integrity.

The first feature that arrests attention is the great number of titles under which railroad employes are engaged. The whole number of specified titles found in the payrolls of the sixty roads investigated is 1,106. It will be sufficient for the purposes of this analysis if the simple designations found on the payrolls and the number of employes under each, with the number of roads on which such designations were found, are given. These points will be found in the following tabulated statement:

NUMBER OF EMPLOYÉS OF SIXTY SYSTEMS OR ROADS COMBINED, BY OCCUPATIONS.

| Occupation. | Number of roads. | Em- ployés. | Occupation. | Number of roads. | Em- ployés. |
|------------------------------------|------------------------|----------------|--|------------------------|----------------|
| Accountants | 5 | 10 | Agents, special | 14 | 55 |
| Accountants, car | 8 | 26 | Agents, ticket | 24 | 590 |
| Agents | 51 | 2,673 | Agents, transfer | 1 | 9 |
| Agents, advertising | 5 | 20 | Agent and accountant | 1 | 1 |
| Agents, assistant | 18 | 163 | Agent and cashier | 1 | 1 |
| Agents, baggage | 9 | 69 | Agents and dispatchers | 3 | 7 |
| Agents, boat | 1 | 2 | Agents and telegraph operators | 20 | 1,114 |
| Agents, claim | 7 | 22 | Agents and watchmen | 1 | 3 |
| Agents, commercial | 2 | 7 | Agent and yardmaster | 1 | 1 |
| Agents, contracting | 4 | 16 | Air-brake and steam fitters | 1 | 4 |
| Agent, dock | 1 | 1 | Air-hose men | 1 | 3 |
| Agents, emigrant | 4 | 10 | Apprentices | 6 | 91 |
| Agents, express | 1 | 23 | Apprentices, car works | 1 | 3 |
| Agents, freight | 20 | 196 | Ash wheelers | 1 | 4 |
| Agent, freight and passenger | 1 | 1 | Ashpan cleaners | 1 | 7 |
| Agents, freight and ticket | 4 | 103 | Ashpanmaker | 1 | 1 |
| Agents, loading | 1 | 16 | Ashpit men | 5 | 68 |
| Agents, milk | 3 | 5 | Attendants, enginehouse | 1 | 2 |
| Agents, passenger | 7 | 48 | Attendants, ladies' waiting room | 1 | 2 |
| Agents, passenger and ticket | 2 | 11 | Attendants, parcelroom | 1 | 8 |
| Agents, purchasing | 3 | 9 | Attendants, station | 1 | 3 |
| Agent, shipping | 1 | 1 | Attendants, waiting room | 2 | 6 |

NUMBER OF EMPLOYÉES OF SIXTY SYSTEMS OR ROADS COMBINED, BY OCCUPATIONS—Continued.

| Occupation. | Number of roads. | Em- ployés. | Occupation. | Number of roads. | Em- ployés. |
|---------------------------------------|------------------|----------------|---|------------------|----------------|
| Axemen..... | 8 | 72 | Bricklayers' helpers..... | 3 | 29 |
| Axle cutters..... | 1 | 3 | Bridge hands..... | 1 | 8 |
| Axle lathemen..... | 1 | 4 | Bridge tenders..... | 8 | 81 |
| Axle straighteners..... | 1 | 5 | Bridge tenders' helpers..... | 1 | 5 |
| Axle turners..... | 3 | 20 | Briggemasters..... | 2 | 5 |
| Axle turners' helpers..... | 1 | 6 | Briggemen..... | 8 | 129 |
| Baggagemasters..... | 36 | 1,232 | Buggymen..... | 1 | 20 |
| Baggagemasters, assistant..... | 7 | 28 | Cab builders..... | 2 | 4 |
| Baggagemasters' helpers..... | 5 | 10 | Cabinetmakers..... | 7 | 100 |
| Baggagemasters and brakemen..... | 2 | 9 | Cabinetmakers' apprentices..... | 1 | 6 |
| Baggagemasters and clerks..... | 3 | 4 | Cabinmen..... | 1 | 38 |
| Baggagemasters and switchmen..... | 1 | 3 | Cablemen..... | 1 | 16 |
| Baggagemen..... | 18 | 1,014 | Call boys..... | 8 | 50 |
| Baggagemen's helpers..... | 2 | 8 | Call boys and clerks..... | 1 | 2 |
| Baggageman and bridge tender..... | 1 | 1 | Callers..... | 13 | 379 |
| Baggageman and watchman..... | 1 | 1 | Captain of scow..... | 1 | 1 |
| Ballast measurers..... | 1 | 3 | Captains of watch..... | 2 | 11 |
| Battery boys..... | 1 | 2 | Car builders..... | 4 | 746 |
| Batterymen..... | 3 | 5 | Car builders' helpers..... | 2 | 4 |
| Bellringers..... | 2 | 12 | Car checkers..... | 1 | 11 |
| Beltmen..... | 2 | 3 | Car droppers..... | 1 | 10 |
| Berry and fruit delivery men..... | 1 | 12 | Car markers..... | 2 | 4 |
| Billers..... | 1 | 7 | Car recorders..... | 5 | 48 |
| Billposters..... | 2 | 5 | Car recorders, chief..... | 1 | 16 |
| Blacksmiths..... | 43 | 1,718 | Car reporters..... | 6 | 22 |
| Blacksmiths' apprentices..... | 7 | 40 | Car tracers..... | 4 | 12 |
| Blacksmiths' helpers..... | 36 | 2,563 | Car washers..... | 3 | 116 |
| Blacksmiths' shop boys..... | 1 | 6 | Carders..... | 4 | 16 |
| Boiler fitter..... | 1 | 1 | Carders and sealers..... | 1 | 2 |
| Boiler heaters..... | 1 | 6 | Caretaker..... | 1 | 1 |
| Boiler heaters and wipers..... | 1 | 3 | Carmen..... | 1 | 5 |
| Boiler washers..... | 13 | 136 | Carpenters..... | 51 | 6,538 |
| Boiler washers' helpers..... | 2 | 20 | Carpenters' apprentices..... | 5 | 54 |
| Boilermakers..... | 31 | 1,057 | Carpenters, bridge..... | 4 | 407 |
| Boilermakers' apprentices..... | 11 | 101 | Carpenters, bridge and building..... | 1 | 163 |
| Boilermakers' helpers..... | 21 | 993 | Carpenters, car works..... | 6 | 596 |
| Boilerman..... | 1 | 1 | Carpenters, coal car works..... | 1 | 196 |
| Boilerman, assistant..... | 1 | 1 | Carpenters, dock..... | 1 | 22 |
| Bolt changers..... | 1 | 6 | Carpenters, fence..... | 3 | 107 |
| Bolt cutters..... | 18 | 152 | Carpenters' helpers..... | 18 | 401 |
| Bolt headers..... | 1 | 2 | Carpenters, house..... | 1 | 14 |
| Bolt heaters..... | 1 | 3 | Carpenters, locomotive works..... | 4 | 53 |
| Bolt repairers..... | 1 | 3 | Carpenters, machine shop..... | 4 | 263 |
| Bolters..... | 1 | 2 | Carpenters, machine shop, help- ers..... | 1 | 28 |
| Boltmakers..... | 3 | 17 | Carpenters, passenger car works..... | 1 | 7 |
| Bookers, freight..... | 1 | 2 | Carpenters, roundhouse..... | 1 | 14 |
| Bookkeepers..... | 10 | 20 | Carpenters, shop..... | 2 | 137 |
| Brakemen..... | 51 | 5,765 | Carpenters, work train..... | 1 | 66 |
| Brakemen, avenue..... | 1 | 13 | Carvers..... | 2 | 5 |
| Brakemen, coal train..... | 1 | 332 | Carvers' apprentices..... | 1 | 6 |
| Brakeman, construction train..... | 1 | 6 | Cashiers..... | 22 | 161 |
| Brakemen, freight..... | 28 | 11,382 | Cashiers, assistant..... | 7 | 12 |
| Brakemen, freight and passenger..... | 5 | 178 | Cashiers and paymasters..... | 3 | 3 |
| Brakemen, freight and work train..... | 1 | 7 | Cashier and paymaster, assist- ant..... | 1 | 1 |
| Brakemen, freight yard..... | 3 | 176 | Casting chippers..... | 1 | 2 |
| Brakemen, gravel train..... | 1 | 6 | Catchers..... | 1 | 8 |
| Brakemen, head..... | 1 | 84 | Catchers' helpers..... | 1 | 6 |
| Brakemen on pushers..... | 1 | 16 | Caulkers..... | 2 | 26 |
| Brakemen, passenger..... | 23 | 1,641 | Chainmen..... | 12 | 70 |
| Brakemen, shifting..... | 2 | 202 | Chalkers..... | 1 | 2 |
| Brakemen, suburban..... | 1 | 16 | Chargers..... | 1 | 3 |
| Brakeman, tipple..... | 1 | 1 | Check boys..... | 1 | 3 |
| Brakemen, work train..... | 17 | 279 | Checkers..... | 9 | 209 |
| Brakemen, yard..... | 13 | 3,595 | Checkmen..... | 3 | 85 |
| Brakemen and conductors..... | 5 | 241 | Cinder cleaners..... | 2 | 17 |
| Brakemen and switchmen..... | 2 | 7 | City poster..... | 1 | 1 |
| Branchmen..... | 1 | 3 | Civil engineers..... | 13 | 52 |
| Brassborers..... | 2 | 2 | Civil engineers, assistant..... | 8 | 48 |
| Brassfinishers..... | 1 | 24 | Cleaners..... | 8 | 333 |
| Brassfinishers' helper..... | 1 | 1 | Cleaners, boiler..... | 3 | 4 |
| Brassmoulders..... | 8 | 30 | Cleaners, brick..... | 1 | 4 |
| Brassmoulders' apprentices..... | 3 | 4 | Cleaners, car..... | 35 | 1,701 |
| Brassmoulders' helpers..... | 6 | 18 | Cleaners, engine..... | 12 | 805 |
| Brassturner..... | 1 | 1 | Cleaners, grate..... | 1 | 46 |
| Brassworkers..... | 1 | 2 | Cleaners, house..... | 1 | 2 |
| Breakers..... | 2 | 34 | | | |
| Bricklayers..... | 12 | 115 | | | |

NUMBER OF EMPLOYÉS OF SIXTY SYSTEMS OR ROADS COMBINED, BY OCCUPATIONS—Continued.

| Occupation. | Number of roads. | Em- ployés. | Occupation. | Number of roads. | Em- ployés. |
|------------------------------------|------------------|----------------|-----------------------------------|------------------|----------------|
| Cleaners, lamp | 3 | 4 | Dopers | 1 | 8 |
| Cleaners, office | 5 | 25 | Drag-outs | 1 | 25 |
| Cleaners, pit | 3 | 22 | Draughtsmen | 13 | 69 |
| Cleaners, reservoir | 1 | 165 | Draughtsmen's apprentices | 2 | 6 |
| Cleaners, shop | 3 | 27 | Draw tenders | 4 | 41 |
| Cleaners, station | 9 | 56 | Drayman | 1 | 1 |
| Cleaners, station, and attendants | 1 | 15 | Drillers | 14 | 464 |
| Cleaners, waiting room | 2 | 18 | Drillers' apprentices | 2 | 5 |
| Cleaners, yard | 4 | 38 | Drillers, coal | 1 | 64 |
| Cleaters | 1 | 11 | Drillers, head | 1 | 24 |
| Clerks | 46 | 7,770 | Drillers' helpers | 1 | 42 |
| Clerk and cashier | 1 | 1 | Driller, work train | 1 | 1 |
| Clerks and passenger agents | 1 | 2 | Drillers, yard | 1 | 36 |
| Clerks and telegraph operators | 18 | 318 | Drillpressmen | 3 | 56 |
| Clerks and ticket agents | 2 | 2 | Drivers | 3 | 27 |
| Clerks and timekeepers | 2 | 5 | Dummy boys | 1 | 17 |
| Clerk and weighmaster | 1 | 1 | Dumpmen, coal | 2 | 18 |
| Climbers | 5 | 46 | Electric light engineers | 2 | 4 |
| Coal dumpers | 1 | 25 | Electric light tenders | 2 | 6 |
| Coal handlers | 4 | 496 | Electric light trimmers | 1 | 8 |
| Coalheavers | 11 | 864 | Electricians | 4 | 16 |
| Coal passers | 1 | 14 | Elevatormen | 1 | 24 |
| Coal shovellers | 6 | 187 | Employés of ferry | 1 | 231 |
| Coalers | 6 | 109 | Employés of junction eating house | 1 | 27 |
| Coalers and wipers | 1 | 126 | Enginelighters | 1 | 4 |
| Collectors | 14 | 79 | Engine preparers | 5 | 195 |
| Collectors, ticket | 1 | 14 | Engine preparers, assistant | 1 | 17 |
| Collectors, tollgate | 2 | 2 | Engine turners | 1 | 2 |
| Comptrollers, track | 1 | 2 | Engine turners' helpers | 1 | 2 |
| Conductors | 48 | 1,082 | Engineers | 46 | 3,642 |
| Conductors, coal train | 1 | 65 | Engineers, assistant | 12 | 49 |
| Conductors, dining car | 2 | 7 | Engineers, bridge | 2 | 16 |
| Conductors, freight | 26 | 2,752 | Engineers, chief | 3 | 3 |
| Conductors, freight and passenger | 6 | 30 | Engineers, coal train | 1 | 101 |
| Conductors, passenger | 27 | 1,064 | Engineers, crane | 1 | 2 |
| Conductors, shifting | 1 | 31 | Engineers, dock | 2 | 21 |
| Conductors, suburban | 1 | 2 | Engineers, dummy | 1 | 11 |
| Conductors, work train | 18 | 131 | Engineers, elevator | 1 | 5 |
| Conductors, yard | 13 | 970 | Engineers, freight | 18 | 825 |
| Conductor and roadmaster | 1 | 1 | Engineers, freight and coal | 1 | 27 |
| Cooks | 7 | 81 | Engineers, freight and passenger | 5 | 21 |
| Coopers | 11 | 60 | Engineers, hoisting | 3 | 14 |
| Coppersmiths | 14 | 54 | Engineers, hydraulic | 1 | 2 |
| Coppersmiths' apprentice | 1 | 1 | Engineers, locomotive | 2 | 68 |
| Coppersmiths' helpers | 5 | 10 | Engineers, passenger | 18 | 333 |
| Copyists | 3 | 4 | Engineers, piledriver | 5 | 13 |
| Coremakers | 3 | 68 | Engineers, pumping | 5 | 23 |
| Corkers | 1 | 3 | Engineer, repairing | 1 | 1 |
| Couplers | 3 | 14 | Engineers, roundhouse | 1 | 9 |
| Cranemen | 12 | 32 | Engineers, shifting | 5 | 156 |
| Croppers | 1 | 8 | Engineers, shop | 8 | 45 |
| Crossing tenders | 3 | 36 | Engineers, stationary | 21 | 252 |
| Crossing tender, boss | 1 | 1 | Engineer, steam hammer | 1 | 1 |
| Crossing tenders and mail carriers | 1 | 3 | Engineers, steam shovel | 5 | 14 |
| Cupolamen | 2 | 10 | Engineer, steam shovel, assistant | 1 | 1 |
| Custodians, depot | 1 | 12 | Engineers, switching | 5 | 110 |
| Cutlers | 1 | 3 | Engineers, work train | 10 | 31 |
| Deliverymen | 3 | 33 | Engineers, yard | 6 | 157 |
| Deliveryman, freight | 1 | 1 | Engineer, assistant, and clerk | 1 | 1 |
| Depot hands | 1 | 5 | Engineer and helper | 1 | 1 |
| Depotmasters | 10 | 36 | Engineers and hostlers | 2 | 2 |
| Derrickmen | 1 | 12 | Engineers and switchman | 1 | 1 |
| Detectives | 5 | 45 | Engineers and watchmen | 1 | 2 |
| Dining car employés | 1 | 52 | Enginemen | 15 | 220 |
| Dipper tenders | 1 | 3 | Enginemen, freight | 2 | 728 |
| Dispatchers | 28 | 380 | Enginemen, passenger | 3 | 201 |
| Dispatchers, assistant | 7 | 61 | Enginemen, shifting | 2 | 36 |
| Dispatchers, chief | 7 | 35 | Enginemen, shop | 1 | 2 |
| Dispatchers, engine | 4 | 10 | Enginemen, stationary | 3 | 31 |
| Dispatchers, yard | 2 | 5 | Enginemen, work train | 1 | 8 |
| Dispatcher and weighmaster | 1 | 1 | Enginemen, yard | 2 | 158 |
| Division chief telegraph operators | 1 | 2 | Engraver | 1 | 1 |
| Dockmasters | 4 | 7 | Examiners | 1 | 62 |
| Doorlifters | 1 | 9 | Examiner, boiler | 1 | 1 |
| Doormen | 3 | 64 | Examiners, car | 2 | 53 |
| Door tenders | 1 | 5 | Examiner, fire box | 1 | 1 |

NUMBER OF EMPLOYÉS OF SIXTY SYSTEMS OR ROADS COMBINED, BY OCCUPATIONS—Continued.

| Occupation. | Number of roads. | Em-ployés. | Occupation. | Number of roads. | Em-ployés. |
|-------------------------------------|------------------|------------|-------------------------------------|------------------|------------|
| Examiners, spark arrester..... | 1 | 6 | Foremen, draw tenders..... | 2 | 8 |
| Examiner, stay bolt..... | 1 | 1 | Foremen, drillers..... | 2 | 35 |
| Examiner, tender brake..... | 1 | 1 | Foremen, elevator hands..... | 3 | 13 |
| Examiners, ticket..... | 2 | 22 | Foreman, engine carpenters..... | 1 | 1 |
| Examiner, watch..... | 1 | 1 | Foremen, engine cleaners..... | 2 | 3 |
| Feeders..... | 1 | 2 | Foreman, enginehouse..... | 6 | 17 |
| Fence builders..... | 2 | 66 | Foremen, extra gang..... | 2 | 45 |
| Fenders, machine shop..... | 1 | 7 | Foremen, fence gang..... | 9 | 77 |
| Ferrymen..... | 1 | 11 | Foremen, floating gang..... | 4 | 17 |
| Fire department, members of..... | 1 | 4 | Foreman, freight car works..... | 1 | 1 |
| Fire marshal..... | 1 | 2 | Foremen, freighthandlers..... | 5 | 63 |
| Fire tenders..... | 2 | 19 | Foremen, fuel preparers..... | 2 | 3 |
| Firemen..... | 55 | 5,549 | Foremen, general..... | 12 | 38 |
| Firemen, coal train..... | 1 | 227 | Foremen, gravel pit..... | 1 | 2 |
| Firemen, dummy..... | 1 | 6 | Foreman, ice gang..... | 1 | 1 |
| Firemen, elevator..... | 1 | 4 | Foremen, inspectors..... | 1 | 2 |
| Firemen, engineroom..... | 2 | 13 | Foremen, laborers..... | 4 | 34 |
| Firemen, freight..... | 18 | 2,312 | Foremen, linemen..... | 3 | 14 |
| Firemen, freight and coal..... | 1 | 40 | Foreman, linkmen..... | 1 | 1 |
| Firemen, freight and passenger..... | 4 | 16 | Foremen, locomotive works..... | 2 | 11 |
| Firemen, locomotive..... | 3 | 197 | Foremen, lumber yard..... | 3 | 5 |
| Firemen, passenger..... | 13 | 621 | Foremen, machine shop..... | 7 | 80 |
| Firemen, roundhouse..... | 2 | 12 | Foremen, machinists..... | 17 | 173 |
| Firemen, shifting..... | 4 | 221 | Foremen, masons..... | 15 | 62 |
| Firemen, shop..... | 4 | 22 | Foremen, miners and quarrymen..... | 1 | 10 |
| Firemen, stationary..... | 11 | 58 | Foreman, motive power, general..... | 1 | 1 |
| Firemen, steam shovel..... | 4 | 13 | Foremen, moulders..... | 1 | 5 |
| Firemen, switching..... | 3 | 49 | Foremen, painters..... | 20 | 74 |
| Firemen, work train..... | 9 | 56 | Foremen, passenger car works..... | 2 | 2 |
| Fitters, yard..... | 5 | 366 | Foremen, patternmakers..... | 1 | 3 |
| Fitters..... | 2 | 131 | Foremen, pavers..... | 1 | 5 |
| Fitters' helpers..... | 2 | 53 | Foremen, pier laborers..... | 1 | 12 |
| Flagmen..... | 31 | 1,774 | Foremen, piledrivers..... | 3 | 5 |
| Flagmen, coal train..... | 1 | 63 | Foreman, planing mill..... | 1 | 2 |
| Flagmen, crossing..... | 4 | 129 | Foremen, porters..... | 1 | 2 |
| Flagmen, freight..... | 3 | 125 | Foremen, pumpers..... | 2 | 4 |
| Flagmen, passenger..... | 1 | 15 | Foremen, quarrymen..... | 8 | 13 |
| Flagmen, yard..... | 1 | 5 | Foreman, road..... | 1 | 1 |
| Flagmen and civil engineers..... | 1 | 2 | Foreman, rock gang..... | 1 | 1 |
| Flagmen and conductors..... | 1 | 2 | Foreman, rodmen..... | 1 | 1 |
| Flagmen and switchmen..... | 2 | 10 | Foremen, roundhouse..... | 7 | 43 |
| Flange turners..... | 2 | 4 | Foremen, section hands..... | 2 | 728 |
| Flangers..... | 1 | 2 | Foremen, shop..... | 14 | 77 |
| Flaskmakers..... | 1 | 3 | Foremen, signalmen..... | 1 | 2 |
| Float captains..... | 1 | 9 | Foreman, snow shovellers..... | 1 | 1 |
| Float tenders..... | 1 | 4 | Foremen, stables..... | 2 | 2 |
| Floormen..... | 1 | 4 | Foremen, stevedores..... | 1 | 6 |
| Flue borers..... | 1 | 3 | Foremen, stock yard..... | 2 | 15 |
| Flue caulkers..... | 3 | 33 | Foremen, stonecutters..... | 3 | 6 |
| Flue cleaners..... | 2 | 23 | Foremen, stonemasons..... | 1 | 3 |
| Flue cutters..... | 1 | 3 | Foremen, stone quarry..... | 1 | 2 |
| Flue fitters..... | 1 | 2 | Foremen, surfacing gang..... | 1 | 3 |
| Flue punchers..... | 1 | 3 | Foremen, switchmen..... | 6 | 117 |
| Flue setters..... | 2 | 17 | Foreman, tallymen..... | 1 | 1 |
| Fluo tester..... | 1 | 1 | Foremen, tallymen and cheekmen..... | 1 | 2 |
| Fluo welders..... | 2 | 6 | Foremen, telegraph gang..... | 2 | 7 |
| Footmen..... | 1 | 13 | Foremen, tie gang..... | 1 | 2 |
| Foremen..... | 20 | 494 | Foreman, tie hoist..... | 1 | 1 |
| Foremen, assistant..... | 5 | 24 | Foremen, tinnern..... | 5 | 15 |
| Foremen, blacksmiths..... | 16 | 62 | Foremen, tinsmiths..... | 4 | 4 |
| Foremen, boilermakers..... | 12 | 33 | Foremen, track laborers..... | 55 | 3,615 |
| Foreman, brassmoulders..... | 1 | 1 | Foremen, transfer laborers..... | 3 | 8 |
| Foremen, bricklayers..... | 1 | 4 | Foreman, trimmers..... | 1 | 1 |
| Foremen, bridge carpenters..... | 1 | 14 | Foremen, upholsterers..... | 2 | 2 |
| Foremen, bridge gang..... | 6 | 45 | Foremen, warehouse..... | 4 | 15 |
| Foremen, cabinetmakers..... | 2 | 4 | Foremen, watchmen..... | 3 | 4 |
| Foremen, car cleaners..... | 5 | 10 | Foreman, water supply..... | 1 | 1 |
| Foremen, car inspectors..... | 8 | 40 | Foremen, well diggers..... | 1 | 2 |
| Foremen, car repairs..... | 8 | 22 | Foremen, wharf hands..... | 1 | 21 |
| Foremen, car smiths..... | 1 | 12 | Foremen, wipers..... | 4 | 7 |
| Foremen, car works..... | 6 | 34 | Foremen, work train..... | 18 | 122 |
| Foremen, carpenters..... | 29 | 330 | Foremen, yard..... | 14 | 137 |
| Foreman, cleaners..... | 1 | 1 | Freight checkers..... | 1 | 4 |
| Foremen, coal heavers..... | 7 | 46 | Freight deliverers..... | 1 | 4 |
| Foremen, construction gang..... | 3 | 35 | Freight receivers..... | 1 | 4 |
| Foreman, coppersmiths..... | 1 | 1 | Freight truckers..... | 1 | 142 |
| Foremen, dock laborers..... | 2 | 5 | Freighthandlers..... | 12 | 396 |

NUMBER OF EMPLOYÉS OF SIXTY SYSTEMS OR ROADS COMBINED, BY OCCUPATIONS—Continued.

| Occupation. | Number of roads. | Em- ployés. | Occupation. | Number of roads. | Em- ployés. |
|---------------------------|------------------|----------------|--------------------------------|------------------|----------------|
| Freightmasters | 2 | 3 | Inspector, netting | 1 | 1 |
| Fuel preparers | 1 | 8 | Inspectors, oil | 1 | 2 |
| Fuelmen | 1 | 5 | Inspectors, passenger car | 2 | 11 |
| Fuelman and storeman | 1 | 1 | Inspectors, pump | 1 | 2 |
| Fuel station tenders | 1 | 4 | Inspectors, rail | 2 | 5 |
| Furnace tenders | 3 | 3 | Inspector, rod | 1 | 1 |
| Galvanizers | 1 | 16 | Inspectors, scale | 2 | 5 |
| Gardeners | 4 | 101 | Inspectors, seal | 2 | 5 |
| Gasfitters | 2 | 4 | Inspectors, shop | 1 | 9 |
| Gasfitters' helpers | 1 | 2 | Inspector, signal | 1 | 1 |
| Gasman | 1 | 1 | Inspectors, stack | 3 | 11 |
| Gasman, assistant | 1 | 1 | Inspectors, stay bolt | 1 | 2 |
| Gatekeepers | 6 | 16 | Inspectors, tank | 2 | 4 |
| Gatemen | 16 | 551 | Inspectors, tie | 6 | 14 |
| Gatemen, bridge | 1 | 2 | Inspectors, tie and wood | 1 | 13 |
| Gatemen, crossing | 2 | 4 | Inspectors, timber | 1 | 3 |
| Gatemen and signalmen | 1 | 2 | Inspectors, track | 3 | 114 |
| Gate tenders | 5 | 65 | Inspectors, wheel | 3 | 4 |
| Gauntletmen | 1 | 3 | Inspectors and civil engineers | 1 | 2 |
| Gilder | 1 | 1 | Inspectors and oilers, car | 1 | 10 |
| Grainers | 1 | 2 | Inspectors and repairers, car | 5 | 42 |
| Greasers | 3 | 110 | Inspector and storekeeper | 1 | 1 |
| Greasers' helpers | 1 | 4 | Instrumentmakers | 1 | 2 |
| Grinders | 2 | 5 | Instrumentmakers' helpers | 1 | 3 |
| Ground hands | 1 | 41 | Ironworkers, bridge | 1 | 5 |
| Hammer boys | 3 | 11 | Ironworkers', bridge, helper | 1 | 1 |
| Hammer enginemen | 1 | 5 | Jacketman | 1 | 1 |
| Hammermen | 5 | 20 | Jackmen, steam shovel | 1 | 13 |
| Handlemakers | 1 | 2 | Janitors | 24 | 215 |
| Hay checkers | 1 | 18 | Janitor and car cleaner | 1 | 1 |
| Heaters | 5 | 44 | Jobbers | 1 | 3 |
| Heaters' helpers | 1 | 23 | Joiners | 2 | 9 |
| Helpers | 9 | 423 | Laborers | 39 | 9,640 |
| Helpers, electric signals | 1 | 7 | Laborers, ballast train | 1 | 78 |
| Helpers, shop | 4 | 73 | Laborers, bridge | 6 | 428 |
| Helpers, station | 1 | 2 | Laborers, bridge and building | 1 | 563 |
| Helpers, yard | 2 | 65 | Laborers, car works | 5 | 804 |
| Hod carriers | 1 | 15 | Laborers, coal dump | 8 | 743 |
| Hoisters and wharf hands | 1 | 3 | Laborers, coal wharf | 3 | 175 |
| Holders-on | 1 | 11 | Laborers, construction gang | 3 | 1,115 |
| Holder-on, boiler shop | 1 | 1 | Laborers, dock | 4 | 228 |
| Hookers-up | 1 | 20 | Laborers, elevator | 2 | 70 |
| Hookmen | 1 | 2 | Laborers, enginehouse | 3 | 91 |
| Hose couplers | 1 | 5 | Laborer, express | 1 | 1 |
| Hose menders | 1 | 2 | Laborers, extra gang | 3 | 513 |
| Hospital force | 1 | 26 | Laborers, fence | 8 | 572 |
| Hostlers | 26 | 845 | Laborer, firemaking | 1 | 1 |
| Hostlers' helpers | 4 | 103 | Laborers, floating gang | 4 | 698 |
| Hostlers and firemen | 3 | 15 | Laborers, freight | 5 | 3,725 |
| Ice tender | 1 | 1 | Laborers, fuel | 1 | 461 |
| Indicators | 1 | 28 | Laborers, gravel pit | 2 | 115 |
| Inspectors | 14 | 122 | Laborers, gravel train | 1 | 174 |
| Inspector, air brake | 1 | 1 | Laborers, ice gang | 1 | 8 |
| Inspector, air hose | 1 | 1 | Laborers, lumber yard | 3 | 447 |
| Inspectors, ashpan | 1 | 2 | Laborers, machine shop | 6 | 301 |
| Inspectors, axle | 1 | 2 | Laborers, masons' | 5 | 50 |
| Inspectors, ballast | 1 | 4 | Laborers, mill | 1 | 50 |
| Inspectors, boiler | 2 | 3 | Laborer, office | 1 | 2 |
| Inspector, brake | 1 | 1 | Laborers, oilhouse | 2 | 2 |
| Inspectors, bridge | 9 | 22 | Laborers, paint shop | 1 | 97 |
| Inspector, building | 1 | 1 | Laborers, pier | 1 | 124 |
| Inspectors, car | 34 | 1,362 | Laborers, piledriver | 3 | 17 |
| Inspectors', car, helpers | 3 | 38 | Laborers, plat | 1 | 10 |
| Inspectors, car works | 2 | 103 | Laborers, pump | 3 | 13 |
| Inspectors, cargo | 1 | 4 | Laborers, quarry | 8 | 116 |
| Inspectors, coal | 1 | 5 | Laborers, roundhouse | 4 | 86 |
| Inspector, dock | 1 | 1 | Laborers, saw mill | 1 | 3 |
| Inspector, dredging | 1 | 1 | Laborers, shop | 18 | 2,222 |
| Inspectors, engine | 6 | 36 | Laborers, station | 8 | 264 |
| Inspectors, freight | 3 | 8 | Laborers, steam shovel | 5 | 151 |
| Inspectors' helpers | 1 | 4 | Laborers, stone gang | 3 | 78 |
| Inspector, iron | 1 | 1 | Laborers, stonemasons' | 2 | 30 |
| Inspectors, joint | 2 | 2 | Laborers, storeroom | 2 | 20 |
| Inspector, lightning rod | 1 | 1 | Laborers, surfacing | 1 | 19 |
| Inspectors, lumber | 6 | 12 | Laborers, switch | 2 | 219 |
| Inspectors, masonry | 3 | 8 | Laborers, telegraph | 3 | 153 |
| Inspector, material | 1 | 1 | Laborers, tie gang | 1 | 39 |

H. Ex. 336—5

NUMBER OF EMPLOYÉS OF SIXTY SYSTEMS OR ROADS COMBINED, BY OCCUPATIONS—Continued.

| Occupation. | Number of roads. | Em- ployés. | Occupation. | Number of roads. | Em- ployés. |
|------------------------------------|------------------|----------------|------------------------------|------------------|----------------|
| Laborers, track | 56 | 53,658 | Milk deliverers | 1 | 10 |
| Laborers, transfer | 1 | 43 | Milk solicitors | 1 | 2 |
| Laborers, warehouse | 6 | 328 | Mill hands | 1 | 6 |
| Laborers, waterhouse | 1 | 14 | Miners | 3 | 164 |
| Laborers, water works | 1 | 13 | Moulders | 9 | 263 |
| Laborers, wharf | 1 | 140 | Moulders' apprentices | 2 | 25 |
| Laborers, wood train | 1 | 72 | Moulders' helpers | 5 | 50 |
| Laborers, wood yard | 3 | 24 | Muckers | 1 | 6 |
| Laborers, work train | 25 | 8,538 | Mule driver | 1 | 1 |
| Laborers, yard | 21 | 2,559 | Nightmen | 1 | 25 |
| Laborers and firemen | 2 | 16 | Nippers | 1 | 2 |
| Laborers and flagmen | 2 | 2 | Notice boys | 4 | 15 |
| Ladies' maids | 2 | 7 | Notice courtiers | 1 | 3 |
| Lamp fillers | 3 | 11 | Numbertakers | 3 | 31 |
| Lamp lighters | 8 | 237 | Nut cutters | 2 | 7 |
| Lampmaker | 1 | 1 | Nut tappers | 8 | 42 |
| Lampmen | 8 | 92 | Nut tappers and bolt cutters | 1 | 6 |
| Lamp tenders | 3 | 52 | Oakum boys | 1 | 4 |
| Latchman | 1 | 1 | Office boys | 12 | 53 |
| Lathemen | 2 | 107 | Office boys and clerks | 1 | 3 |
| Layer-off | 1 | 1 | Oil deliverers and watchmen | 1 | 2 |
| Ledgemen | 2 | 75 | Oil distributors | 4 | 33 |
| Letterers | 2 | 6 | Oil issuers | 1 | 11 |
| Levelmen | 5 | 22 | Oil preparer | 1 | 1 |
| Levermen | 3 | 17 | Oilers | 14 | 354 |
| Lighters-up | 1 | 10 | Oilers and flagmen | 1 | 4 |
| Light tenders | 3 | 8 | Oilers and repairers | 2 | 22 |
| Linemen | 17 | 467 | Oilers and watermen | 1 | 5 |
| Lister | 1 | 1 | Oilers and watchmen | 1 | 2 |
| Loaders, car | 2 | 11 | Oilhouse keepers | 2 | 7 |
| Lockkeepers | 1 | 3 | Oilhousemen | 5 | 12 |
| Locksmiths | 1 | 15 | Oilhouse tenders and callers | 1 | 4 |
| Locksmiths' helpers | 1 | 4 | Oilroom tenders | 2 | 12 |
| Lumber distributors | 1 | 24 | Packers | 2 | 7 |
| Lumberman | 1 | 1 | Paint cleaners | 2 | 28 |
| Machine hands | 4 | 76 | Paint preparer | 1 | 1 |
| Machine runners | 1 | 42 | Painters | 38 | 1,741 |
| Machine runners' helpers | 1 | 41 | Painters' apprentices | 5 | 25 |
| Machine shop hands | 1 | 50 | Painters, car | 2 | 9 |
| Machine tenders | 1 | 7 | Painters' helpers | 15 | 263 |
| Machinemen | 2 | 21 | Painters and washers | 1 | 3 |
| Machinemen, saw mill | 1 | 11 | Pattern filers | 1 | 2 |
| Machinemen, woodworkers | 2 | 27 | Patternmakers | 19 | 82 |
| Machinemens', woodworkers, helpers | 1 | 4 | Patternmakers' apprentices | 2 | 9 |
| Machinists | 40 | 4,984 | Patternmakers' helper | 1 | 1 |
| Machinists' apprentices | 19 | 808 | Pavers | 5 | 24 |
| Machinists' helpers | 21 | 1,237 | Paymasters | 4 | 5 |
| Machinist and watchman | 1 | 1 | Paymaster, assistant | 1 | 1 |
| Mail carriers | 29 | 276 | Piledrivers | 3 | 39 |
| Mail weighers | 1 | 6 | Piledriver, captains | 1 | 2 |
| Mail and express carrier | 1 | 1 | Pilers | 1 | 5 |
| Managers, telegraph department | 2 | 2 | Pile sharpeners | 1 | 6 |
| Masons | 28 | 868 | Pilots, freight and shifting | 1 | 6 |
| Masons, bridge | 1 | 6 | Pilots, passenger | 1 | 5 |
| Masons' helpers | 16 | 901 | Pin pullers | 1 | 3 |
| Master builder | 1 | 1 | Pipers | 4 | 9 |
| Master car builders | 2 | 3 | Pipefitters | 5 | 52 |
| Master carpenters | 4 | 12 | Pipefitters' helpers | 2 | 14 |
| Master machinists | 2 | 3 | Pipelayers | 1 | 8 |
| Master masons | 2 | 3 | Piston packer | 1 | 1 |
| Master mechanics | 24 | 59 | Pitmen | 3 | 84 |
| Master mechanics, assistant | 1 | 4 | Pitmen's helpers | 1 | 2 |
| Master of water power | 1 | 1 | Planers | 2 | 21 |
| Matrons | 3 | 5 | Planing mill machine hands | 2 | 56 |
| Mechanics | 3 | 6 | Plasterers | 7 | 14 |
| Mechanics' helpers | 1 | 3 | Platform hands | 1 | 14 |
| Melter | 1 | 1 | Plumbers | 10 | 27 |
| Messengers | 24 | 760 | Plumbers' helpers | 2 | 7 |
| Messengers, telegraph | 6 | 50 | Policemen | 15 | 136 |
| Messengers and collectors | 1 | 2 | Policemen, depot | 3 | 17 |
| Messenger and janitor | 1 | 1 | Policeman, dock | 1 | 1 |
| Messenger and mail carrier | 1 | 1 | Policemen, special | 4 | 6 |
| Messengers and telegraph operators | 1 | 7 | Polishers | 2 | 14 |
| Milk can collector | 1 | 1 | Polishers' helper | 1 | 1 |
| Milk collector | 1 | 1 | Porters | 23 | 792 |
| | | | Porters, baggage | 4 | 45 |
| | | | Porters, station | 4 | 79 |

NUMBER OF EMPLOYÉS OF SIXTY SYSTEMS OR ROADS COMBINED, BY OCCUPATIONS—Continued.

| Occupation. | Number of roads. | Em- ployés. | Occupation. | Number of roads. | Em- ployés. |
|----------------------------------|------------------|----------------|--|------------------|----------------|
| Porters and cleaners | 1 | 3 | Sheet-iron workers | 3 | 46 |
| Porter and cook | 1 | 1 | Sheet-iron workers' helpers | 2 | 8 |
| Porters and pumpers | 1 | 2 | Shinglers | 1 | 2 |
| Pounders | 1 | 3 | Shinglers' helpers | 1 | 3 |
| Powdermen | 2 | 4 | Shippers, grain elevator | 1 | 8 |
| Pressmen | 1 | 13 | Shippers of supplies | 1 | 5 |
| Puddlers | 1 | 59 | Shop boys | 1 | 5 |
| Puddlers' helpers | 1 | 62 | Shop hands | 6 | 156 |
| Pulley tenders | 1 | 21 | Sidetrack men | 1 | 2 |
| Pumpers | 27 | 742 | Signal lighters | 2 | 2 |
| Pumpers and watchmen | 2 | 2 | Signalmen | 11 | 193 |
| Pumpmen | 7 | 40 | Signal tenders | 3 | 4 |
| Punchers | 2 | 5 | Signal tower men | 1 | 7 |
| Punchers and shearers | 1 | 2 | Silverplaters | 3 | 7 |
| Quarrymen | 8 | 118 | Silverplaters' helpers | 1 | 2 |
| Quarrymen's helpers | 2 | 97 | Slaters | 4 | 7 |
| Rammers | 1 | 2 | Sledgers | 1 | 4 |
| Repairers | 2 | 188 | Slip tenders | 1 | 12 |
| Repairers, car | 21 | 2,513 | Smiths, car | 1 | 147 |
| Repairers', car, helpers | 1 | 32 | Snow ploughers | 1 | 3 |
| Repairers, engine | 1 | 2 | Snow shovellers | 2 | 151 |
| Repairers, line | 5 | 69 | Solicitors | 2 | 3 |
| Repairers, planer pulley | 1 | 6 | Sparemen | 1 | 70 |
| Repairers, pump | 1 | 24 | Spikers | 3 | 21 |
| Repairers, signal | 2 | 0 | Spontsmen | 1 | 3 |
| Repairers, steam heater | 1 | 2 | Springmakers | 3 | 10 |
| Repairers, switch | 1 | 2 | Stablemen | 1 | 3 |
| Repairers, tank | 4 | 19 | Stackmakers | 1 | 2 |
| Repairers', tank, helpers | 1 | 2 | Stationer | 1 | 1 |
| Repairers, tank and truck | 1 | 4 | Stationkeepers | 1 | 6 |
| Repairers, tender | 2 | 18 | Stationmasters | 9 | 34 |
| Repairers', tender, helpers | 1 | 2 | Stationmen | 2 | 16 |
| Repairers, tool | 1 | 2 | Steam and gas fitters | 1 | 5 |
| Repairers, truck | 4 | 318 | Steamfitter | 1 | 1 |
| Repairmen | 1 | 55 | Steam generator | 1 | 1 |
| Riggers | 4 | 23 | Steam hammer hands | 3 | 10 |
| Rivet boys | 1 | 5 | Steam hammer hands' helpers | 1 | 9 |
| Rivet heaters | 4 | 41 | Steam shovel hands | 1 | 2 |
| Riveters | 6 | 74 | Stenciller | 1 | 1 |
| Riveters, bridge | 1 | 8 | Stenographers | 13 | 155 |
| Riveters' helpers | 3 | 45 | Stenographers and typewriters | 2 | 3 |
| Roadmasters | 22 | 83 | Stevadores | 5 | 730 |
| Roadmasters, assistant | 5 | 23 | Stockers | 1 | 11 |
| Roadmasters, division | 2 | 22 | Stonecutters | 8 | 152 |
| Roadmasters, division, assistant | 1 | 7 | Stonecutters' helpers | 1 | 28 |
| Roadmen | 1 | 2 | Stonemasons | 9 | 160 |
| Rodmen | 12 | 73 | Stonemasons' helpers | 2 | 20 |
| Roll turners | 1 | 2 | Storekeepers | 21 | 137 |
| Rollers | 1 | 7 | Storekeepers, assistant | 7 | 28 |
| Rollers' helpers | 1 | 10 | Storekeepers and clerks | 1 | 4 |
| Roofers | 2 | 8 | Storemen | 1 | 7 |
| Roughers | 1 | 10 | Stowers | 1 | 5 |
| Roundhousemen | 2 | 14 | Straighteners | 1 | 8 |
| Roundsmen | 1 | 11 | Strappers | 1 | 3 |
| Runners | 1 | 7 | Streetmaster | 1 | 1 |
| Sailmaker | 1 | 1 | Strikers | 1 | 47 |
| Sand driers | 10 | 79 | Superintendent, assistant, and master mechanic | 1 | 1 |
| Sandhouse keeper | 1 | 1 | Superintendents, bridge and building | 2 | 4 |
| Sandmen | 7 | 16 | Superintendents, construction | 2 | 2 |
| Saw filers | 2 | 2 | Superintendents, engine | 1 | 9 |
| Saw mill hands | 1 | 5 | Superintendents, engine and train | 1 | 12 |
| Saw mill helpers | 1 | 23 | Superintendent, telegraph department | 1 | 1 |
| Scalemakers | 1 | 4 | Superintendents, track | 2 | 3 |
| Scalemen | 2 | 3 | Superintendents, train | 1 | 3 |
| Scale runners | 1 | 3 | Superintendents, tunnel | 1 | 2 |
| Scavenger | 1 | 1 | Superintendents, water power | 1 | 3 |
| Scourers | 1 | 3 | Superintendent and master mechanic | 1 | 1 |
| Scowmen, work train | 1 | 4 | Supervisors | 11 | 67 |
| Screw cutters | 1 | 2 | Supervisors, assistant | 2 | 7 |
| Scrubbers | 7 | 71 | Supervisors, bridge and building | 2 | 6 |
| Sealers | 13 | 115 | Supervisors, camp | 1 | 3 |
| Sealers and recorders | 1 | 4 | Supervisor, carpenters | 1 | 1 |
| Seal takers | 1 | 12 | Supervisors, division | 2 | 9 |
| Sectionmaster | 1 | 1 | | | |
| Sectionmen | 1 | 10 | | | |
| Shearmen | 2 | 15 | | | |
| Shearmen's helper | 1 | 1 | | | |

NUMBER OF EMPLOYÉS OF SIXTY SYSTEMS OR ROADS COMBINED, BY OCCUPATIONS—Concluded.

| Occupation. | Number of roads. | Em-ployés. | Occupation. | Number of roads. | Em-ployés. |
|--------------------------------------|------------------|------------|-----------------------------------|------------------|------------|
| Supervisors, road | 5 | 34 | Tubers | 2 | 3 |
| Supervisor, street | 1 | 1 | Tunnel door tenders | 1 | 2 |
| Supervisors, track | 4 | 19 | Turners | 4 | 30 |
| Supervisor, yard | 1 | 1 | Turner, driller, etc. | 1 | 1 |
| Surveyors | 1 | 5 | Turntable tenders | 2 | 62 |
| Surveyors, lumber | 1 | 2 | Typewriters | 2 | 4 |
| Sweepers | 8 | 131 | Upholsterers | 21 | 101 |
| Swinging gate tenders | 1 | 15 | Upholsterers' apprentices | 3 | 10 |
| Switch lamp tenders | 3 | 51 | Upholsterers' helpers | 8 | 15 |
| Switch light tenders | 3 | 32 | Ushers | 5 | 26 |
| Switchmen | 29 | 3,358 | Varnishers | 1 | 11 |
| Switchmen, yard | 4 | 79 | Wagoners | 1 | 3 |
| Switchmen and signalmen | 2 | 26 | Waiters | 3 | 102 |
| Switch tenders | 6 | 825 | Waiters on "special" | 1 | 9 |
| Switch and draw tenders | 1 | 3 | Waiting maids, station | 2 | 5 |
| Tablemen | 2 | 56 | Warehouse stowers | 1 | 10 |
| Tallymen | 8 | 318 | Warehousemen | 24 | 879 |
| Tankmaker | 1 | 1 | Waremaster | 1 | 1 |
| Tankmen | 1 | 2 | Washers | 3 | 61 |
| Tank valve fitter | 1 | 1 | Watchmen | 47 | 3,615 |
| Targetmen | 5 | 83 | Watchmen, baggage | 11 | 2 |
| Telegraph operators | 38 | 4,212 | Watchmen, bridge | 6 | 111 |
| Telegraph operators, chief | 3 | 4 | Watchmen, crossing | 3 | 151 |
| Telegraph operators and copyists | 1 | 21 | Watchmen, dock | 6 | 24 |
| Telegraph operators and dis-patchers | 8 | 20 | Watchmen, engine | 11 | 129 |
| Telegraph operators and switch-men | 6 | 66 | Watchmen, fire | 1 | 5 |
| Telegraph repairmen | 1 | 4 | Watchmen, freight | 1 | 5 |
| Telephone operators | 3 | 14 | Watchmen, roundhouse | 1 | 12 |
| Tender fillers | 3 | 185 | Watchmen, shop | 8 | 412 |
| Tender fillers and preparers | 1 | 18 | Watchmen, track | 5 | 68 |
| Ticket punchers | 1 | 4 | Watchmen, tunnel | 3 | 14 |
| Ticket receivers | 4 | 12 | Watchmen, work train | 3 | 5 |
| Tie cutters | 1 | 2 | Watchmen and flagmen | 2 | 38 |
| Timekeepers | 16 | 83 | Watchmen and laborers | 2 | 4 |
| Timekeepers, assistant | 3 | 4 | Watchmen and lamp tenders | 2 | 4 |
| Tinners | 10 | 309 | Watchmen and pumpers | 1 | 1 |
| Tinners' apprentices | 2 | 15 | Watchman and repairer | 1 | 1 |
| Tinners' helpers | 4 | 54 | Watchmen and telegraph opera-tors | 3 | 49 |
| Tinsmiths | 16 | 146 | Watchmen and wipers | 4 | 21 |
| Tinsmiths' apprentices | 4 | 6 | Water boys | 26 | 355 |
| Tinsmiths' helpers | 8 | 24 | Water gauger | 1 | 1 |
| Tollgate keeper | 1 | 1 | Water pipe man | 1 | 1 |
| Tool boys | 2 | 6 | Weighers | 10 | 69 |
| Tool collectors | 1 | 4 | Weighers, assistant | 1 | 3 |
| Tool dressers | 2 | 4 | Weighmasters | 11 | 85 |
| Tool grinder | 1 | 1 | Weighmen, grain elevator | 1 | 13 |
| Toolkeepers | 2 | 3 | Well diggers | 3 | 30 |
| Toolmakers | 2 | 6 | Wharfingers | 2 | 6 |
| Toolmakers' apprentices | 1 | 2 | Wheel borers | 5 | 28 |
| Toolmen | 2 | 3 | Wheel cleaners | 1 | 2 |
| Topographers | 1 | 3 | Wheel fitters | 3 | 37 |
| Topographers, assistant | 1 | 3 | Wheel fitters' helpers | 1 | 3 |
| Towermen | 2 | 31 | Wheel grinders | 2 | 2 |
| Track drillers | 1 | 3 | Wheel strippers | 1 | 3 |
| Trackmasters | 3 | 14 | Wheeler | 1 | 1 |
| Trackmen | 1 | 22 | Wheelmen | 2 | 23 |
| Track walkers | 14 | 318 | Wheelpressmen | 7 | 56 |
| Trainmasters | 16 | 55 | Wheelpressmen's helpers | 1 | 3 |
| Trainmasters, assistant | 3 | 6 | Whitewashers | 1 | 15 |
| Trainmasters and dispatchers | 1 | 2 | Wipers | 29 | 2,577 |
| Trainmen | 4 | 297 | Wipers and engine preparers | 1 | 7 |
| Trainmen, chief | 1 | 43 | Wipers and pumpmen | 1 | 3 |
| Trainmen, freight | 1 | 61 | Wipers and warehousemen | 1 | 7 |
| Trainmen, passenger | 1 | 209 | Woodmachine hands | 2 | 133 |
| Train riders | 1 | 6 | Woodworkers | 3 | 16 |
| Train runners | 1 | 7 | Wreckers | 3 | 6 |
| Train starters | 3 | 6 | Wreckmasters | 4 | 13 |
| Transformers | 6 | 58 | Wreckmaster, assistant | 1 | 1 |
| Transitmen | 8 | 25 | Yardmasters | 24 | 525 |
| Transport tug employés | 1 | 154 | Yardmasters, assistant | 10 | 142 |
| Trimmers | 5 | 34 | Yardmasters, general | 5 | 17 |
| Truck builders | 2 | 38 | Yardmen | 15 | 277 |
| Truckmen | 9 | 259 | Yardmen, lumber | 1 | 3 |
| Tube cleaner | 1 | 1 | | | |
| Tube welder | 1 | 1 | Total | | 241,910 |

In order to reduce this great number of designations so as to facilitate analysis the occupations have been grouped, each group being composed of related occupations, that is, of occupations pertaining to the same branch of the service, though sometimes differing quite widely in rate of pay. In a general way the make up of the group is well indicated by its heading; but in occasional instances a broad construction must be applied to the heading. The difficulties in the way of a wholly satisfactory grouping are almost insuperable. The table showing time and earnings for these groups begins on page 108.

GROUPS OF RELATED OCCUPATIONS.

BRAKEMEN AND FLAGMEN.

| | | |
|--|---|---|
| Brakemen. Brakemen, avenue. Brakemen, coal train. Brakemen, construction train. Brakemen, freight. Brakemen, freight and passenger. Brakemen, freight and work train. Brakemen, freight yard. Brakemen, gravel train. Brakemen, head. | Brakemen on pushers. Brakemen, passenger. Brakemen, shifting. Brakemen, suburban. Brakemen, tipple. Brakemen, work train. Brakemen, yard. Brakemen and conductors. Brakemen and switchmen. Car droppers. | Flagmen. Flagmen, coal train. Flagmen, freight. Flagmen, passenger. Flagmen, yard. Flagmen and conductors. Flagmen and switchmen. Pin pullers. |
|--|---|---|

CLEANERS, WIPERS, ETC.

| | | |
|--|--|---|
| Ash wheelers. Ashpan cleaners. Ashpit men. Boiler washers. Boiler washers' helpers. Car washers. Cinder cleaners. Cleaners. Cleaners, boiler. Cleaners, brick. Cleaners, car. Cleaners, engine. Cleaners, grate. Cleaners, house. | Cleaners, lamp. Cleaners, office. Cleaners, pit. Cleaners, reservoir. Cleaners, shop. Cleaners, station. Cleaners, station, and attendants. Cleaners, waiting room. Cleaners, yard. Flue cleaners. Foremen, car cleaners. Foremen, cleaners. Foremen, engine cleaners. | Foremen, wipers. Paint cleaners. Scavengers. Scourers. Scrubbers. Sweepers. Tube cleaners. Washers. Whitewashers. Wipers. Wipers and engine preparers. Wipers and pumpmen. Wipers and warehousemen. |
|--|--|---|

CONDUCTORS AND PILOTS.

| | | |
|---|--|--|
| Conductors. Conductors, coal train. Conductors, dining car. Conductors, freight. Conductors, freight and passenger. | Conductors, passenger. Conductors, shifting. Conductors, suburban. Conductors, work train. Conductors, yard. | Conductors and roadmasters. Pilots, freight and shifting. Pilots, passenger. |
|---|--|--|

EMPLOYÉS IN TELEGRAPH AND ELECTRIC LIGHT SERVICE.

| | | |
|--|--|--|
| Battery boys. Batterymen. Climbers. Division chief telegraph operators. Electric light engineers. Electric light tenders. Electric light trimmers. Electricians. Foremen, linemen. Foremen, telegraph gang. | Helpers, electric signals. Laborers, telegraph. Linemen. Managers, telegraph department. Messengers, telegraph. Messengers and telegraph operators. Repairers, line. Superintendents, telegraph department. | Telegraph operators. Telegraph operators, chief. Telegraph operators and copyists. Telegraph operators and dispatchers. Telegraph operators and switchmen. Telegraph repairmen. |
|--|--|--|

EMPLOYÉS IN SURVEYING AND CIVIL ENGINEERING SERVICE.

| | | |
|--|---|---|
| Axemen. Chainmen. Civil engineers. Civil engineers, assistant. Draughtsmen. Draughtsmen's apprentices. Engineers, chief. | Engineers, hydraulic. Engineers, assistant, and clerks. Engravers. Flagmen and civil engineers. Foremen, linkmen. Foremen, road. Foremen, rodmen. | Ledgemen. Levelmen. Rodmen. Surveyors. Topographers. Topographers, assistant. Transitmen. |
|--|---|---|

EMPLOYÉS IN ADMINISTRATIVE AND CLERICAL SERVICE, INCLUDING STATION AGENTS.

| | | |
|--|---|---|
| Accountants. Accountants, car. Agents. Agents, advertising. Agents, assistant. Agents, baggage. Agents, boat. Agents, claim. Agents, commercial. Agents, contracting. Agents, dock. Agents, emigrant. Agents, express. Agents, freight. Agents, freight and passenger. Agents, freight and ticket. Agents, loading. Agents, milk. Agents, passenger. Agents, passenger and ticket. Agents, purchasing. Agents, shipping. Agents, special. Agents, ticket. Agents, transfer. Agents and accountants. Agents and cashiers. Agents and dispatchers. Agents and telegraph operators. Agents and watchmen. Agents and yardmasters. Berry and fruit delivery men. Bookers, freight. Bookkeepers. Call boys. Call boys and clerks. Car checkers. Car markers. Car recorders. Car recorders, chief. Car reporters. | Car tracers. Carders. Carders and sealers. Cashiers. Cashiers, assistant. Cashiers and paymasters. Cashiers and paymasters, assistant. Chalkers. Check boys. Checkers. Checkmen. Clerks. Clerks and cashiers. Clerks and passenger agents. Clerks and telegraph operators. Clerks and ticket agents. Clerks and timekeepers. Clerks and weighmasters. Collectors. Collectors, ticket. Collectors, tollgate. Copyists. Custodians, depot. Dispatchers. Dispatchers, assistant. Dispatchers, chief. Dispatchers, engine. Dispatchers, yard. Dispatchers and weighmasters. Freight checkers. Hay checkers. Hospital force. Listers. Masters of water power. Messengers. Messengers and collectors. Messengers and janitors. Messengers and mail carriers. Milk can collectors. Milk collectors. | Milk deliverers. Milk solicitors. Notice boys. Notice couriers. Numbertakers. Office boys. Office boys and clerks. Paymasters. Paymasters, assistant. Runners. Sealers. Sealers and recorders. Seal takers. Shippers, grain elevator. Slippers of supplies. Solicitors. Stationers. Stenographers. Stenographers and typewriters. Superintendents, assistant, and master mechanics. Superintendents, bridge and building. Superintendents, construction. Superintendents, engine. Superintendents, engine and train. Superintendents, track. Superintendents, train. Superintendents, tunnel. Superintendents, water power. Superintendents and master mechanics. Telephone operators. Ticket punchers. Ticket receivers. Timekeepers. Timekeepers, assistant. Typewriters. |
|--|---|---|

EMPLOYÉS IN DEPOTS, STATIONS, YARDS, WAREHOUSES, ETC.

| | | |
|---|---|--|
| Attendants, enginehouse. Attendants, ladies' waiting room. Attendants, parcelroom. Attendants, station. Attendants, waiting room. Baggagemasters. Baggagemasters, assistant. Baggagemasters' helpers. Baggagemasters and brakemen. Baggagemasters and clerks. Baggagemasters and switchmen. Baggagemen. Baggagemen's helpers. Baggagemen and bridge tenders. Baggagemen and watchmen. Bellringers. Billers. Billposters. Callers. Captains of watch. | Caretakers. City posters. Couplers. Deliverymen. Deliverymen, freight. Depot hands. Depotmasters. Defectives. Dining car employés. Doordifters. Doormen. Door tenders. Draymen. Drivers. Employés of junction eating house. Engine preparers. Engine preparers, assistant. Engine turners. Engine turners' helpers. | Fire department, members of. Fire marshal. Footmen. Foremen, enginehouse. Foremen, freighthandlers. Foremen, general. Foremen, ice gang. Foremen, lumber yard. Foremen, motive power, general. Foremen, porters. Foremen, pumbers. Foremen, signalmen. Foremen, snow shovellers. Foremen, stables. Foremen, stock yard. Foremen, switchmen. Foremen, tallymen. Foremen, tallymen and checkmen. Foremen, warehouse. |
|---|---|--|

EMPLOYÉS IN DEPOTS, STATIONS, YARDS, WAREHOUSES, ETC.—
Concluded.

| | | |
|--|---|--|
| <p>Foremen, watchmen. Foremen, water supply. Foremen, yard. Freight deliverers. Freight receivers. Freight truckers. Freighthandlers. Freightmasters. Gardeners. Gatekeepers. Gatemen. Gatemen and signalmer. Gate tenders. Greasers. Greasers' helpers. Helpers, station. Helpers, yard. Hose couplers. Ice tenders. Indicators. Janitors. Janitors and car cleaners. Laborers, express. Laborers, freight. Laborers, ice gang. Laborers, lumber yard. Laborers, office. Laborers, oilhouse. Laborers, pump. Laborers, station. Laborers, storeroom. Laborers, switch. Laborers, warehouse. Laborers, waterhouse. Laborers, yard. Laborers and firemen. Laborers and flagmen. Ladies' maids. Loaders, car. Lumber distributors. Lumbermen. Mail carriers. Mail weighers. Mail and express carriers. Matrons. Mule drivers. Nightmen. Oil deliverers and watchmen. Oil distributors. Oil issuers. Oil preparers. Oilers. Oilers and flagmen. Oilers and repairers.</p> | <p>Oilers and wastemen. Oilers and watchmen. Oilhouse keepers. Oilhousemen. Oilhouse tenders and callers. Oilroom tenders. Platform hands. Policemen. Policemen, depot. Policemen, special. Porters. Porters, baggage. Porters, station. Porters and cleaners. Porters and cooks. Porters and pumpers. Pumpers. Pumpers and watchmen. Pumpmen. Roadmasters. Roadmasters, assistant. Roadmasters, division. Roadmasters, division, assistant. Roundhousemen. Roundsmen. Scalemen. Scale runners. Sidetrack men. Snow ploughers. Snow shovellers. Sparemen. Stablemen. Stationkeepers. Stationmasters. Stationmen. Stencillers. Stockers. Storekeepers. Storekeepers, assistant. Storekeepers and clerks. Storemen. Stowers. Supervisors. Supervisors, assistant. Supervisors, division. Supervisors, yard. Surveyors, lumber. Swinging gate tenders. Switchmen. Switchmen, yard. Switchmen and signalmen. Switch tenders. Switch and draw tenders. Tablemen.</p> | <p>Tallymen. Tankmen. Targetmen. Tender fillers. Tender fillers and preparers. Trainmasters. Trainmasters, assistant. Trainmasters and dispatchers. Trainmen. Trainmen, chief. Trainmen, freight. Trainmen, passenger. Train riders. Train runners. Train starters. Truckmen. Turntable tenders. Ushers. Wagoners. Waiters. Waiters on "special." Waiting maids, station. Warehouse stowers. Warehousemen. Waremasters. Watchmen. Watchmen, baggage. Watchmen, engine. Watchmen, fire. Watchmen, freight. Watchmen, roundhouse. Watchmen, shop. Watchmen and flagmen. Watchmen and laborers. Watchmen and lamp tenders. Watchmen and pumpers. Watchmen and repairers. Watchmen and telegraph operators. Watchmen and wipers. Water gaugers. Weighers. Weighers, assistant. Weighmasters. Wreckers. Wreckmasters. Wreckmasters, assistant. Yardmasters. Yardmasters, assistant. Yardmasters, general. Yardmen. Yardmen, lumber.</p> |
|--|---|--|

EMPLOYÉS CONSTRUCTING ROADS, TRACKS, ETC.

| | | |
|--|--|--|
| <p>Ballast measurers. Cablemen. Cooks. Fence builders. Foremen. Foremen, assistant. Foremen, construction gang. Foremen, extra gang. Foremen, fence gang. Foremen, floating gang. Foremen, laborers. Foremen, pavers. Foremen, section hands. Foremen, surfacing gang. Foremen, tie gang. Foremen, tie hoist. Foremen, track laborers. Foremen, well diggers. Foremen, work train.</p> | <p>Ground hands. Laborers. Laborers, ballast train. Laborers, construction gang. Laborers, extra gang. Laborers, fence. Laborers, floating gang. Laborers, plat. Laborers, surfacing. Laborers, tie gang. Laborers, track. Laborers, water works. Laborers, work train. Pavers. Pounders. Rammers. Sand driers. Sandhouse keepers. Sectionmasters.</p> | <p>Sectionmen. Spikers. Streetmasters. Supervisors, camp. Supervisors, road. Supervisors, street. Supervisors, track. Tie cutters. Tool boys. Tool collectors. Toolkeepers. Toolmen. Trackmasters. Trackmen. Watchmen, work train. Water boys. Well diggers.</p> |
|--|--|--|

EMPLOYÉS ALONG ROADS, TRACKS, ETC.

| | | |
|---|--|--|
| Branchmen. Bridge tenders. Bridge tenders' helpers. Bridgemasters. Bridgemen. Cabinmen. Comptrollers, track. Crossing tenders. Crossing tenders, boss. Crossing tenders and mail carriers. | Draw tenders. Flagmen, crossing. Foremen, draw tenders. Gatemen, bridge. Gatemen, crossing. Lockkeepers. Roadmen. Signalmen. Signal tenders. Signal tower men. Tollgate keepers. | Towermen. Track walkers. Tunnel door tenders. Watchmen, bridge. Watchmen, crossing. Watchmen, track. Watchmen, tunnel. |
|---|--|--|

EMPLOYÉS OF SCOWS, FERRIES, ETC.

| | | |
|---|--|--|
| Captains of scow. Employés of ferry. Ferryman. Float captains. | Float tenders. Foremen, transfer laborers. Laborers, transfer. Riggers. | Sailmakers. Scowmen, work train. Transfermen. Transport tug employés. |
|---|--|--|

EMPLOYÉS ON WHARVES, DOCKS, ETC.

| | | |
|---|--|--|
| Cranemen. Derrickmen. Dipper tenders. Dockmasters. Elevatormen. Foremen, dock laborers. Foremen, elevator hands. Foremen, pier laborers. Foremen, piledrivers. Foremen, stevedores. Foremen, wharf hands. | Hoisters and wharf hands. Jackmen, steam shovel. Laborers, dock. Laborers, elevator. Laborers, pier. Laborers, piledriver. Laborers, steam shovel. Laborers, wharf. Piledrivers. Piledriver, captains. Pilers. | Pile sharpeners. Policemen, dock. Pulley tenders. Slip tenders. Steam shovel hands. Stevedores. Watchmen, dock. Watchmen, grain elevator. Wharfingers. |
|---|--|--|

EMPLOYÉS OF REPAIR SHOPS.

| | | |
|---|---|---|
| Bolt repairers. Foremen, car repairers. Hose menders. Jobbers. Repairers. Repairers, car. Repairers', car, helpers. | Repairers, engine. Repairers, planer pulley. Repairers, pump. Repairers, signal. Repairers, steam heater. Repairers, switch. Repairers, tank. | Repairers', tank, helpers. Repairers, tank and truck. Repairers, tender. Repairers', tender, helpers. Repairers, tool. Repairers, truck. Repairmen. |
|---|---|---|

ENGINEMEN (AND ENGINEERS RUNNING TRAINS) AND HOSTLERS.

| | | |
|---|---|--|
| Engineers. Engineers, assistant. Engineers, coal train. Engineers, dummy. Engineers, freight. Engineers, freight and coal. Engineers, freight and passenger. Engineers, locomotive. Engineers, passenger. | Engineers, shifting. Engineers, switching. Engineers, work train. Engineers, yard. Engineers and helpers. Engineers and hostlers. Engineers and switchmen. Engineers and watchmen. Engineers. | Enginemen, freight. Enginemen, passenger. Enginemen, shifting. Enginemen, work train. Enginemen, yard. Hostlers. Hostlers' helpers. Hostlers and firemen. |
|---|---|--|

ENGINEERS, STATIONARY.

| | | |
|---|--|---|
| Engineers, bridge. Engineers, crane. Engineers, dock. Engineers, elevator. Engineers, hoisting. Engineers, piledriver. | Engineers, pumping. Engineers, repairing. Engineers, roundhouse. Engineers, shop. Engineers, stationary. Engineers, steam hammer. | Engineers, steam shovel. Engineers, steam shovel, assistant. Enginemen, shop. Enginemen, stationary. |
|---|--|---|

FIREMEN, STATIONARY.

| | | |
|--|--|---|
| Boiler heaters. Boiler heaters and wipers. Fire tenders. Firemen, elevator. Firemen, engineroom. | Firemen, roundhouse. Firemen, shop. Firemen, stationary. Firemen, steam shovel. Firemen, yard. | Furnace tenders. Heaters. Heaters' helpers. Laborers, firemaking. Steam generators. |
|--|--|---|

FIREMEN ON TRAINS.

| | | |
|--|--|---|
| Firemen. Firemen, coal train. Firemen, dummy. Firemen, freight. | Firemen, freight and coal. Firemen, freight and passenger. Firemen, locomotive. Firemen, passenger. | Firemen, shifting. Firemen, switching. Firemen, work train. |
|--|--|---|

INSPECTORS AND EXAMINERS.

| | | |
|---|--|--|
| Examiners. Examiners, boiler. Examiners, car. Examiners, fire box. Examiners, spark arrester. Examiners, stay bolt. Examiners, tender brake. Examiners, ticket. Examiners, watch. Foremen, car inspectors. Foremen, inspectors. Inspectors. Inspectors, air brake. Inspectors, air hose. Inspectors, ashpan. Inspectors, axle. Inspectors, ballast. Inspectors, boiler. Inspectors, brake. Inspectors, bridge. | Inspectors, building. Inspectors, car. Inspectors', car, helpers. Inspectors, car works. Inspectors, cargo. Inspectors, coal. Inspectors, dock. Inspectors, dredging. Inspectors, engine. Inspectors, freight. Inspectors' helpers. Inspectors, iron. Inspectors, joint. Inspectors, lightning rod. Inspectors, lumber. Inspectors, masonry. Inspectors, material. Inspectors, netting. Inspectors, oil. Inspectors, passenger car. | Inspectors, pump. Inspectors, rail. Inspectors, rod. Inspectors, scale. Inspectors, seal. Inspectors, shop. Inspectors, signal. Inspectors, stack. Inspectors, stay bolt. Inspectors, tank. Inspectors, tie. Inspectors, tie and wood. Inspectors, timber. Inspectors, track. Inspectors, wheel. Inspectors and civil engineers. Inspectors and oilers, car. Inspectors and repairers, car. Inspectors and storekeepers. |
|---|--|--|

LAMPMEN, LIGHT TENDERS, ETC.

| | | |
|--|---|---|
| Engine lighters. Gasmen. Gasmen, assistant. Lamp fillers. | Lamp lighters. Lampmen. Lamp tenders. Lighters-up. | Light tenders. Signal lighters. Switch lamp tenders. Switch light tenders. |
|--|---|---|

MASONS, BRICKLAYERS, ETC.

| | | |
|--|---|---|
| Bricklayers. Bricklayers' helpers. Foremen, bricklayers. Foremen, masons. Foremen, stonecutters. Foremen, stonemasons. Hod carriers. | Laborers, masons'. Laborers, stonemasons'. Masons. Masons, bridge. Masons' helpers. Master builders. Master masons. | Plasterers. Slaters. Stonecutters. Stonecutters' helpers. Stonemasons. Stonemasons' helpers. |
|--|---|---|

METALWORKERS.

| | | |
|---|--|--|
| Air-brake and steam fitters. Air-hose men. Apprentices. Apprentices, car works. Ashpanmakers. Axle cutters. Axle lathemen. Axle straighteners. Axle turners. Axle turners' helpers. Beltmen. Blacksmiths. Blacksmiths' apprentices. | Blacksmiths' helpers. Blacksmiths' shop boys. Boiler fitters. Boilermakers. Boilermakers' apprentices. Boilermakers' helpers. Boilermen. Boilermen, assistant. Bolt changers. Bolt cutters. Bolt headers. Bolt heaters. Bolters. | Boltmakers. Brassborers. Brassfinishers. Brassfinishers' helpers. Brassmoulders. Brassmoulders' apprentices. Brassmoulders' helpers. Brassturners. Brassworkers. Breakers. Buggymen. Carmen. Casting chippers. |
|---|--|--|

METAL WORKERS—Concluded.

| | | |
|--|--|---|
| <p>Catchers. Catchers' helpers. Caulkers. Chargers. Coppersmiths. Coppersmiths' apprentices. Coppersmiths' helpers. Coremakers. Corkers. Croppers. Cupolamen. Cutlers. Dopers. Drag-outs. Drillers. Drillers' apprentices. Drillers' head. Drillers' helpers. Drillers' work train. Drillers, yard. Drillpressmen. Dummy boys Feeders. Fenders, machine shop. Fitters. Fitters' helpers. Flange turners. Flangers. Flaskmakers. Floormen. Flue borers. Flue caulkers. Flue cutters. Flue fitters. Flue punchers. Flue setters. Flue testers. Flue welders. Foremen, blacksmiths. Foremen, boilermakers. Foremen, brassmoulders. Foremen, car smiths. Foremen, car works. Foremen, coppersmiths. Foremen, drillers. Foremen, freight car works. Foremen, locomotive works. Foremen, machine shop. Foremen, machinists. Foremen, moulders. Foremen, passenger car works. Foremen, patternmakers. Foremen roundhouse. Foremen, shop. Foremen, tanners. Foremen, tinsmiths. Galvanizers. Gasfitters. Gasfitters' helpers. Gauntletmen. Grinders. Hammer boys. Hammer enginemen. Hammermen.</p> | <p>Helpers. Helpers, shop. Holders-on. Holders-on, boiler shop. Hookers-up. Hookmen. Instrumentmakers. Instrumentmakers' helpers. Ironworkers, bridge. Ironworkers', bridge, helpers. Jacketmen. Laborers, car works. Laborers, enginehouse. Laborers, machine shop. Laborers, roundhouse. Laborers, shop. Lampmakers. Lathemen. Layers-off. Levermen. Locksmiths. Locksmiths' helpers. Machine hands. Machine runners. Machine runners' helpers. Machine shop hands. Machine tenders. Machinemen. Machinists. Machinists' apprentices. Machinists' helpers. Machinists and watchmen. Master car builders. Master machinists. Master mechanics. Master mechanics, assistant. Mechanics. Mechanics' helpers. Melters. Moulders. Moulders' apprentices. Moulders' helpers. Muckers. Nippers. Nut cutters. Nut tappers. Nut tappers and bolt cutters. Packers. Pattern filers. Patternmakers. Patternmakers' apprentices. Patternmakers' helpers. Pipers. Pipefitters. Pipefitters' helpers. Pipelayers. Piston packers. Planers. Plumbers. Plumbers' helpers. Polishers. Polishers' helpers. Pressmen.</p> | <p>Puddlers. Puddlers' helpers. Punchers. Punchers and shearers. Rivet boys. Rivet heaters. Riveters. Riveters, bridge. Riveters' helpers. Roll turners. Rollers. Rollers' helpers. Roofers. Roughers. Saw filers. Scalemakers. Screw cutters. Shearmen. Shearmen's helpers. Sheet-iron workers. Sheet-iron workers' helpers. Shop boys. Shop hands. Sledgers. Smiths, car. Spoutsmen. Springmakers. Stackmakers. Steam and gas fitters. Steamfitters. Steam hammer hands. Steam hammer hands' helpers. Straighteners. Strappers. Strikers. Tank valve fitters. Tanners. Tanners' apprentices. Tanners' helpers. Tinsmiths. Tinsmiths' apprentices. Tinsmiths' helpers. Tool dressers. Tool grinders. Toolmakers. Toolmakers' apprentices. Track drillers. Truck builders. Tube welders. Tubers. Turners. Turners, drillers, etc. Water pipe men. Wheel borers. Wheel cleaners. Wheel fitters. Wheel fitters' helpers. Wheel grinders. Wheel strippers. Wheelers. Wheelmen. Wheelpressmen. Wheelpressmen's helpers.</p> |
|--|--|---|

MINERS, QUARRYMEN, ETC.

| | | |
|---|--|--|
| <p>Drillers, coal. Foremen, gravel pit. Foremen, miners and quarrymen. Foremen, quarrymen. Foremen, rock gang. Foremen, stone quarry.</p> | <p>Laborers, gravel pit. Laborers, gravel train. Laborers, quarry. Laborers, stone gang. Miners. Pitmen.</p> | <p>Pitmen's helpers. Powdermen. Quarrymen. Quarrymen's helpers. Sandmen.</p> |
|---|--|--|

PAINTERS, DECORATORS, UPHOLSTERERS, ETC.

| | | |
|--|--|--|
| Foremen, painters. Foremen, trimmers. Foremen, upholsterers. Gilders. Grainers. Laborers, paint shop. Letterers. | Paint preparers. Painters. Painters' apprentices. Painters, car. Painters' helpers. Painters and washers. Silverplaters. | Silverplaters' helpers. Trimmers. Upholsterers. Upholsterers' apprentices. Upholsterers' helpers. Varnishers. |
|--|--|--|

WOODWORKERS.

| | | |
|--|--|---|
| Bridge hands. Cab builders. Cabinetmakers. Cabinetmakers' apprentices. Car builders. Car builders' helpers. Carpenters. Carpenters' apprentices. Carpenters, bridge. Carpenters, bridge and building. Carpenters, car works. Carpenters, coal car works. Carpenters, dock. Carpenters, fence. Carpenters' helpers. Carpenters, house. Carpenters, locomotive works. Carpenters, machine shop. Carpenters', machine shop, helpers | Carpenters, passenger car works. Carpenters, roundhouse. Carpenters, shop. Carpenters, work train. Carvers. Carvers' apprentices. Cleaters. Coopers. Foremen, bridge carpenters. Foremen, bridge gang. Foremen, cabinetmakers. Foremen, carpenters. Foremen, engine carpenters. Foremen, planing mill. Handlemakers. Joiners. Laborers, bridge. Laborers, bridge and building. Laborers, mill. | Laborers, saw mill. Machinemen, saw mill. Machinemen, woodworkers. Machinemen's, woodworkers, helpers. Master carpenters. Mill hands. Oakum boys. Planing mill machine hands. Saw mill hands. Saw mill helpers. Shinglers. Shinglers' helpers. Supervisors, bridge and building. Supervisors, carpenters. Tankmakers. Woodmachine hands. Woodworkers. |
|--|--|---|

WOOD AND COAL HANDLERS.

| | | |
|--|---|---|
| Coal dumpers, Coal handlers. Coal heavers. Coal passers. Coal shovellers. Coalers. Coalers and wipers. | Dumpmen, coal. Foremen, coal heavers. Foremen, fuel preparers. Fuel preparers. Fuelmen. Fuelmen and storemen. Fuel station tenders. | Laborers, coal dump. Laborers, coal wharf. Laborers, fuel. Laborers, wood train. Laborers, wood yard. |
|--|---|---|

CLASSIFIED TIME AND EARNINGS.

Wage statistics heretofore have largely been presented on the basis of averages. Unfortunately for the scientific side of statistics, these averages have been too often the result found by taking the rate of pay per day, per week, or per month of men employed in specific occupations, and from such rates and the estimated average number of men deducing average yearly earnings. For certain economic purposes such an average is passably indicative of what might be earned and of the general wage-earning power in given industries. Of late years the demand has been that the employes should be classified, not only minutely as to occupations, but as to rates of pay and time employed, and the chief value of this report, so far as time and wages are concerned, is to be found in a thoroughly scientific classification, not only of the time employed of each individual employe of the roads considered, but of rates by day and by year, these rates being actual rates paid, and the yearly amounts being the actual earnings of each employe, as shown by the pay-rolls. Classifications conforming to this scientific basis have been very meager

hitherto, covering but few persons. They have, to be sure, in some sense been given by great industries, as in the census of Massachusetts for 1885 and the Fourth Annual Report of the Connecticut Bureau of Statistics of Labor, but even then for the average number of persons employed.

An unavoidable difficulty accompanies all great calculations of wage statistics, such as are found in our state and federal censuses. Employers are called upon to return the number of persons employed. Formerly, this was the form in which the question was put: "The number of persons employed?" The vagueness of the information resulting from such an inquiry became apparent, and the attempt has been made in recent censuses to get a more specific and exact statement as to the number of persons employed. This has been sought through the division of the question, employers being asked to state the greatest number employed at any one time, the least number employed at any one time, and the average number, and in some instances they have been asked to state the number employed on a certain day, and also at what time the greatest number was employed, as well as the time of the employment of the least number. These subdivisions, while showing the fluctuations of employment, did not help in ascertaining average wages. A true statement could be derived from census returns as to the aggregate wages paid in a state, or in an industry, or in the whole country, and it has been the custom of writers and speakers to divide the aggregate amount of wages paid in a given instance by the average number of persons employed under the same circumstances. The viciousness of such a process has been shown so often and so clearly that statisticians are endeavoring to obviate the difficulties and arrive at more approximately exact results. One sees without much study that by dividing the sum representing the aggregate wages paid by the number of persons employed the divisor is very sure to be a fluctuating one, especially when the attempt is made to compare two periods of time, for in the one it may occur that the divisor represents the largest number of employes, while at another period the divisor may represent either the least number or the average number of persons employed during a year. To overcome these obstacles in the way of securing an actual quotient many writers have insisted that there should be a perfect classification as to individual employes, in order to show how many there are above certain given points, or below such points; as: How many are in receipt of the average wage stated; or, How many there are who do not receive the average, etc. And this report, so far as time, rates, and earnings are concerned, has been made on the latter basis, but the difficulties of this method have been developed by the report, and the necessity has arisen of comparing the average earnings with the actual, in order to secure statistical integrity. It will probably be shown that the truest way after all is to consider positions necessary for the carrying on of an industry, rather than the number of separate individuals which may have been employed in filling positions.

The illustrations of what has been said will appear as the tables are discussed.

The first of the general tables in chapter IV shows in three classes the classified time and the earnings of the individual employés of the roads, first, as to the class in which the earnings are rarely above \$500 per annum; second, as to the class in which the earnings are frequently from \$500 to \$1,000 per annum; and third, as to the class in which the earnings are frequently from \$1,000 to \$2,000 per annum. The table, as printed, however, is only for ten roads, instead of sixty, to avoid bulkiness, but the ten roads relate to groups covering the whole United States, as stated in chapter I, and as will be more thoroughly described in chapter IV. From this table I two summaries have been drawn, which summaries, however, relate to the whole sixty roads, and not to the ten simply. The first of these summaries is brought forward here for purposes of statistical harmony. It shows the classified time and earnings of the whole number of employés or the sixty systems or railroads covered, considered by groups of rates, and is followed by a table of percentages of employés in similar form.

It may be stated at this point that in the case of employés working by the month the daily rate has been arrived at by computation. In the case of employés working at two or several rates of pay within the year, they have been assigned to the daily rate in vogue nearest to their average daily earnings (the quotient of their entire earnings divided by their entire number of days). In the case of employés working at two or several occupations, they have been assigned to the principal one when one, as was usually the case, covered the major part of their service. When, however, they worked at two occupations about equally long, they have been assigned to each. This occasioned a small amount of duplications which is elsewhere referred to.

The summary mentioned here follows:

CLASSIFIED TIME AND EARNINGS.

NUMBER OF EMPLOYÉES OF SIXTY SYSTEMS OR ROADS, BY GROUPS OF RATES.

| | Number of employes. | Groups of actual daily earnings, or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | |
|----|---------------------|---|--|----------------|-----------------|------------------|------------------|------------------|------------------|------------------|--------------------|---|-------------------|-------------------|
| | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days. | 151 to 200 days. | 201 to 250 days. | 251 to 300 days. | 301 to 365 days. | 366 days and over. | 100 dolls. and under. | 101 to 200 dolls. | 201 to 300 dolls. |
| 1 | 656 | Under \$0.21 | 40 | 68 | 99 | 42 | 52 | 58 | 32 | 255 | 10 | 656 | ----- | ----- |
| 2 | 817 | \$0.21- .40 | 63 | 93 | 110 | 64 | 79 | 50 | 35 | 306 | 17 | 579 | 236 | 2 |
| 3 | 1,867 | .41- .60 | 413 | 200 | 210 | 155 | 157 | 139 | 118 | 449 | 26 | 1,111 | 670 | 86 |
| 4 | 3,352 | .61- .80 | 758 | 405 | 491 | 351 | 221 | 199 | 240 | 625 | 62 | 1,961 | 584 | 789 |
| 5 | 9,539 | .81- 1.00 | 2,683 | 1,250 | 1,384 | 723 | 597 | 476 | 508 | 1,753 | 165 | 5,403 | 1,344 | 1,334 |
| 6 | 48,703 | 1.01- 1.20 | 13,252 | 6,585 | 7,867 | 4,674 | 3,384 | 2,969 | 3,504 | 5,709 | 759 | 26,145 | 7,989 | 5,320 |
| 7 | 48,476 | 1.21- 1.40 | 14,268 | 6,183 | 7,135 | 4,161 | 2,909 | 2,404 | 2,649 | 7,773 | 994 | 24,835 | 7,233 | 4,043 |
| 8 | 33,856 | 1.41- 1.60 | 9,584 | 3,739 | 4,687 | 2,854 | 2,029 | 1,603 | 2,182 | 6,393 | 785 | 15,167 | 4,867 | 2,814 |
| 9 | 25,608 | 1.61- 1.80 | 6,067 | 2,587 | 3,301 | 2,134 | 1,637 | 1,481 | 2,283 | 5,282 | 836 | 9,354 | 3,403 | 2,196 |
| 10 | 20,708 | 1.81- 2.00 | 4,580 | 2,173 | 2,582 | 1,575 | 1,254 | 1,111 | 2,275 | 4,602 | 596 | 6,827 | 2,614 | 1,575 |
| 11 | 4,912 | 2.01- 2.20 | 687 | 341 | 535 | 309 | 292 | 286 | 799 | 1,513 | 150 | 987 | 521 | 320 |
| 12 | 7,416 | 2.21- 2.40 | 1,216 | 748 | 847 | 587 | 446 | 460 | 1,202 | 1,727 | 183 | 1,810 | 818 | 571 |
| 13 | 6,163 | 2.41- 2.60 | 1,107 | 450 | 628 | 453 | 365 | 374 | 736 | 1,749 | 241 | 1,467 | 557 | 423 |
| 14 | 4,443 | 2.61- 2.80 | 755 | 447 | 492 | 312 | 240 | 234 | 469 | 1,294 | 200 | 984 | 467 | 322 |
| 15 | 2,958 | 2.81- 3.00 | 524 | 207 | 302 | 215 | 191 | 199 | 276 | 905 | 139 | 625 | 230 | 179 |
| 16 | 517 | 3.01- 3.20 | 26 | 13 | 26 | 22 | 40 | 38 | 54 | 269 | 29 | 30 | 20 | 14 |
| 17 | 1,324 | 3.21- 3.40 | 92 | 67 | 105 | 78 | 74 | 84 | 117 | 666 | 41 | 119 | 70 | 68 |
| 18 | 1,340 | 3.41- 3.60 | 105 | 47 | 71 | 49 | 45 | 92 | 175 | 533 | 223 | 114 | 48 | 34 |
| 19 | 304 | 3.61- 3.80 | 17 | 13 | 27 | 22 | 17 | 14 | 28 | 141 | 25 | 17 | 13 | 17 |
| 20 | 780 | 3.81- 4.00 | 99 | 39 | 57 | 46 | 41 | 45 | 102 | 303 | 55 | 93 | 38 | 38 |
| 21 | 291 | 4.01- 4.20 | 4 | 15 | 21 | 10 | 15 | 21 | 17 | 183 | 5 | 4 | 15 | 10 |
| 22 | 72 | 4.21- 4.40 | 3 | 2 | 1 | 5 | 4 | 7 | 7 | 39 | 4 | 2 | 3 | 1 |
| 23 | 87 | 4.41- 4.60 | ----- | 1 | 5 | 4 | 6 | 12 | 10 | 47 | 2 | ----- | 1 | 2 |
| 24 | 19 | 4.61- 4.80 | ----- | ----- | ----- | ----- | ----- | 3 | 4 | 9 | ----- | ----- | ----- | ----- |
| 25 | 205 | 4.81- 5.00 | 6 | 6 | 18 | 10 | 18 | 17 | 22 | 102 | 6 | 5 | 6 | 8 |
| 26 | 25 | 5.01- 5.20 | ----- | ----- | ----- | 2 | 2 | 12 | 5 | 4 | ----- | ----- | ----- | ----- |
| 27 | 5 | 5.21- 5.40 | ----- | ----- | 1 | ----- | ----- | 2 | ----- | 2 | ----- | ----- | ----- | ----- |
| 28 | 37 | 5.41- 5.60 | 2 | 1 | 6 | ----- | 1 | ----- | 1 | 23 | 3 | 2 | ----- | 2 |
| 29 | 27 | 5.61- 5.80 | ----- | 1 | 1 | 3 | 2 | ----- | 3 | 17 | ----- | ----- | ----- | 1 |
| 30 | 6 | 6.01- 6.20 | ----- | ----- | ----- | ----- | ----- | 1 | ----- | 5 | ----- | ----- | ----- | ----- |
| 31 | 4 | 6.21- 6.40 | ----- | 1 | ----- | ----- | ----- | ----- | 1 | 2 | ----- | ----- | ----- | 1 |
| 32 | 28 | 6.41- 6.60 | ----- | 1 | 2 | 1 | 2 | ----- | 1 | 21 | ----- | 1 | ----- | ----- |
| 33 | 2 | 6.61- 6.80 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 1 | 1 | ----- | ----- | ----- |
| 34 | 9 | 6.81- 7.00 | ----- | ----- | ----- | ----- | ----- | 1 | ----- | 8 | ----- | ----- | ----- | ----- |
| 35 | 1 | 7.01- 7.20 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 1 | ----- | ----- | ----- | ----- |
| 36 | 8 | 7.21- 7.40 | ----- | 1 | 1 | ----- | 1 | 1 | 1 | 3 | ----- | ----- | ----- | 1 |
| 37 | 3 | 8.21- 8.40 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 3 | ----- | ----- | ----- | ----- |
| 38 | 1 | 8.81- 9.00 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 1 | ----- | ----- | ----- | ----- |
| 39 | 1 | 9.41- 9.60 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 1 | ----- | ----- | ----- | ----- |
| | 224,570 | | 56,404 | 25,634 | 31,014 | 18,861 | 14,122 | 12,393 | 17,816 | 42,719 | 5,557 | 98,297 | 31,745 | 20,171 |
| | 17,340 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | 3,608 | 1,876 | 1,346 |
| | 241,910 | | | | | | | | | | | 101,905 | 33,621 | 21,517 |

a Rate and time cannot be stated, as they worked by the mile, trip, piece, contract, or commission, or combinations of these with day work.

CLASSIFIED TIME AND EARNINGS.

NUMBER OF EMPLOYÉES OF SIXTY SYSTEMS OR ROADS, BY GROUPS OF RATES.

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | |
|---|------------------|------------------|------------------|------------------|------------------|-------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|----------------------|
| 301 to 400 dolls | 401 to 500 dolls | 501 to 600 dolls | 601 to 700 dolls | 701 to 800 dolls | 801 to 900 dolls | 901 to 1000 dolls | 1001 to 1100 dolls | 1101 to 1200 dolls | 1201 to 1300 dolls | 1301 to 1400 dolls | 1401 to 1500 dolls | 1501 to 1600 dolls | 1601 to 1700 dolls | 1701 to 1800 dolls | 1801 to 1900 dolls | 1901 to 2000 dolls | 2001 dolls and over. |
| 18 | | | | | | | | | | | | | | | | | 1 |
| 1,435 | 22 | 1 | | | | | | | | | | | | | | | 2 |
| 6,780 | 2,376 | 95 | 1 | | | | | | | | | | | | | | 3 |
| 3,986 | 7,669 | 678 | 32 | | | | | | | | | | | | | | 4 |
| 2,133 | 4,357 | 4,238 | 252 | 27 | 1 | | | | | | | | | | | | 5 |
| 1,772 | 2,205 | 5,008 | 1,455 | 187 | 23 | 4 | 1 | | | | | | | | | | 6 |
| 1,280 | 1,166 | 2,705 | 3,047 | 1,363 | 103 | 23 | 2 | 3 | | | | | | | | | 7 |
| 275 | 245 | 413 | 1,163 | 890 | 70 | 24 | 3 | 1 | | | | | | | | | 8 |
| 429 | 377 | 438 | 1,253 | 1,032 | 607 | 66 | 11 | 3 | 1 | | | | | | | | 9 |
| 337 | 276 | 296 | 373 | 983 | 1,122 | 271 | 43 | 8 | 6 | 1 | | | | | | | 10 |
| 221 | 182 | 174 | 184 | 324 | 590 | 690 | 261 | 35 | 3 | | | | | | | | 11 |
| 163 | 124 | 131 | 133 | 136 | 305 | 355 | 477 | 73 | 21 | 6 | | | | | | | 12 |
| 18 | 12 | 25 | 27 | 22 | 30 | 117 | 98 | 98 | 3 | 1 | 2 | | | | | | 13 |
| 52 | 43 | 42 | 50 | 49 | 66 | 81 | 145 | 482 | 54 | 2 | | | 1 | | | | 14 |
| 43 | 24 | 27 | 27 | 52 | 56 | 93 | 201 | 196 | 232 | 54 | 48 | 20 | 27 | 8 | 13 | 0 | 15 |
| 10 | 14 | 10 | 11 | 9 | 6 | 11 | 20 | 23 | 20 | 122 | 1 | | | | | | 16 |
| 21 | 29 | 20 | 18 | 23 | 25 | 20 | 40 | 145 | 127 | 60 | 56 | 9 | 11 | 6 | | 1 | 17 |
| 11 | 7 | 2 | 4 | 12 | 7 | 13 | 4 | 12 | 11 | 7 | 164 | 8 | | | | | 18 |
| 1 | 3 | 2 | 2 | 1 | 3 | 5 | 1 | 5 | 5 | 14 | 9 | 13 | 2 | | 1 | | 19 |
| 1 | 4 | 1 | 3 | | 4 | 6 | 3 | 6 | 1 | 9 | 9 | 4 | 31 | 2 | | | 20 |
| 7 | 5 | 6 | 2 | 6 | 6 | 6 | 3 | 8 | 5 | 7 | 16 | 11 | 6 | 10 | 80 | 4 | 21 |
| | | 1 | 2 | 1 | | | 2 | 2 | 2 | 8 | 4 | 1 | | 3 | | 1 | 22 |
| | | 1 | 1 | | | | 1 | 1 | 1 | | | | | | | | 23 |
| 3 | 2 | | | | | 1 | | | | | 1 | | | | | | 24 |
| | | 1 | 3 | | | 1 | 1 | | | | 2 | | 1 | 5 | | | 25 |
| | | | | | | | | | | | 1 | | | | | | 26 |
| | | | | | | | | | | | | | | | | | 27 |
| | | | | | | | | | | | | | | | | | 28 |
| | | | | | | | | | | | | | | | | 25 | 29 |
| | | | | | | | | | | | | | | | | 3 | 30 |
| | | | | | | | | | | | | | | | | | 5 |
| | | | | | | | | | | | | | | | | | 31 |
| 1 | | 1 | | 1 | | | | 2 | | | | | | 1 | | 1 | 32 |
| | | | | | | | | | | | | | | | | | 20 |
| | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | 2 |
| | | | | | | | | | | | | | | | | | 33 |
| | | | | | | | | | | | 1 | | | | | | 8 |
| | | | | | | | | | | | | | | | | | 34 |
| | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | 35 |
| | | | | | | | | | | | 1 | | 1 | | | | 4 |
| | | | | | | | | | | | | | | | | | 36 |
| | | | | | | | | | | | | | | | | | 37 |
| | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | 38 |
| | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | 39 |
| 18,897 | 19,144 | 14,316 | 8,041 | 5,119 | 3,025 | 1,793 | 1,325 | 1,100 | 500 | 298 | 314 | 67 | 86 | 107 | 20 | 39 | 66 |
| 1,210 | 1,378 | 1,790 | 1,706 | 1,023 | 738 | 553 | 524 | 483 | 355 | 235 | 180 | 121 | 100 | 57 | 29 | 10 | 8 |
| 20,207 | 20,522 | 16,106 | 9,747 | 6,142 | 3,763 | 2,346 | 1,859 | 1,583 | 855 | 533 | 494 | 188 | 186 | 164 | 49 | 49 | 74 |

CLASSIFIED TIME AND EARNINGS—Concluded.

PERCENTAGES OF EMPLOYÉS OF SIXTY SYSTEMS OR ROADS, BY GROUPS OF RATES.

| | Number of employés. | Groups of actual daily earnings, or daily rate nearest to average daily earnings. | PER CENT. OF EMPLOYÉS WORKING THE DAYS STATED IN ONE YEAR. | | | | | | | | | | PER CENT. OF EMPLOYÉS EARNING THE AMOUNT STATED IN ONE YEAR. | | |
|----|---------------------|---|--|----------------|-----------------|------------------|------------------|------------------|------------------|------------------|--------------------|---------------|--|------------|--|
| | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days. | 151 to 200 days. | 201 to 250 days. | 251 to 300 days. | 301 to 365 days. | 366 days and over. | 100 and under | 101 to 200 | 201 to 300 | |
| 1 | 656 | Under \$0.21 | 6.1 | 10.4 | 15.1 | 6.4 | 7.9 | 8.8 | 4.9 | 38.9 | 1.5 | 100.0 | ----- | ----- | |
| 2 | 817 | \$0.21- .40 | 7.7 | 11.4 | 13.5 | 7.8 | 9.7 | 6.1 | 4.3 | 37.4 | 2.1 | 70.9 | 28.9 | 0.2 | |
| 3 | 1,867 | .41- .60 | 22.1 | 10.7 | 11.3 | 8.3 | 8.4 | 7.4 | 6.3 | 24.1 | 1.4 | 59.5 | 35.9 | 4.6 | |
| 4 | 3,352 | .61- .80 | 22.6 | 12.1 | 14.6 | 10.5 | 6.6 | 5.9 | 7.2 | 18.6 | 1.9 | 58.5 | 17.4 | 23.6 | |
| 5 | 9,539 | .81- 1.00 | 28.1 | 13.1 | 14.5 | 7.6 | 6.3 | 5.0 | 5.3 | 18.4 | 1.7 | 56.6 | 14.1 | 14.0 | |
| 6 | 48,703 | 1.01- 1.20 | 27.2 | 13.5 | 16.2 | 9.6 | 6.9 | 6.1 | 7.2 | 11.7 | 1.6 | 53.7 | 16.4 | 10.9 | |
| 7 | 48,476 | 1.21- 1.40 | 29.4 | 12.8 | 14.7 | 8.6 | 6.0 | 5.0 | 5.5 | 16.0 | 2.0 | 51.2 | 14.9 | 8.4 | |
| 8 | 33,856 | 1.41- 1.60 | 28.3 | 11.0 | 13.9 | 8.4 | 6.0 | 4.7 | 6.5 | 18.9 | 2.3 | 44.8 | 14.4 | 8.3 | |
| 9 | 25,608 | 1.61- 1.80 | 23.7 | 10.1 | 12.9 | 8.3 | 6.4 | 5.8 | 8.9 | 23.6 | 3.3 | 36.5 | 13.3 | 8.6 | |
| 10 | 20,708 | 1.81- 2.00 | 22.1 | 10.5 | 12.5 | 7.6 | 6.0 | 5.4 | 10.8 | 22.2 | 2.9 | 33.0 | 12.6 | 7.6 | |
| 11 | 4,912 | 2.01- 2.20 | 14.0 | 6.9 | 10.9 | 6.3 | 5.9 | 5.8 | 16.3 | 30.8 | 3.1 | 20.1 | 10.6 | 6.5 | |
| 12 | 7,416 | 2.21- 2.40 | 16.4 | 10.1 | 11.4 | 7.9 | 6.0 | 6.2 | 16.2 | 23.3 | 2.5 | 24.4 | 11.0 | 7.7 | |
| 13 | 6,163 | 2.41- 2.60 | 18.9 | 7.3 | 10.2 | 7.4 | 5.9 | 6.1 | 11.9 | 28.4 | 3.9 | 23.8 | 9.0 | 6.9 | |
| 14 | 4,443 | 2.61- 2.80 | 17.0 | 10.1 | 11.1 | 7.0 | 5.4 | 5.3 | 10.5 | 29.1 | 4.5 | 22.1 | 10.5 | 7.2 | |
| 15 | 2,958 | 2.81- 3.00 | 17.7 | 7.0 | 10.2 | 7.3 | 6.5 | 6.7 | 9.3 | 30.6 | 4.7 | 21.1 | 7.8 | 6.1 | |
| 16 | 517 | 3.01- 3.20 | 5.0 | 2.5 | 5.0 | 4.3 | 7.7 | 7.4 | 10.1 | 52.4 | 5.6 | 5.8 | 3.9 | 2.7 | |
| 17 | 1,324 | 3.21- 3.40 | 7.0 | 5.1 | 7.9 | 5.9 | 5.6 | 6.3 | 8.8 | 59.3 | 3.1 | 9.0 | 5.3 | 5.1 | |
| 18 | 1,340 | 3.41- 3.60 | 7.8 | 3.5 | 5.3 | 3.6 | 3.4 | 6.9 | 13.1 | 39.8 | 16.6 | 8.5 | 3.6 | 2.5 | |
| 19 | 780 | 3.61- 3.80 | 5.6 | 4.3 | 8.9 | 7.2 | 5.6 | 4.6 | 9.2 | 46.4 | 8.2 | 5.6 | 4.3 | 5.6 | |
| 20 | 304 | 3.81- 4.00 | 11.8 | 5.0 | 7.3 | 5.9 | 5.3 | 5.8 | 13.1 | 38.8 | 7.0 | 11.9 | 4.9 | 4.9 | |
| 21 | 291 | 4.01- 4.20 | 1.4 | 5.2 | 7.2 | 3.4 | 5.2 | 7.2 | 5.8 | 62.9 | 1.7 | 1.4 | 5.2 | 3.4 | |
| 22 | 72 | 4.21- 4.40 | 4.2 | 2.8 | 1.4 | 6.9 | 5.6 | 9.7 | 9.7 | 54.1 | 5.6 | 2.8 | 4.2 | 1.4 | |
| 23 | 87 | 4.41- 4.60 | ----- | 1.2 | 5.7 | 4.6 | 6.9 | 13.8 | 11.5 | 54.0 | 2.3 | ----- | 1.2 | 2.3 | |
| 24 | 19 | 4.61- 4.80 | ----- | ----- | 10.5 | ----- | 5.3 | 15.7 | 21.1 | 47.4 | ----- | ----- | ----- | ----- | |
| 25 | 205 | 4.81- 5.00 | 2.9 | 2.9 | 8.8 | 4.9 | 8.8 | 8.3 | 10.7 | 49.8 | 2.9 | 2.5 | 2.9 | 3.9 | |
| 26 | 25 | 5.01- 5.20 | ----- | ----- | ----- | 8.0 | 8.0 | 48.0 | 20.0 | 16.0 | ----- | ----- | ----- | ----- | |
| 27 | 5 | 5.21- 5.40 | ----- | ----- | 20.0 | ----- | ----- | 40.0 | ----- | 40.0 | ----- | ----- | ----- | ----- | |
| 28 | 37 | 5.41- 5.60 | 5.4 | 2.7 | 16.2 | ----- | 2.7 | ----- | 2.7 | 62.2 | 8.1 | 5.4 | ----- | 5.4 | |
| 29 | 27 | 5.61- 5.80 | ----- | 3.7 | 3.7 | 11.1 | 7.4 | ----- | 11.1 | 63.0 | ----- | ----- | ----- | 3.7 | |
| 30 | 6 | 6.01- 6.20 | ----- | ----- | ----- | ----- | ----- | 16.7 | ----- | 83.3 | ----- | ----- | ----- | ----- | |
| 31 | 4 | 6.21- 6.40 | ----- | 25.0 | ----- | ----- | ----- | ----- | 25.0 | 59.0 | ----- | ----- | ----- | 25.0 | |
| 32 | 28 | 6.41- 6.60 | ----- | 3.6 | 7.1 | 3.6 | 7.1 | ----- | 3.6 | 75.0 | ----- | ----- | 3.6 | ----- | |
| 33 | 2 | 6.61- 6.80 | ----- | ----- | ----- | ----- | ----- | ----- | 50.0 | 50.0 | ----- | ----- | ----- | ----- | |
| 34 | 9 | 6.81- 7.00 | ----- | ----- | ----- | ----- | ----- | 11.1 | ----- | 88.9 | ----- | ----- | ----- | ----- | |
| 35 | 1 | 7.01- 7.20 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 100.0 | ----- | ----- | ----- | ----- | |
| 36 | 8 | 7.21- 7.40 | ----- | 12.5 | 12.5 | ----- | 12.5 | 12.5 | 12.5 | 37.5 | ----- | ----- | ----- | 12.5 | |
| 37 | 3 | 8.21- 8.40 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 100.0 | ----- | ----- | ----- | ----- | |
| 38 | 1 | 8.81- 9.00 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 100.0 | ----- | ----- | ----- | ----- | |
| 39 | 1 | 9.41- 9.60 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 100.0 | ----- | ----- | ----- | ----- | |
| | 224,570 | ----- | 25.1 | 11.5 | 13.8 | 8.4 | 6.3 | 5.5 | 7.9 | 19.0 | 2.5 | 43.8 | 14.1 | 9.0 | |
| | 17,340 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | 20.8 | 10.8 | 7.8 | |
| | 241,910 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 42.1 | 13.9 | 8.9 | |

a Rate and time cannot be stated, as they worked by the mile, trip, piece, contract, or commission, or combinations of these with day work.

CLASSIFIED TIME AND EARNINGS—Concluded.

PERCENTAGES OF EMPLOYÉS OF SIXTY SYSTEMS OR ROADS, BY GROUPS OF RATES.

PER CENT. OF EMPLOYÉS EARNING THE AMOUNT STATED IN ONE YEAR.

| 301 to 400 dolls. | 401 to 500 dolls. | 501 to 600 dolls. | 601 to 700 dolls. | 701 to 800 dolls. | 801 to 900 dolls. | 901 to 1000 dolls. | 1001 to 1100 dolls. | 1101 to 1200 dolls. | 1201 to 1300 dolls. | 1301 to 1400 dolls. | 1401 to 1500 dolls. | 1501 to 1600 dolls. | 1601 to 1700 dolls. | 1701 to 1800 dolls. | 1801 to 1900 dolls. | 1901 to 2000 dolls. | 2001 dolls. and over. |
|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|-----------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|--------------------------------|
| 0.5 | | | | | | | | | | | | | | | | | 1 |
| 15.1 | 0.2 | 0.0 | | | | | | | | | | | | | | | 2 |
| 13.9 | 4.9 | 0.2 | 0.0 | | | | | | | | | | | | | | 3 |
| 8.2 | 15.8 | 1.4 | 0.1 | | | | | | | | | | | | | | 4 |
| 6.3 | 12.9 | 12.5 | 0.7 | 0.1 | 0.0 | | | | | | | | | | | | 5 |
| 6.9 | 8.6 | 19.6 | 5.7 | 0.7 | 0.1 | 0.0 | 0.0 | | | | | | | | | | 6 |
| 6.2 | 5.6 | 13.1 | 14.7 | 6.6 | 0.5 | 0.1 | 0.0 | 0.0 | | | | | | | | | 7 |
| 5.6 | 5.0 | 8.4 | 23.7 | 18.1 | 1.4 | 0.5 | 0.1 | 0.0 | | | | | | | | | 8 |
| 5.8 | 5.1 | 5.9 | 16.9 | 13.9 | 8.2 | 0.9 | 0.2 | 0.0 | 0.0 | | | | | | | | 9 |
| 5.5 | 4.5 | 4.8 | 6.1 | 15.9 | 18.2 | 4.4 | 0.7 | 0.1 | 0.1 | 0.0 | | | | | | | 10 |
| 5.0 | 4.1 | 3.9 | 4.1 | 7.3 | 13.3 | 15.7 | 5.9 | 0.8 | 0.1 | | | | | | | | 11 |
| 5.5 | 4.2 | 4.4 | 4.5 | 4.6 | 10.3 | 12.0 | 16.1 | 2.5 | 0.7 | 0.2 | | | | | | | 12 |
| 3.5 | 2.3 | 4.8 | 5.2 | 4.2 | 5.8 | 22.6 | 19.0 | 19.0 | 0.6 | 0.2 | 0.4 | | | | | | 13 |
| 3.9 | 3.2 | 3.2 | 3.8 | 3.7 | 5.0 | 6.1 | 10.9 | 36.4 | 4.1 | 0.2 | | | | | | | 14 |
| 3.2 | 1.8 | 2.0 | 2.0 | 3.9 | 4.2 | 6.9 | 15.0 | 14.6 | 17.3 | 4.0 | 3.6 | 2.0 | 2.0 | 0.6 | 1.0 | 0.5 | 15 |
| 3.3 | 4.6 | 3.3 | 3.6 | 2.9 | 2.0 | 3.6 | 6.6 | 7.6 | 6.6 | 40.1 | 0.3 | | | | | 0.8 | 16 |
| 2.7 | 3.7 | 2.6 | 2.3 | 2.9 | 3.2 | 2.6 | 5.1 | 18.6 | 16.3 | 7.7 | 7.2 | 1.1 | 1.4 | 0.8 | | | 17 |
| 3.8 | 2.4 | 0.7 | 1.4 | 4.1 | 2.4 | 4.5 | 1.4 | 4.1 | 3.8 | 2.4 | 56.3 | 2.7 | 0.8 | | 0.1 | | 18 |
| | 4.2 | 2.8 | 2.8 | 1.4 | 4.2 | 6.9 | 1.4 | 6.9 | 6.9 | 19.4 | 12.5 | 18.0 | 2.8 | | | | 19 |
| 1.2 | 4.6 | 1.2 | 3.4 | | 4.6 | 6.9 | 3.4 | 6.9 | 1.2 | 10.3 | 10.3 | 4.6 | 35.6 | 2.3 | | | 20 |
| 5.3 | 5.3 | | 5.3 | | | | 15.7 | | 5.3 | 5.3 | 42.1 | | 15.7 | | | | 21 |
| 3.4 | 2.5 | 2.9 | 1.0 | 2.9 | 2.9 | 2.9 | 3.9 | 2.4 | 3.4 | 7.8 | 5.4 | 2.9 | 4.9 | 33.0 | 2.0 | 0.5 | 22 |
| | | 4.0 | | 8.0 | 4.0 | | 8.0 | 8.0 | 32.0 | 16.0 | 4.0 | | 12.0 | | 4.0 | | 23 |
| | | 20.0 | | | | | 20.0 | 20.0 | | | | | | | | | 24 |
| 8.1 | 5.4 | | | | 2.7 | | | | | 2.7 | | | | 20.0 | | 20.0 | 25 |
| | | 3.7 | 11.1 | | 3.7 | 3.7 | | | | 7.4 | | | | 3.7 | 18.5 | | 26 |
| | | | | | | | | | | 16.7 | | | | | | 25.0 | 27 |
| 3.6 | | 3.6 | | 3.6 | | | | 7.1 | | | | | | | | 3.5 | 28 |
| | | | | | | | | | | | | | | | | | 29 |
| | | | | | | | | | | 11.1 | | | | | | | 30 |
| | | | | | | | | | | | | | | | | | 31 |
| | | | | | | | | | | | | | | | | | 32 |
| | | | | | | | | | | | | | | | | | 33 |
| | | | | | | | | | | | | | | | | | 34 |
| | | | | | | | | | | | | | | | | | 35 |
| | | | | | | | | | | | | | | | | | 36 |
| | | | | | | | | | | | | | | | | | 37 |
| | | | | | | | | | | | | | | | | | 38 |
| | | | | | | | | | | | | | | | | | 39 |
| 8.5 | 8.5 | 6.4 | 3.6 | 2.3 | 1.3 | 0.8 | 0.6 | 0.5 | 0.2 | 0.1 | 0.0 | 0.1 | 0.1 | 0.0 | 0.0 | 0.0 | |
| 7.0 | 7.9 | 10.3 | 9.8 | 5.9 | 4.3 | 3.2 | 3.1 | 2.8 | 2.0 | 1.4 | 1.0 | 0.7 | 0.6 | 0.3 | 0.1 | 0.1 | 0.1 |
| 8.3 | 8.5 | 6.7 | 4.0 | 2.5 | 1.6 | 1.0 | 0.8 | 0.7 | 0.3 | 0.2 | 0.1 | 0.1 | 0.1 | 0.1 | 0.0 | 0.0 | |

H. Ex. 336—6

These two tables show the facts outlined for 241,910 employés. Of this number 224,570 are employed on specific time, as by the day or by the month, while 17,340 are employed by the mile, the trip, the piece, under contract, or on commission, or a combination of these with day work, so that the rate and time cannot be stated, and the economic facts of this number do not enter into the tables of rate and time employed, but they do as to earnings.

Looking at the time employed, we find that of the 224,570 employés involved, 56,404, or 25.1 per cent. of the whole number, are employed 25 days or less out of the whole year; 25,684, or 11.5 per cent. of the whole, are employed from 26 to 50 days; 31,014, or 13.8 per cent., are employed from 51 to 100 days, and 18,861, or 8.4 per cent., from 101 to 150 days; these numbers, which constitute 58.8 per cent. of the whole number of employés working on the roads considered, were employed less than one-half year. It will also be seen that 44,331 or 19.7 per cent. were working from 151 to 300 days; this leaves 42,719, or 19 per cent. of the whole, working from 301 to 365 days, and 5,557, or 2.5 per cent. of the whole, working more than the full year—that is, over 365 days. These two amounts constitute 21.5 per cent. of the whole as working the whole year and over.

The work day on most of the roads is ten hours, and all the tables as to time and earnings have been reduced to the ten-hour basis. This plan was absolutely necessary in order to secure any intelligible results; so the last numbers given, constituting 21.5 per cent. of the whole number of employés, as working 301 days and over, are those who have worked the regular time and extra time, and it is probably within this number that the Sunday workers on the roads are mostly to be found. An effort was made to secure a reasonably accurate statement of the amount of Sunday work performed on the roads, but the difficulties were so great that it had to be abandoned for the time.

It should be remembered here that the 241,910 employés involved mean individual employés, and not the average number employed on the roads at any one time—that is to say, on the sixty roads covered by the investigation there were found on the pay rolls the accounts of 241,910 persons. What this means, reduced to the number necessary to do the work on full time, will be stated later on.

The two tables just presented give the rates of pay of the whole number of employés, for the sake of compactness and weight by groups of daily rates, each group having a range of 20 cents, a variation sufficiently small not to impair the validity of the statements made. The daily rate is thus seen to range from 21 cents per day or under to \$9.60 per day. The following table shows the per cent. as well as the number for each different group:

NUMBER AND PER CENT. OF TIME WORKERS OF SIXTY SYSTEMS OR ROADS BY GROUPS OF RATES.

[Employés paid by the mile, trip, piece, contract, or commission are excluded.]

| Groups of actual daily earnings or daily rate nearest to average daily earnings. | Employés. | | Groups of actual daily earnings or daily rate nearest to average daily earnings. | Employés. | | Groups of actual daily earnings or daily rate nearest to average daily earnings. | Employés. | |
|--|-----------|-----------|--|-----------|-----------|--|-----------|-----------|
| | Number. | Per cent. | | Number. | Per cent. | | Number. | Per cent. |
| Under \$0.21 | 656 | 0.29 | \$2.81-\$3.00 | 2,958 | 1.22 | \$5.61-\$5.80 | 27 | 0.01 |
| \$0.21-.40 | 817 | 0.36 | 3.01-3.20 | 517 | 0.23 | 6.01-6.20 | 6 | 0.00 |
| .41-.60 | 1,867 | 0.83 | 3.21-3.40 | 1,324 | 0.59 | 6.21-6.40 | 4 | 0.00 |
| .61-.80 | 3,352 | 1.49 | 3.41-3.60 | 1,340 | 0.60 | 6.41-6.60 | 28 | 0.01 |
| .81-1.00 | 9,539 | 4.25 | 3.61-3.80 | 304 | 0.14 | 6.61-6.80 | 2 | 0.00 |
| 1.01-1.20 | 48,703 | 21.69 | 3.81-4.00 | 780 | 0.35 | 6.81-7.00 | 9 | 0.00 |
| 1.21-1.40 | 48,476 | 21.59 | 4.01-4.20 | 291 | 0.13 | 7.01-7.20 | 1 | 0.00 |
| 1.41-1.60 | 33,856 | 15.08 | 4.21-4.40 | 72 | 0.03 | 7.21-7.40 | 8 | 0.00 |
| 1.61-1.80 | 25,608 | 11.40 | 4.41-4.60 | 87 | 0.04 | 8.21-8.40 | 3 | 0.00 |
| 1.81-2.00 | 20,708 | 9.22 | 4.61-4.80 | 19 | 0.01 | 8.81-9.00 | 1 | 0.00 |
| 2.01-2.20 | 4,912 | 2.19 | 4.81-5.00 | 265 | 0.09 | 9.41-9.60 | 1 | 0.00 |
| 2.21-2.40 | 7,416 | 3.30 | 5.01-5.20 | 25 | 0.01 | | | |
| 2.41-2.60 | 6,163 | 2.75 | 5.21-5.40 | 5 | 0.00 | | | |
| 2.61-2.80 | 4,443 | 1.98 | 5.41-5.60 | 37 | 0.02 | | | |
| | | | | | | Total.. | 224,570 | 100.00 |

This table brings out the characteristics of a classification as to rates. It will be seen that 78.98 per cent. are paid at rates ranging from \$1 to \$2 per day. The average daily rate of all the employés paid by specific time on the sixty roads is \$1.64½ (as will be shown on page 160); yet 63.87 per cent. of the whole number received less than the average rate of all, while only 36.13 per cent. received above the average for all.

Turning to the earnings side of the tables given first above, we find the classifications ranging from \$100 and under to \$2,001 and over. As the largest number in the exhibit of time, 56,404 or 25.1 per cent., is found in the column for those working 25 days and under, so the largest number in the exhibit of earnings, 101,905, or 42.1 per cent., is found in the column for those earning \$100 and under; 33,621, or 13.9 per cent., earn from \$101 to \$200 per annum, and 21,517, or 8.9 per cent., earn from \$201 to \$300 per annum. These numbers, earning \$300 or less per annum, constitute 64.9 per cent. of the whole number of employés considered; in fact, the concentration, as shown by the tables above, is below \$300 per annum, the numbers for those earning above \$300 growing smaller, and rapidly smaller, a fair percentage, 20,207, or 8.3 per cent. of the whole, earning from \$301 to \$400 per annum, and about the same number, 20,522, or 8.5 per cent., earning from \$401 to \$500 per annum. Thus, 81.7 per cent. earn \$500 or less per annum.

The possible earnings for positions instead of individuals are shown on pages 147 to 160.

So far the daily rates and the earnings, classified as to time and amounts, have been considered for the whole body of employés; but from the general tables a shorter table has been constructed which shows the daily rates of pay and the annual earnings, classified on a broader basis for the leading occupations of the roads; that is to say, for those occupations which constitute the most important elements of railway

labor. These points for leading occupations in the whole sixty systems or roads will now be presented. Where employés were paid by the mile, trip, piece, contract, or commission, earnings only are given,

DAILY RATES OF PAY OF EMPLOYÉS IN LEADING OCCUPATIONS OF SIXTY SYSTEMS OR ROADS.

[Employés paid by the mile, trip, piece, contract, or commission are excluded.]

BAGGAGEMASTERS.

[Including assistant baggagemasters.]

| Road num-ber. | Under \$1.01. | | \$1.01 to \$1.60. | | \$1.61 to \$1.80. | | \$1.81 to \$2.00. | | \$2.01 and over. | | Total persons. | Average rate. |
|---------------|---------------|-----------|-------------------|-----------|-------------------|-----------|-------------------|-----------|------------------|-----------|----------------|---------------|
| | Num-ber. | Per cent. | Num-ber. | Per cent. | Num-ber. | Per cent. | Num-ber. | Per cent. | Num-ber. | Per cent. | | |
| 2 | 3 | 8.8 | 7 | 20.6 | 7 | 20.6 | 2 | 5.9 | 15 | 44.1 | 34 | \$1.58 |
| 3 | | | 3 | 100.0 | | | | | | | 3 | 1.46½ |
| 4 | 17 | 9.4 | 64 | 35.4 | 53 | 29.3 | 29 | 16.0 | 18 | 9.9 | 181 | 1.55 |
| 5 | | | | | 9 | 90.0 | 1 | 10.0 | | | 10 | 1.65½ |
| 7 | | 1.5 | 40 | 23.4 | 22 | 16.2 | 44 | 32.3 | 28 | 20.6 | 136 | 1.82 |
| 11 | 2 | 2.3 | 12 | 13.6 | 5 | 5.7 | 24 | 27.3 | 45 | 51.1 | 88 | 1.90 |
| 12 | | | 1 | 16.7 | 4 | 66.6 | | | 1 | 16.7 | 6 | 1.83 |
| 13 | | | 2 | 100.0 | | | | | | | 2 | 1.29½ |
| 16 | 8 | 26.7 | 18 | 60.0 | 2 | 6.7 | 1 | 3.3 | 1 | 3.3 | 30 | 1.19½ |
| 20 | 2 | 2.2 | 27 | 30.3 | 12 | 13.5 | 24 | 27.0 | 24 | 27.0 | 89 | 1.85 |
| 21 | 4 | 16.7 | 19 | 79.1 | | | | | 1 | 4.2 | 24 | 1.36½ |
| 22 | | | 1 | 100.0 | | | | | | | 1 | 1.15 |
| 23 | | | 9 | 100.0 | | | | | | | 9 | 1.53½ |
| 29 | | | 12 | 100.0 | | | | | | | 12 | 1.60 |
| 31 | 11 | 64.7 | 5 | 29.4 | 1 | 5.9 | | | | | 17 | 1.10 |
| 34 | 4 | 7.8 | 44 | 86.3 | 2 | 3.9 | | | 1 | 2.0 | 51 | 1.30½ |
| 35 | 4 | 2.9 | 52 | 37.1 | 28 | 20.0 | 45 | 32.1 | 11 | 7.9 | 140 | 1.71 |
| 36 | | | 4 | 100.0 | | | | | | | 4 | 1.40½ |
| 37 | | | | | | | | | | | | |
| 38 | | | | | | | 6 | 75.0 | 2 | 25.0 | 8 | 2.00½ |
| 39 | 29 | 20.6 | 65 | 46.1 | 21 | 14.9 | 17 | 12.0 | 9 | 6.4 | 141 | 1.43½ |
| 40 | | | | | | | 2 | 66.7 | 1 | 33.3 | 3 | 2.01 |
| 41 | | | | | 2 | 40.0 | 2 | 40.0 | 1 | 20.0 | 5 | 2.00½ |
| 43 | | | | | 15 | 60.0 | 10 | 40.0 | | | 25 | 1.92½ |
| 44 | 3 | 11.5 | 3 | 11.5 | 4 | 15.5 | 16 | 61.5 | | | 26 | 1.73½ |
| 45 | | | | | 1 | 50.0 | 1 | 50.0 | | | 2 | 1.72 |
| 46 | | | | | | | | | 8 | 100.0 | 8 | 2.34½ |
| 47 | | | 2 | 100.0 | | | | | | | 2 | 1.47½ |
| 48 | | | 5 | 83.3 | | | 1 | 16.7 | | | 6 | 1.53 |
| 49 | | | | | 6 | 100.0 | | | | | 6 | 1.76 |
| 50 | 13 | 100.0 | | | | | | | | | 13 | 1.00 |
| 53 | 1 | 16.7 | 2 | 33.3 | 3 | 50.0 | | | | | 6 | 1.28 |
| 55 | 1 | 33.4 | 1 | 33.3 | 1 | 33.3 | | | | | 3 | 1.47½ |
| 56 | 1 | 100.0 | | | | | | | | | 1 | 1.00 |
| 57 | | | 3 | 100.0 | | | | | | | 3 | 2.00 |
| 58 | | | 6 | 66.7 | | | 3 | 33.3 | | | 9 | 1.79 |
| | 105 | 9.5 | 407 | 36.9 | 198 | 17.9 | 228 | 20.7 | 166 | 15.0 | 1,104 | 1.63 |

BAGGAGENEN.

| | | | | | | | | | | | | |
|----|----|-------|-----|-------|-----|------|-----|------|----|------|-----|---------|
| 1 | | | 4 | 100.0 | | | | | | | 4 | \$1.45½ |
| 4 | 2 | 18.2 | 3 | 27.3 | 1 | 9.0 | 2 | 18.2 | 3 | 27.3 | 11 | 1.52 |
| 13 | 1 | 1.9 | 21 | 41.2 | | | 11 | 21.6 | 18 | 35.3 | 51 | 1.75½ |
| 15 | | | 3 | 100.0 | | | | | | | 3 | 1.48½ |
| 16 | 11 | 17.5 | 31 | 49.2 | 6 | 9.5 | 12 | 19.0 | 3 | 4.6 | 63 | 1.37 |
| 18 | | | 11 | 25.0 | 32 | 72.7 | | | 1 | 2.3 | 44 | 1.64 |
| 20 | | | 4 | 50.0 | 1 | 12.5 | 2 | 25.0 | 1 | 12.5 | 8 | 1.73 |
| 21 | 6 | 24.0 | 19 | 76.0 | | | | | | | 25 | 1.42 |
| 22 | | | 1 | 33.4 | 1 | 33.3 | 1 | 33.3 | | | 3 | 1.72½ |
| 30 | 2 | 100.0 | | | | | | | | | 2 | .49 |
| 31 | 34 | 21.3 | 65 | 40.6 | 15 | 9.4 | 45 | 28.1 | 1 | 0.6 | 160 | 1.49½ |
| 33 | 3 | 21.4 | | | 11 | 78.6 | | | | | 14 | 1.15½ |
| 34 | 12 | 3.7 | 231 | 71.5 | 33 | 10.2 | 15 | 4.7 | 32 | 9.9 | 323 | 1.47 |
| 35 | 1 | 3.7 | 16 | 59.3 | 6 | 22.2 | 3 | 11.1 | 1 | 3.7 | 27 | 1.61½ |
| 36 | 1 | 2.2 | 9 | 20.0 | 35 | 77.8 | | | | | 45 | 1.62 |
| 38 | 3 | 11.1 | 1 | 3.7 | | | 3 | 11.1 | 20 | 74.1 | 27 | 1.94½ |
| 39 | 1 | 0.9 | 87 | 82.9 | 17 | 16.2 | | | | | 105 | 1.50½ |
| 58 | 10 | 13.5 | 20 | 27.0 | 37 | 50.0 | 7 | 9.5 | | | 74 | 1.55 |
| | 87 | 8.8 | 526 | 53.2 | 195 | 19.7 | 101 | 10.2 | 80 | 8.1 | 989 | 1.51 |

it being impossible to ascertain either time or rate. Hence the total number of persons whose rates are given is less than the number whose earnings are given.

ANNUAL EARNINGS OF EMPLOYÉS IN LEADING OCCUPATIONS OF SIXTY SYSTEMS OR ROADS.

[Employés paid by the mile, trip, piece, contract, or commission are included.]

BAGGAGEMASTERS.

[Including assistant baggagemasters.]

| Road number. | Under \$101. | | \$101 to \$300. | | \$301 to \$600. | | \$601 to \$900. | | \$901 and over. | | Total persons. | Average earnings. |
|--------------|--------------|-----------|-----------------|-----------|-----------------|-----------|-----------------|-----------|-----------------|-----------|----------------|-------------------|
| | Number. | Per cent. | Number. | Per cent. | Number. | Per cent. | Number. | Per cent. | Number. | Per cent. | | |
| 2 | 11 | 32.4 | 6 | 17.6 | 10 | 29.4 | 7 | 20.6 | | | 34 | \$311 |
| 3 | | | 1 | 33.3 | 2 | 66.7 | | | | | 3 | 287 |
| 4 | 38 | 18.5 | 43 | 21.0 | 93 | 45.4 | 31 | 15.1 | | | 205 | 373 |
| 5 | 3 | 30.6 | 2 | 20.0 | 4 | 40.0 | 1 | 10.0 | | | 10 | 341 |
| 7 | 14 | 10.3 | 28 | 20.6 | 38 | 27.9 | 53 | 39.0 | 3 | 2.2 | 136 | 465 |
| 11 | 3 | 3.4 | 23 | 26.1 | 29 | 33.0 | 33 | 37.5 | | | 88 | 457 |
| 12 | 1 | 16.7 | 1 | 16.7 | 3 | 50.0 | 1 | 16.6 | | | 6 | 426 |
| 13 | | | | | 2 | 100.0 | | | | | 2 | 428 |
| 16 | 5 | 16.7 | 10 | 33.3 | 14 | 46.7 | 1 | 3.3 | | | 30 | 302 |
| 20 | 12 | 13.5 | 16 | 18.0 | 29 | 32.6 | 32 | 35.9 | | | 89 | 424 |
| 21 | 6 | 25.0 | 14 | 58.3 | 3 | 12.5 | 1 | 4.2 | | | 24 | 220 |
| 22 | | | | | 1 | 100.0 | | | | | 1 | 360 |
| 23 | 7 | 77.8 | | | 2 | 22.2 | | | | | 9 | 112 |
| 29 | 6 | 50.0 | 3 | 25.0 | 3 | 25.0 | | | | | 12 | 155 |
| 31 | 9 | 52.9 | 3 | 17.7 | 5 | 29.4 | | | | | 17 | 164 |
| 34 | 5 | 9.8 | 3 | 5.9 | 42 | 82.3 | 1 | 2.0 | | | 51 | 421 |
| 35 | 17 | 12.1 | 24 | 17.0 | 75 | 53.2 | 24 | 17.0 | 1 | 0.7 | 141 | 435 |
| 38 | | | | | 2 | 50.0 | | | | | 4 | 315 |
| 37 | 1 | 5.0 | 1 | 5.0 | 5 | 25.0 | 13 | 65.0 | | | 20 | 574 |
| 38 | 2 | 25.0 | | | 4 | 50.0 | 2 | 25.0 | | | 8 | 383 |
| 39 | 34 | 14.8 | 35 | 15.2 | 79 | 34.3 | 71 | 30.9 | 11 | 4.8 | 230 | 468 |
| 40 | | | | | 3 | 100.0 | | | | | 3 | 527 |
| 41 | 1 | 20.0 | | | | | 4 | 80.0 | | | 5 | 605 |
| 43 | 15 | 60.0 | 2 | 8.0 | 2 | 8.0 | 6 | 24.0 | | | 25 | 237 |
| 44 | 9 | 34.6 | 6 | 23.1 | 6 | 23.1 | 5 | 19.2 | | | 26 | 286 |
| 45 | 1 | 50.0 | | | 1 | 50.0 | | | | | 2 | 272 |
| 46 | 3 | 37.5 | 2 | 25.0 | 1 | 12.5 | 2 | 25.0 | | | 8 | 312 |
| 47 | 1 | 50.0 | | | 1 | 50.0 | | | | | 2 | 180 |
| 48 | 1 | 16.7 | 3 | 50.0 | 2 | 33.3 | | | | | 6 | 286 |
| 49 | 3 | 50.0 | 1 | 16.7 | 2 | 33.3 | | | | | 6 | 206 |
| 50 | 12 | 92.3 | 1 | 7.7 | | | | | | | 13 | 42 |
| 53 | 9 | 32.1 | 9 | 32.1 | 7 | 25.0 | 3 | 10.8 | | | 28 | 241 |
| 55 | 1 | 33.4 | 1 | 33.3 | 1 | 33.3 | | | | | 3 | 168 |
| 56 | | | 1 | 100.0 | | | | | | | 1 | 140 |
| 57 | 3 | 100.0 | | | | | | | | | 3 | 9 |
| 58 | 6 | 66.7 | 2 | 22.2 | 1 | 11.1 | | | | | 9 | 123 |
| | 239 | 19.0 | 243 | 19.3 | 472 | 37.4 | 291 | 23.1 | 15 | 1.2 | 1,260 | 394 |

BAGGAGEMEN.

| | | | | | | | | | | | | |
|----|-----|------|-----|------|-----|-------|-----|------|--|--|-------|------|
| 1 | 2 | 50.0 | 2 | 50.0 | | | | | | | 4 | \$96 |
| 4 | 4 | 36.4 | 2 | 18.2 | 4 | 36.4 | 1 | 9.0 | | | 11 | 284 |
| 13 | 18 | 35.3 | 9 | 17.6 | 14 | 27.5 | 10 | 19.6 | | | 51 | 305 |
| 16 | 1 | 33.3 | 2 | 66.7 | | | | | | | 3 | 174 |
| 16 | 8 | 12.7 | 17 | 27.0 | 34 | 54.0 | 4 | 6.3 | | | 63 | 352 |
| 18 | 17 | 38.6 | 4 | 9.1 | 21 | 47.7 | 2 | 4.6 | | | 44 | 289 |
| 20 | | | 2 | 25.0 | 4 | 50.0 | 2 | 25.0 | | | 8 | 433 |
| 21 | 19 | 76.0 | 5 | 20.0 | 1 | 4.0 | | | | | 25 | 64 |
| 22 | | | | | 3 | 100.0 | | | | | 3 | 541 |
| 30 | 1 | 50.0 | 1 | 50.0 | | | | | | | 2 | 90 |
| 31 | 82 | 51.3 | 28 | 17.5 | 30 | 18.7 | 20 | 12.5 | | | 160 | 218 |
| 33 | 6 | 42.8 | 4 | 28.6 | 4 | 28.6 | | | | | 14 | 181 |
| 34 | 4 | 13.6 | 51 | 15.8 | 184 | 57.0 | 44 | 13.6 | | | 323 | 404 |
| 35 | 3 | 11.1 | 9 | 33.3 | 12 | 44.5 | 3 | 11.1 | | | 27 | 378 |
| 36 | 11 | 24.5 | 13 | 28.9 | 20 | 44.4 | 1 | 2.2 | | | 45 | 295 |
| 38 | 15 | 55.6 | 4 | 14.8 | 6 | 22.2 | 2 | 7.4 | | | 27 | 206 |
| 39 | 44 | 33.8 | 31 | 23.8 | 34 | 26.2 | 21 | 16.2 | | | 130 | 289 |
| 58 | 26 | 35.1 | 21 | 28.4 | 19 | 25.7 | 8 | 10.8 | | | 74 | 268 |
| | 301 | 29.7 | 205 | 20.2 | 390 | 38.5 | 118 | 11.6 | | | 1,014 | 311 |

DAILY RATES OF PAY OF EMPLOYÉS IN LEADING OCCUPATIONS OF SIXTY SYSTEMS OR ROADS—Continued.

[Employés paid by the mile, trip, piece, contract, or commission are excluded.]

BLACKSMITHS.

| Road number. | Under \$1.01. | | \$1.01 to \$1.60. | | \$1.61 to \$1.80. | | \$1.81 to \$2.00. | | \$2.01 and over. | | Total persons. | Average rate. |
|--------------|---------------|-----------|-------------------|-----------|-------------------|-----------|-------------------|-----------|------------------|-----------|----------------|----------------------|
| | Number. | Per cent. | Number. | Per cent. | Number. | Per cent. | Number. | Per cent. | Number. | Per cent. | | |
| 1 | | | | | | | | | 4 | 100.0 | 4 | \$2.49 $\frac{1}{2}$ |
| 2 | | | | | | | | | 7 | 77.8 | 9 | 2.45 $\frac{1}{2}$ |
| 3 | | | 1 | 11.1 | 1 | 11.1 | | | 1 | 100.0 | 1 | 2.50 |
| 4 | | | 53 | 20.4 | 80 | 30.8 | 58 | 22.3 | 69 | 26.5 | 260 | 1.88 |
| 5 | | | | | | | | | 3 | 100.0 | 3 | 2.44 |
| 6 | | | | | | | | | 4 | 100.0 | 4 | 2.28 $\frac{1}{2}$ |
| 7 | | | 26 | 32.1 | | | 8 | 9.9 | 47 | 58.0 | 81 | 2.29 |
| 8 | | | | | | | | | 3 | 100.0 | 3 | 2.34 $\frac{1}{2}$ |
| 9 | | | | | | | | | 1 | 100.0 | 1 | 2.53 $\frac{1}{2}$ |
| 11 | | | 10 | 9.8 | 16 | 15.7 | 22 | 21.6 | 54 | 52.9 | 102 | 2.11 $\frac{1}{2}$ |
| 12 | | | 1 | 11.1 | 3 | 33.3 | 3 | 33.3 | 2 | 22.3 | 9 | 1.57 |
| 13 | | | 1 | 3.1 | 2 | 6.3 | 8 | 25.0 | 21 | 65.6 | 32 | 2.28 $\frac{1}{2}$ |
| 16 | | | 4 | 6.3 | 7 | 10.9 | 11 | 17.2 | 42 | 65.6 | 64 | 2.10 $\frac{1}{2}$ |
| 18 | | | 1 | 10.0 | | | 4 | 40.0 | 5 | 50.0 | 10 | 2.31 $\frac{1}{2}$ |
| 19 | | | 2 | 50.0 | 1 | 25.0 | | | 1 | 25.0 | 4 | 1.69 |
| 20 | | | | | | | 4 | 10.3 | 35 | 89.7 | 39 | 2.57 $\frac{1}{2}$ |
| 21 | | | | | | | | | 11 | 100.0 | 11 | 2.77 $\frac{1}{2}$ |
| 22 | | | | | 1 | 25.0 | | | 3 | 75.0 | 4 | 3.22 $\frac{1}{2}$ |
| 23 | | | | | | | | | 3 | 100.0 | 3 | 2.53 $\frac{1}{2}$ |
| 25 | | | 2 | 100.0 | | | | | | | 2 | 1.44 $\frac{1}{2}$ |
| 28 | | | | | | | | | 1 | 100.0 | 1 | 2.50 |
| 29 | | | | | | | | 2 | 100.0 | | 2 | 2.00 |
| 31 | | | 2 | 1.9 | | | 3 | 2.9 | 100 | 95.2 | 105 | 2.67 |
| 33 | | | | | | | | | 1 | 100.0 | 1 | 2.34 $\frac{1}{2}$ |
| 34 | | | 17 | 9.1 | 14 | 7.5 | 66 | 35.5 | 89 | 47.9 | 186 | 2.12 $\frac{1}{2}$ |
| 35 | | | | | 4 | 8.3 | 2 | 4.2 | 42 | 87.5 | 48 | 2.45 |
| 36 | | | 2 | 9.5 | 2 | 9.5 | 5 | 23.8 | 12 | 57.2 | 21 | 2.21 |
| 37 | | | 3 | 7.3 | 2 | 4.9 | 10 | 24.4 | 26 | 63.4 | 41 | 2.21 $\frac{1}{2}$ |
| 38 | | | | | | | | | 31 | 100.0 | 31 | 3.11 $\frac{1}{2}$ |
| 39 | | | 4 | 1.9 | 32 | 15.1 | 51 | 24.0 | 125 | 59.0 | 212 | 2.25 $\frac{1}{2}$ |
| 40 | | | | | | | 1 | 100.0 | | | 1 | 2.00 |
| 41 | | | | | | | | | 1 | 100.0 | 1 | 2.00 |
| 42 | | | | | | | | | 1 | 100.0 | 1 | 2.25 |
| 43 | | | | | | | 11 | 31.4 | 24 | 68.6 | 35 | 2.23 |
| 44 | | | 3 | 9.4 | 1 | 3.1 | 4 | 12.5 | 24 | 75.0 | 32 | 2.19 |
| 45 | | | | | | | | | 4 | 100.0 | 4 | 2.28 |
| 46 | 1 | 10.0 | 1 | 10.0 | 1 | 10.0 | 1 | 10.0 | 6 | 60.0 | 10 | 2.24 |
| 48 | | | | | | | | | 3 | 100.0 | 3 | 2.41 |
| 50 | | | 1 | 100.0 | | | | | | | 1 | 1.15 $\frac{1}{2}$ |
| 53 | | | 1 | 9.1 | 1 | 9.1 | 6 | 54.5 | 3 | 27.3 | 11 | 2.09 $\frac{1}{2}$ |
| 54 | | | | | | | 1 | 100.0 | | | 1 | 1.93 |
| 55 | | | 6 | 50.0 | 3 | 25.0 | 2 | 16.7 | 1 | 8.3 | 12 | 1.78 |
| 58 | | | 1 | 3.5 | 7 | 24.1 | 5 | 17.2 | 16 | 55.2 | 29 | 2.26 $\frac{1}{2}$ |
| | 1 | 0.1 | 142 | 9.9 | 178 | 12.4 | 288 | 20.1 | 826 | 57.5 | 1,435 | 2.19 |

BRAKEMEN.

[Including brakemen, avenue; coal train; construction train; freight; freight and passenger; freight and work train; freight yard; gravel train; head; on pushers; passenger; shifting; suburban; tipple; work train; yard.]

| | | | | | | | | | | | | |
|----|---|------|-------|-------|-------|------|-----|------|-----|------|-------|----------------------|
| 1 | | | 14 | 77.8 | 4 | 22.2 | | | | | 18 | \$1.57 $\frac{1}{2}$ |
| 2 | 2 | 0.5 | 232 | 56.4 | 85 | 20.7 | 79 | 19.2 | 13 | 3.2 | 411 | 1.74 $\frac{1}{2}$ |
| 3 | | | 9 | 100.0 | | | | | | | 9 | 1.26 $\frac{1}{2}$ |
| 4 | 4 | 0.1 | 1,153 | 34.8 | 1,544 | 46.7 | 422 | 12.8 | 185 | 5.6 | 3,308 | 1.70 |
| 5 | | | 103 | 85.8 | 17 | 14.2 | | | | | 120 | 1.55 |
| 6 | | | 11 | 100.0 | | | | | | | 11 | 1.37 $\frac{1}{2}$ |
| 7 | | | 5 | 0.4 | 715 | 57.7 | 505 | 40.8 | 14 | 1.1 | 1,239 | 1.90 |
| 8 | | | 75 | 100.0 | | | | | | | 75 | 1.47 |
| 9 | | | 27 | 96.4 | | | 1 | 3.6 | | | 28 | 1.35 $\frac{1}{2}$ |
| 10 | | | 1 | 7.7 | 12 | 92.3 | | | | | 13 | 1.71 |
| 11 | | | 59 | 5.7 | 593 | 57.4 | 306 | 29.6 | 75 | 7.3 | 1,033 | 1.80 |
| 12 | | | 59 | 60.8 | 35 | 36.1 | 3 | 3.1 | | | 97 | 1.63 $\frac{1}{2}$ |
| 13 | 2 | 0.5 | 7 | 1.9 | 242 | 63.7 | 54 | 14.2 | 75 | 19.7 | 380 | 2.04 |
| 14 | | | 1 | 100.0 | | | | | | | 1 | 1.48 |
| 15 | | | 9 | 100.0 | | | | | | | 9 | 1.32 $\frac{1}{2}$ |
| 16 | | | 163 | 33.3 | 185 | 40.3 | 121 | 26.4 | | | 459 | 1.73 $\frac{1}{2}$ |
| 17 | 2 | 16.7 | 10 | 83.3 | | | | | | | 12 | 1.16 |
| 18 | | | | | 210 | 56.5 | 162 | 43.5 | | | 372 | 1.68 $\frac{1}{2}$ |
| 19 | | | 14 | 100.0 | | | | | | | 14 | 1.22 |
| 20 | | | 88 | 9.4 | 587 | 62.6 | 251 | 26.8 | 11 | 1.2 | 937 | 1.82 |

ANNUAL EARNINGS OF EMPLOYÉS IN LEADING OCCUPATIONS OF SIXTY SYSTEMS OR ROADS—Continued.

[Employés paid by the mile, trip, piece, contract, or commission are included.]

BLACKSMITHS.

| Road number. | Under \$101. | | \$101 to \$300. | | \$301 to \$600. | | \$601 to \$900. | | \$901 and over. | | Total persons. | Average earnings. |
|--------------|--------------|-----------|-----------------|-----------|-----------------|-----------|-----------------|-----------|-----------------|-----------|----------------|-------------------|
| | Number. | Per cent. | Number. | Per cent. | Number. | Per cent. | Number. | Per cent. | Number. | Per cent. | | |
| 1 | 2 | 50.0 | | | 2 | 50.0 | | | | | 4 | \$202 |
| 2 | | | 3 | 14.3 | 2 | 9.5 | 15 | 71.4 | 1 | 4.8 | 21 | 639 |
| 3 | | | | | | | 1 | 100.0 | | | 1 | 765 |
| 4 | 41 | 11.1 | 72 | 19.6 | 152 | 41.3 | 98 | 26.6 | 5 | 1.4 | 368 | 438 |
| 5 | | | | | 1 | 33.3 | 2 | 66.7 | | | 3 | 663 |
| 6 | 7 | 100.0 | | | | | | | | | 7 | 29 |
| 7 | 11 | 13.6 | 7 | 8.6 | 27 | 33.3 | 34 | 42.0 | 2 | 2.5 | 81 | 513 |
| 8 | 1 | 33.4 | 1 | 33.3 | | | 1 | 33.3 | | | 3 | 307 |
| 9 | | | | | 1 | 100.0 | | | | | 1 | 487 |
| 11 | 7 | 6.9 | 18 | 17.6 | 43 | 42.2 | 33 | 32.3 | 1 | 1.0 | 102 | 476 |
| 12 | | | | | 8 | 88.9 | 1 | 11.1 | | | 9 | 462 |
| 13 | 3 | 9.4 | 2 | 6.2 | 11 | 34.4 | 15 | 46.9 | 1 | 3.1 | 32 | 551 |
| 16 | 9 | 14.1 | 6 | 9.4 | 26 | 40.6 | 23 | 35.9 | | | 64 | 478 |
| 18 | | | | | 4 | 40.0 | 6 | 60.0 | | | 10 | 676 |
| 19 | | | | | 3 | 75.0 | 1 | 25.0 | | | 4 | 551 |
| 20 | 4 | 10.3 | 6 | 15.4 | 8 | 20.5 | 19 | 48.7 | 2 | 5.1 | 39 | 549 |
| 21 | 6 | 54.5 | | | | | 5 | 45.5 | | | 11 | 369 |
| 22 | 1 | 25.0 | 1 | 25.0 | | | 2 | 50.0 | | | 4 | 587 |
| 23 | | | | | | | 3 | 100.0 | | | 3 | 722 |
| 25 | 1 | 50.0 | 1 | 50.0 | | | | | | | 2 | 94 |
| 28 | | | | | | | 1 | 100.0 | | | 1 | 637 |
| 29 | | | 1 | 50.0 | 1 | 50.0 | | | | | 2 | 302 |
| 31 | 31 | 29.5 | 30 | 28.6 | 19 | 18.1 | 15 | 14.3 | 10 | 9.5 | 105 | 342 |
| 33 | | | | | | | 1 | 100.0 | | | 1 | 708 |
| 34 | 12 | 6.4 | 28 | 15.1 | 58 | 31.2 | 86 | 46.2 | 2 | 1.1 | 186 | 508 |
| 35 | 3 | 6.1 | 1 | 2.0 | 16 | 32.7 | 26 | 53.1 | 3 | 6.1 | 49 | 613 |
| 36 | 2 | 9.5 | 2 | 9.5 | 7 | 33.4 | 10 | 47.6 | | | 21 | 542 |
| 37 | 2 | 3.4 | 9 | 15.3 | 13 | 22.0 | 35 | 59.3 | | | 59 | 570 |
| 38 | 9 | 29.0 | 3 | 9.7 | 5 | 16.1 | 8 | 25.8 | 6 | 19.4 | 31 | 498 |
| 39 | 78 | 22.1 | 43 | 12.2 | 73 | 20.7 | 139 | 39.4 | 20 | 5.6 | 353 | 480 |
| 40 | | | | | | | 1 | 100.0 | | | 1 | 614 |
| 41 | 1 | 100.0 | | | | | | | | | 1 | 4 |
| 42 | | | | | | | 1 | 100.0 | | | 1 | 693 |
| 43 | 17 | 48.6 | 5 | 14.3 | 7 | 20.0 | 6 | 17.1 | | | 35 | 252 |
| 44 | 12 | 37.5 | 5 | 15.6 | 8 | 25.0 | 6 | 18.8 | 1 | 3.1 | 32 | 313 |
| 45 | 2 | 50.0 | 2 | 50.0 | | | | | | | 4 | 130 |
| 46 | 3 | 30.0 | 3 | 30.0 | | | 4 | 40.0 | | | 10 | 852 |
| 48 | | | 1 | 33.3 | | | 2 | 66.7 | | | 3 | 614 |
| 50 | | | | | 1 | 100.0 | | | | | 1 | 408 |
| 53 | 4 | 36.4 | | | 4 | 36.4 | 3 | 27.2 | | | 11 | 379 |
| 64 | 1 | 100.0 | | | | | | | | | 1 | 27 |
| 55 | 6 | 50.0 | 4 | 33.4 | 1 | 8.3 | 1 | 8.3 | | | 12 | 139 |
| 58 | 2 | 6.9 | 4 | 13.8 | 6 | 20.7 | 16 | 55.2 | 1 | 3.4 | 29 | 587 |
| | 278 | 10.2 | 258 | 15.0 | 507 | 29.5 | 620 | 36.1 | 55 | 3.2 | 1,718 | 467 |

BRAKEMEN.

[Including brakemen, avenue; coal train; construction train; freight; freight and passenger; freight and work train; freight yard; gravel train; head; on pushers; passenger; shifting; suburban; tipple; work train; yard.]

| | | | | | | | | | | | | |
|----|-------|------|-----|------|-----|-------|-----|------|---|-----|-------|-------|
| 1 | 12 | 66.7 | 4 | 22.2 | 2 | 11.1 | | | | | 18 | \$104 |
| 2 | 244 | 59.4 | 87 | 21.2 | 68 | 16.5 | 12 | 2.9 | | | 411 | 124 |
| 3 | 5 | 55.6 | 3 | 33.3 | 1 | 11.1 | | | | 9 | 91 | |
| 4 | 1,617 | 46.7 | 804 | 23.2 | 864 | 25.0 | 170 | 4.9 | 7 | 0.2 | 3,462 | 206 |
| 5 | 57 | 47.5 | 29 | 24.2 | 25 | 20.8 | 9 | 7.5 | | | 120 | 212 |
| 6 | 6 | 54.5 | | | 5 | 45.5 | | | | | 11 | 210 |
| 7 | 501 | 40.4 | 271 | 21.9 | 242 | 19.5 | 224 | 18.1 | 1 | 0.1 | 1,239 | 269 |
| 8 | 63 | 84.0 | 10 | 13.3 | 2 | 2.7 | | | | | 75 | 53 |
| 9 | 23 | 82.1 | 4 | 14.3 | 1 | 3.6 | | | | | 28 | 55 |
| 10 | 4 | 30.8 | 6 | 46.1 | 3 | 23.1 | | | | | 13 | 217 |
| 11 | 311 | 26.4 | 337 | 28.7 | 440 | 37.4 | 88 | 7.5 | | | 1,176 | 277 |
| 12 | 48 | 49.5 | 19 | 19.6 | 30 | 30.9 | | | | | 97 | 200 |
| 13 | 355 | 55.4 | 103 | 16.1 | 117 | 18.2 | 64 | 10.0 | 2 | 0.3 | 641 | 201 |
| 14 | | | | | 1 | 100.0 | | | | | 1 | 540 |
| 15 | 4 | 41.4 | 4 | 44.4 | 1 | 11.2 | | | | | 9 | 167 |
| 16 | 205 | 44.6 | 101 | 22.0 | 138 | 30.1 | 15 | 3.3 | | | 459 | 223 |
| 17 | 10 | 83.4 | 1 | 8.3 | 1 | 8.3 | | | | | 12 | 51 |
| 18 | 267 | 71.8 | 57 | 15.3 | 47 | 12.6 | 1 | 0.3 | | | 372 | 107 |
| 19 | 7 | 50.0 | 1 | 7.1 | 6 | 42.9 | | | | | 14 | 194 |
| 20 | 429 | 45.8 | 219 | 23.4 | 230 | 24.5 | 59 | 6.3 | | | 937 | 214 |

DAILY RATES OF PAY OF EMPLOYÉES IN LEADING OCCUPATIONS OF SIXTY SYSTEMS OR ROADS--Continued.

[Employés paid by the mile, trip, piece, contract, or commission are excluded.]

BRAKEMEN--Concluded.

| Road number. | Under \$1.01. | | \$1.01 to \$1.60. | | \$1.61 to \$1.80. | | \$1.81 to \$2.00. | | \$2.01 and over. | | Total persons. | Average rate. | |
|--------------|---------------|-----------|-------------------|-----------|-------------------|-----------|-------------------|-----------|------------------|-----------|----------------|---------------|--|
| | Number. | Per cent. | Number. | Per cent. | Number. | Per cent. | Number. | Per cent. | Number. | Per cent. | | | |
| 21 | 110 | 47.2 | 123 | 52.8 | | | | | | | 233 | \$1.28½ | |
| 22 | | | 43 | 81.1 | 10 | 18.9 | | | | | 53 | 1.57½ | |
| 23 | | | | | 35 | 100.0 | | | | | 35 | 1.76 | |
| 24 | 4 | 100.0 | | | | | | | | | 4 | 1.00 | |
| 25 | 2 | 50.0 | 2 | 50.0 | | | | | | | 4 | 1.05 | |
| 27 | | | 1 | 100.0 | | | | | | | 1 | 1.56 | |
| 28 | | | 4 | 100.0 | | | | | | | 4 | 1.47 | |
| 29 | | | 23 | 100.0 | | | | | | | 23 | 1.49½ | |
| 30 | | | 3 | 100.0 | | | | | | | 3 | 1.48 | |
| 31 | | | 12 | 0.7 | 200 | 12.3 | 1,404 | 86.4 | 10 | 0.6 | 1,626 | 1.95 | |
| 32 | | | 3 | 100.0 | | | | | | | 3 | 1.50 | |
| 33 | 1 | 2.1 | 9 | 18.7 | 38 | 79.2 | | | | | 48 | 1.61½ | |
| 34 | | | 333 | 16.5 | 479 | 23.8 | 1,202 | 59.6 | 2 | 0.1 | 2,016 | 1.78½ | |
| 35 | | | 281 | 31.7 | 515 | 57.5 | 45 | 10.6 | 2 | 0.2 | 896 | 1.69½ | |
| 36 | | | | | 114 | 100.0 | | | | | 114 | 1.64 | |
| 37 | | | 143 | 91.7 | 8 | 5.1 | 5 | 3.2 | | | 156 | 1.55 | |
| 38 | 1 | 0.3 | 8 | 2.1 | | | 327 | 87.7 | 37 | 9.9 | 373 | 1.96 | |
| 39 | 1 | 0.1 | 98 | 3.5 | 1,148 | 41.5 | 1,087 | 39.3 | 431 | 15.6 | 2,765 | 1.90 | |
| 40 | | | | | 2 | 5.9 | 32 | 94.1 | | | 34 | 1.89½ | |
| 41 | | | 82 | 95.3 | 4 | 4.7 | | | | | 86 | 1.63 | |
| 42 | | | 2 | 6.4 | 20 | 64.5 | 3 | 9.7 | 6 | 19.4 | 31 | 1.92 | |
| 43 | | | 17 | 2.2 | 680 | 89.1 | 66 | 8.7 | | | 763 | 1.77 | |
| 44 | | | 343 | 44.6 | 422 | 54.8 | 4 | 0.5 | 1 | 0.1 | 770 | 1.67 | |
| 45 | | | 2 | 28.6 | 5 | 71.4 | | | | | 7 | 1.71½ | |
| 46 | | | 92 | 46.5 | 48 | 24.2 | 58 | 29.3 | | | 198 | 1.52 | |
| 47 | | | 16 | 100.0 | | | | | | | 16 | 1.59½ | |
| 48 | | | 53 | 98.2 | | | 1 | 1.8 | | | 56 | 1.48 | |
| 49 | | | 36 | 100.0 | | | | | | | 36 | 1.58 | |
| 50 | 9 | 100.0 | | | | | | | | | 9 | 1.00 | |
| 51 | 1 | 20.0 | 3 | 60.0 | 1 | 20.0 | | | | | 5 | 1.50 | |
| 52 | | | 1 | 100.0 | | | | | | | 1 | 1.15 | |
| 53 | | | 75 | 59.5 | 46 | 36.5 | 5 | 4.0 | | | 126 | 1.62 | |
| 54 | | | 45 | 100.0 | | | | | | | 45 | 1.51 | |
| 55 | | | 5 | 100.0 | | | | | | | 5 | 1.45½ | |
| 56 | | | 14 | 100.0 | | | | | | | 14 | 1.29½ | |
| 57 | | | 155 | 15.4 | 383 | 38.2 | 457 | 45.6 | 8 | 0.8 | 1,003 | 1.75½ | |
| 58 | | | 3 | 100.0 | | | | | | | 3 | 1.31½ | |
| 59 | | | | | 5 | 83.3 | 1 | 16.7 | | | 6 | 1.78½ | |
| 60 | | | | | | | | | | | | | |
| | 139 | 0.7 | 4,065 | 20.2 | 8,392 | 41.7 | 6,651 | 33.1 | 870 | 4.3 | 20,117 | 1.78 | |

CARPENTERS.

[Including carpenters, bridge; bridge and building; car works; coal car works; dock; fence; house; locomotive works; machine shop; passenger car works; roundhouse; shop; work train.]

| | | | | | | | | | | | | |
|----|---|------|-----|------|-----|------|-----|------|-----|-------|-------|---------|
| 1 | | | 3 | 16.7 | 1 | 5.5 | 4 | 22.2 | 10 | 55.6 | 18 | \$2.18½ |
| 2 | | | | | 2 | 2.4 | 31 | 36.9 | 51 | 60.7 | 84 | 2.10½ |
| 3 | | | | | | | | | 1 | 100.0 | 1 | 1.75 |
| 4 | | | 383 | 22.3 | 444 | 25.8 | 605 | 35.2 | 286 | 16.7 | 1,718 | 2.85 |
| 5 | | | | | 1 | 2.7 | 12 | 32.4 | 24 | 64.9 | 37 | 2.28½ |
| 6 | | | 3 | 60.0 | 1 | 20.0 | | | 1 | 20.0 | 5 | 1.66 |
| 7 | 1 | 0.2 | 57 | 10.9 | 69 | 13.1 | 158 | 30.1 | 240 | 45.7 | 525 | 2.05½ |
| 8 | | | 1 | 12.5 | 4 | 50.0 | 3 | 37.5 | | | 8 | 1.79 |
| 9 | | | | | | | | | 3 | 100.0 | 3 | 2.67½ |
| 11 | | | 72 | 11.5 | 197 | 31.5 | 258 | 41.3 | 98 | 15.7 | 625 | 1.86½ |
| 12 | | | 5 | 31.2 | 7 | 43.8 | 4 | 25.0 | | | 16 | 1.74½ |
| 13 | | | 5 | 2.4 | 86 | 42.0 | 86 | 42.0 | 28 | 13.6 | 205 | 1.90½ |
| 16 | | | 49 | 13.8 | 119 | 33.5 | 103 | 29.0 | 84 | 23.7 | 355 | 1.94 |
| 18 | | | 4 | 4.9 | 13 | 16.1 | 21 | 25.9 | 43 | 53.1 | 81 | 2.08½ |
| 19 | | | 8 | 61.5 | 3 | 23.1 | 2 | 15.4 | | | 13 | 1.53½ |
| 20 | | | 1 | 1.4 | 4 | 5.5 | 18 | 25.0 | 49 | 68.1 | 72 | 2.29½ |
| 21 | | | 10 | 20.0 | 2 | 4.0 | 14 | 28.0 | 24 | 48.0 | 50 | 2.15 |
| 22 | | | | | 1 | 7.1 | 5 | 35.7 | 8 | 57.2 | 14 | 2.12½ |
| 23 | | | 2 | 6.5 | 28 | 90.3 | | | 1 | 3.2 | 31 | 1.74 |
| 24 | | | 1 | 33.3 | | | 2 | 66.7 | | | 3 | 1.85½ |
| 25 | | | 2 | 66.7 | | | | | | | 3 | 1.15 |
| 28 | 1 | 16.7 | 2 | 33.3 | 1 | 33.3 | | | | | 6 | 1.71 |
| 29 | | | 7 | 46.7 | 6 | 40.0 | 2 | 13.3 | 2 | 33.3 | 15 | 1.70 |
| 30 | | | 1 | 25.0 | | | 2 | 50.0 | 1 | 25.0 | 4 | 2.05 |
| 31 | | | 10 | 1.6 | 9 | 1.4 | 80 | 12.6 | 536 | 84.4 | 635 | 2.32½ |
| 33 | | | | | 7 | 58.4 | 4 | 33.3 | 1 | 8.3 | 12 | 2.04½ |

ANNUAL EARNINGS OF EMPLOYÉS IN LEADING OCCUPATIONS OF SIXTY SYSTEMS OR ROADS—Continued.

[Employés paid by the mile, trip, piece, contract, or commission are included.]

BRAKEMEN—Concluded.

| Road number. | Under \$101. | | \$101 to \$300. | | \$301 to \$600. | | \$601 to \$900. | | \$901 and over. | | Total persons. | Average earnings. |
|--------------|--------------|-----------|-----------------|-----------|-----------------|-----------|-----------------|-----------|-----------------|-----------|----------------|-------------------|
| | Number. | Per cent. | Number. | Per cent. | Number. | Per cent. | Number. | Per cent. | Number. | Per cent. | | |
| 21 | 173 | 74.2 | 47 | 20.2 | 13 | 5.6 | | | | | 233 | \$77 |
| 22 | 26 | 49.1 | 11 | 20.7 | 16 | 30.2 | | | | | 53 | 206 |
| 23 | 12 | 34.3 | 14 | 40.0 | 9 | 25.7 | | | | | 35 | 199 |
| 24 | 3 | 75.0 | 1 | 25.0 | | | | | | | 4 | 89 |
| 25 | 3 | 75.0 | 1 | 25.0 | | | | | | | 4 | 82 |
| 27 | | | | | 1 | 100.0 | | | | | 1 | 570 |
| 28 | 1 | 25.0 | 1 | 25.0 | 2 | 50.0 | | | | | 4 | 263 |
| 29 | 14 | 60.9 | 5 | 21.7 | 4 | 17.4 | | | | | 23 | 122 |
| 30 | 1 | 33.4 | 1 | 33.3 | 1 | 33.3 | | | | | 3 | 159 |
| 31 | 1,327 | 62.7 | 512 | 24.2 | 197 | 9.3 | 77 | 3.6 | 4 | 0.2 | 2,117 | 134 |
| 32 | 1 | 33.3 | | | 2 | 66.7 | | | | | 3 | 320 |
| 33 | 34 | 70.8 | 8 | 16.7 | 6 | 12.5 | | | | | 48 | 95 |
| 34 | 568 | 28.2 | 434 | 21.5 | 686 | 34.0 | 328 | 16.3 | | | 2,016 | 321 |
| 35 | 304 | 53.9 | 197 | 22.0 | 356 | 39.7 | 39 | 4.4 | | | 896 | 276 |
| 36 | 49 | 43.0 | 25 | 21.9 | 36 | 31.6 | 4 | 3.5 | | | 114 | 225 |
| 37 | 188 | 30.7 | 135 | 22.0 | 296 | 38.6 | 53 | 8.7 | | | 612 | 302 |
| 38 | 213 | 57.1 | 95 | 25.5 | 43 | 11.5 | 22 | 5.9 | | | 373 | 156 |
| 39 | 1,921 | 39.8 | 1,243 | 25.8 | 1,025 | 21.2 | 633 | 13.1 | 2 | 0.1 | 4,824 | 244 |
| 40 | 12 | 35.3 | 10 | 29.4 | 7 | 20.6 | 5 | 14.7 | | | 34 | 263 |
| 41 | 78 | 90.6 | 4 | 4.7 | 4 | 4.7 | | | | | 86 | 44 |
| 42 | 19 | 61.3 | 5 | 16.1 | 7 | 22.6 | | | | | 31 | 126 |
| 43 | 476 | 62.4 | 194 | 25.4 | 74 | 9.7 | 19 | 2.5 | | | 763 | 126 |
| 44 | 506 | 65.3 | 196 | 25.3 | 67 | 8.6 | 6 | 0.8 | | | 775 | 107 |
| 45 | 1 | 14.3 | 2 | 28.6 | 4 | 57.1 | | | | | 7 | 343 |
| 46 | 131 | 66.1 | 53 | 26.8 | 14 | 7.1 | | | | | 198 | 93 |
| 47 | 8 | 50.0 | 4 | 25.0 | 4 | 25.0 | | | | | 16 | 164 |
| 48 | 24 | 34.8 | 24 | 34.8 | 21 | 30.4 | | | | | 69 | 222 |
| 49 | 26 | 72.2 | 8 | 22.2 | 2 | 5.6 | | | | | 36 | 78 |
| 50 | 8 | 88.9 | | | 1 | 11.1 | | | | | 9 | 66 |
| 51 | 2 | 40.0 | 1 | 20.0 | 2 | 40.0 | | | | | 5 | 273 |
| 52 | | | | | 1 | 100.0 | | | | | 1 | 420 |
| 53 | 71 | 56.3 | 37 | 29.4 | 18 | 14.3 | | | | | 126 | 138 |
| 55 | 25 | 55.6 | 16 | 35.6 | 4 | 8.8 | | | | | 45 | 120 |
| 56 | 3 | 60.0 | 2 | 40.0 | | | | | | | 5 | 112 |
| 57 | 9 | 64.3 | 4 | 28.6 | 1 | 7.1 | | | | | 14 | 106 |
| 58 | 654 | 65.2 | 252 | 25.1 | 94 | 9.4 | 3 | 0.3 | | | 1,003 | 109 |
| 59 | | | 3 | 100.0 | | | | | | | 3 | 137 |
| 60 | 3 | 50.0 | | | 3 | 50.0 | | | | | 6 | 289 |
| | 11,062 | 46.7 | 5,605 | 23.6 | 5,185 | 21.9 | 1,831 | 7.7 | 16 | 0.1 | 23,699 | 212 |

CARPENTERS.

[Including carpenters, bridge; bridge and building; car works; coal car works; dook; fence; house; locomotive works; machine shop; passenger car works; roundhouse; shop; work train.]

| | | | | | | | | | | | | |
|----|-----|------|-----|------|-----|------|-----|-------|---|-----|-------|-------|
| 1 | 13 | 72.2 | 1 | 5.6 | 2 | 11.1 | 2 | 11.1 | | | 18 | \$153 |
| 2 | 18 | 12.5 | 36 | 25.0 | 51 | 35.4 | 39 | 27.1 | | | 144 | 401 |
| 3 | | | | | | | 1 | 100.0 | | | 1 | 861 |
| 4 | 474 | 26.3 | 481 | 26.7 | 668 | 37.1 | 177 | 9.8 | 1 | 0.1 | 1,801 | 302 |
| 5 | 2 | 5.4 | 5 | 13.5 | 11 | 29.7 | 19 | 51.4 | | | 37 | 528 |
| 6 | 2 | 40.0 | 2 | 40.0 | 1 | 20.0 | | | | | 5 | 176 |
| 7 | 121 | 23.0 | 124 | 23.6 | 151 | 28.8 | 126 | 24.0 | 3 | 0.6 | 525 | 354 |
| 8 | 5 | 62.5 | 1 | 12.5 | 2 | 25.0 | | | | | 8 | 161 |
| 9 | | | 1 | 33.3 | 2 | 66.7 | | | | | 3 | 364 |
| 11 | 99 | 15.8 | 123 | 19.7 | 393 | 53.3 | 69 | 11.0 | 1 | 0.2 | 625 | 376 |
| 12 | 2 | 12.5 | 1 | 6.2 | 10 | 62.5 | 3 | 18.8 | | | 16 | 427 |
| 13 | 65 | 31.7 | 39 | 19.0 | 77 | 37.6 | 23 | 11.2 | 1 | 0.5 | 205 | 320 |
| 16 | 55 | 15.5 | 61 | 17.2 | 159 | 44.8 | 80 | 22.5 | | | 355 | 417 |
| 18 | 41 | 50.6 | 18 | 22.2 | 11 | 13.6 | 11 | 13.6 | | | 81 | 219 |
| 19 | 3 | 23.1 | 1 | 7.7 | 9 | 69.2 | | | | | 13 | 333 |
| 20 | 16 | 22.2 | 18 | 25.0 | 18 | 25.0 | 19 | 26.4 | 1 | 1.4 | 72 | 360 |
| 21 | 17 | 34.0 | 10 | 20.0 | 17 | 34.0 | 5 | 10.0 | 1 | 2.0 | 50 | 290 |
| 22 | 3 | 21.4 | 4 | 28.6 | 2 | 14.3 | 5 | 35.7 | | | 14 | 368 |
| 23 | 5 | 16.1 | 6 | 19.4 | 19 | 61.3 | 1 | 3.2 | | | 31 | 332 |
| 24 | 1 | 33.3 | 2 | 66.7 | | | | | | | 3 | 126 |
| 25 | 2 | 66.7 | 1 | 33.3 | | | | | | | 3 | 91 |
| 28 | | | 2 | 33.3 | 3 | 50.0 | 1 | 16.7 | | | 6 | 392 |
| 29 | 4 | 26.7 | 7 | 46.6 | 4 | 26.7 | | | | | 15 | 231 |
| 30 | 3 | 75.0 | 1 | 25.0 | | | | | | | 4 | 43 |
| 31 | 253 | 39.8 | 164 | 25.8 | 111 | 17.5 | 102 | 16.1 | 5 | 0.8 | 635 | 266 |
| 33 | 3 | 25.0 | 4 | 33.3 | 4 | 33.3 | 1 | 8.4 | | | 12 | 313 |

DAILY RATES OF PAY OF EMPLOYEES IN LEADING OCCUPATIONS OF SIXTY SYSTEMS OR ROADS—Continued.

[Employees paid by the mile, trip, piece, contract, or commission are excluded.]

CARPENTERS—Concluded.

| Road number. | Under \$1.01. | | \$1.01 to \$1.60. | | \$1.61 to \$1.80. | | \$1.81 to \$2.00. | | \$2.01 and over. | | Total persons. | Average rate. |
|--------------|---------------|-----------|-------------------|-----------|-------------------|-----------|-------------------|-----------|------------------|-----------|----------------|---------------|
| | Number. | Per cent. | Number. | Per cent. | Number. | Per cent. | Number. | Per cent. | Number. | Per cent. | | |
| 34 | | | 140 | 21.4 | 172 | 24.6 | 242 | 34.7 | 135 | 19.3 | 698 | \$1.87½ |
| 35 | 2 | 0.5 | 30 | 8.3 | 24 | 6.0 | 58 | 16.0 | 249 | 68.6 | 363 | 2.24½ |
| 36 | | | 6 | 5.9 | 15 | 14.8 | 55 | 54.5 | 25 | 24.8 | 101 | 2.03 |
| 37 | | | 6 | 3.2 | 20 | 10.6 | 105 | 55.9 | 57 | 30.3 | 188 | 2.03 |
| 38 | | | 1 | 15.8 | 121 | 12.8 | 279 | 0.5 | 188 | 99.5 | 189 | 3.07 |
| 39 | | | 150 | 6.7 | | | 12 | 80.0 | 396 | 41.9 | 946 | 1.88½ |
| 40 | | | 1 | 7.7 | | | | | 2 | 13.3 | 15 | 2.04 |
| 41 | | | 1 | | 1 | 11.1 | | | 12 | 92.3 | 13 | 2.33 |
| 42 | | | | | | | | | 8 | 88.9 | 9 | 2.06½ |
| 43 | | | 13 | 6.7 | 40 | 20.7 | 135 | 70.0 | 5 | 2.6 | 193 | 1.95½ |
| 44 | | | 27 | 11.5 | 7 | 3.0 | 65 | 27.6 | 136 | 57.9 | 235 | 2.14½ |
| 45 | | | | | | | | | 3 | 100.0 | 3 | 2.32 |
| 46 | 1 | 0.3 | 74 | 21.2 | 181 | 61.9 | 81 | 23.2 | 12 | 3.4 | 349 | 1.83 |
| 47 | | | | | 1 | 33.3 | | | 2 | 66.7 | 3 | 2.30 |
| 48 | | | 1 | 1.7 | 1 | 1.7 | 2 | 3.3 | 56 | 93.3 | 60 | 2.31 |
| 49 | | | | | | | 1 | 33.3 | 2 | 66.7 | 3 | 2.19½ |
| 50 | | | | | | | | | 2 | 100.0 | 2 | 2.21 |
| 51 | | | 1 | 20.0 | | | 1 | 20.0 | 3 | 60.0 | 5 | 2.12½ |
| 52 | | | | | | | 1 | 100.0 | | | 1 | 2.00 |
| 53 | | | 9 | 21.4 | 25 | 59.5 | 7 | 16.7 | 1 | 2.4 | 42 | 1.76½ |
| 54 | | | 4 | 57.1 | | | 3 | 42.9 | | | 7 | 1.79 |
| 55 | | | 8 | 44.4 | 8 | 44.4 | 1 | 5.6 | 1 | 5.6 | 18 | 1.68½ |
| 56 | | | 2 | 66.7 | 1 | 33.3 | | | | | 3 | 1.57 |
| 58 | | | 17 | 5.9 | 25 | 8.6 | 115 | 39.6 | 133 | 45.9 | 290 | 2.14 |
| 60 | | | | | | | | | 2 | 100.0 | 2 | 2.50 |
| | 5 | 0.1 | 1,125 | 13.6 | 1,647 | 19.9 | 2,579 | 31.1 | 2,921 | 35.3 | 8,277 | 1.98 |

CONDUCTORS.

[Including conductors, coal train; dining car; freight; freight and passenger; passenger; shifting; suburban; work train; yard.]

| | | | | | | | | | | | | |
|----|---|-----|---|-------|----|-------|-----|-------|-----|-------|-----|---------|
| 1 | | | | | | | 2 | 33.3 | 4 | 66.7 | 6 | \$2.21½ |
| 2 | 1 | 1.0 | 1 | 1.0 | | | 4 | 3.7 | 100 | 94.3 | 106 | 2.70½ |
| 3 | | | | | | | 1 | 33.3 | 2 | 66.7 | 3 | 2.37 |
| 4 | | | 8 | 0.9 | 8 | 0.9 | 112 | 11.8 | 815 | 86.4 | 943 | 2.48½ |
| 5 | | | | | 11 | 28.9 | | | 27 | 71.1 | 38 | 2.48 |
| 6 | | | | | | | 2 | 66.7 | 1 | 33.3 | 3 | 1.89½ |
| 7 | | | | | 1 | 0.4 | 3 | 1.3 | 224 | 98.3 | 228 | 2.87½ |
| 8 | | | | | | | | | 16 | 100.0 | 16 | 2.29 |
| 9 | | | | | | | 2 | 15.4 | 11 | 84.6 | 13 | 2.31½ |
| 10 | | | | | 2 | 25.0 | 5 | 62.5 | 1 | 12.5 | 8 | 2.14 |
| 11 | | | | | | | 5 | 1.9 | 264 | 98.1 | 269 | 2.64½ |
| 12 | | | 1 | 3.4 | 2 | 6.9 | 2 | 6.9 | 24 | 82.8 | 29 | 2.34½ |
| 13 | 3 | 1.7 | 1 | 0.6 | | | 12 | 6.7 | 162 | 91.0 | 178 | 2.73½ |
| 14 | | | 1 | 100.0 | | | | | | | 1 | 1.44 |
| 15 | | | | | 1 | 20.0 | | | 4 | 80.0 | 5 | 2.26 |
| 16 | | | | | | | 1 | 1.6 | 61 | 98.4 | 62 | 2.82 |
| 17 | | | 2 | 50.0 | | | 2 | 50.0 | | | 4 | 1.79½ |
| 18 | | | | | 7 | 7.5 | 3 | 3.2 | 83 | 89.3 | 93 | 2.50½ |
| 19 | | | 1 | 14.3 | 1 | 14.3 | 1 | 14.3 | 4 | 57.1 | 7 | 1.84 |
| 20 | | | 1 | 0.6 | | | 6 | 3.4 | 167 | 96.0 | 174 | 2.66½ |
| 21 | | | | | 1 | 1.5 | 1 | 1.5 | 65 | 97.0 | 67 | 2.63 |
| 22 | | | | | | | 1 | 10.0 | 9 | 90.0 | 10 | 2.56½ |
| 23 | | | 1 | 4.2 | | | 3 | 12.5 | 20 | 83.3 | 24 | 2.42 |
| 24 | | | | | | | | | 2 | 100.0 | 2 | 2.39 |
| 27 | | | | | | | 1 | 100.0 | | | 1 | 1.81 |
| 28 | | | | | 1 | 100.0 | | | | | 1 | 1.80 |
| 29 | | | 2 | 12.5 | | | 13 | 81.3 | 1 | 6.2 | 16 | 1.88½ |
| 30 | | | | | 3 | 100.0 | | | | | 3 | 1.65 |
| 31 | | | | | | | 20 | 4.5 | 423 | 95.5 | 443 | 2.92½ |
| 32 | | | | | | | | | 1 | 100.0 | 1 | 3.29 |
| 33 | | | | | | | | | 11 | 100.0 | 11 | 2.91 |
| 34 | | | 1 | 0.1 | 14 | 1.8 | 122 | 15.9 | 633 | 82.2 | 770 | 2.57½ |
| 35 | | | | | 1 | 0.5 | 5 | 2.4 | 202 | 97.1 | 208 | 2.07½ |
| 36 | | | | | | | | | 91 | 100.0 | 91 | 3.03½ |
| 37 | | | | | 9 | 16.4 | 34 | 61.8 | 12 | 21.8 | 55 | 1.97½ |
| 38 | | | | | | | | | 79 | 100.0 | 79 | 3.00 |
| 39 | 3 | 0.5 | 4 | 0.7 | 10 | 1.7 | 26 | 4.4 | 547 | 92.7 | 580 | 2.63 |
| 40 | | | | | | | 5 | 62.5 | 3 | 37.5 | 8 | 2.37½ |
| 41 | | | | | | | | | 8 | 100.0 | 8 | 2.74 |

CHAPTER III.—TIME AND EARNINGS—ANALYSIS OF TABLES. 91

ANNUAL EARNINGS OF EMPLOYÉS IN LEADING OCCUPATIONS OF SIXTY SYSTEMS OR ROADS—Continued.

[Employés paid by the mile, trip, piece, contract, or commission are included.]

CARPENTERS—Concluded.

| Road number. | Under \$101. | | \$101 to \$300. | | \$301 to \$600. | | \$601 to \$900. | | \$901 and over. | | Total persons. | Average earnings. |
|--------------|--------------|-----------|-----------------|-----------|-----------------|-----------|-----------------|-----------|-----------------|-----------|----------------|-------------------|
| | Num-ber. | Per-cent. | Num-ber. | Per-cent. | Num-ber. | Per-cent. | Num-ber. | Per-cent. | Num-ber. | Per-cent. | | |
| 34 | 112 | 16.1 | 130 | 18.6 | 280 | 40.1 | 175 | 25.1 | 1 | 0.1 | 698 | \$400 |
| 35 | 40 | 11.0 | 58 | 16.0 | 87 | 24.0 | 175 | 48.2 | 3 | 0.8 | 363 | 505 |
| 36 | 13 | 12.9 | 31 | 30.7 | 30 | 29.7 | 27 | 26.7 | ..... | ..... | 101 | 384 |
| 37 | 23 | 12.0 | 49 | 25.7 | 76 | 39.8 | 43 | 22.5 | ..... | ..... | 101 | 406 |
| 38 | 77 | 40.7 | 38 | 20.1 | 36 | 19.1 | 27 | 14.3 | 11 | 5.8 | 189 | 307 |
| 39 | 226 | 21.0 | 233 | 21.7 | 340 | 31.7 | 271 | 25.2 | 4 | 0.4 | 1,074 | 856 |
| 40 | 4 | 26.7 | 5 | 33.3 | 2 | 13.3 | 4 | 26.7 | ..... | ..... | 15 | 306 |
| 41 | 3 | 23.1 | 6 | 46.1 | 3 | 23.1 | 1 | 7.7 | ..... | ..... | 13 | 240 |
| 42 | 8 | 88.9 | ..... | ..... | 1 | 11.1 | ..... | ..... | ..... | ..... | 9 | 99 |
| 43 | 49 | 25.4 | 54 | 28.0 | 71 | 36.8 | 19 | 9.8 | ..... | ..... | 193 | 305 |
| 44 | 104 | 44.3 | 56 | 23.8 | 39 | 16.6 | 36 | 15.3 | ..... | ..... | 235 | 246 |
| 45 | ..... | ..... | 1 | 33.3 | ..... | ..... | 2 | 66.7 | ..... | ..... | 3 | 592 |
| 46 | 225 | 64.5 | 89 | 25.5 | 25 | 7.1 | 10 | 2.9 | ..... | ..... | 349 | 119 |
| 47 | 1 | 33.4 | 1 | 33.3 | ..... | ..... | 1 | 33.3 | ..... | ..... | 3 | 292 |
| 48 | 18 | 30.0 | 17 | 28.3 | 10 | 16.7 | 15 | 25.0 | ..... | ..... | 60 | 314 |
| 49 | 1 | 33.4 | 1 | 33.3 | 1 | 33.3 | ..... | ..... | ..... | ..... | 3 | 257 |
| 50 | 2 | 100.0 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 | 42 |
| 51 | 4 | 80.0 | 1 | 20.0 | ..... | ..... | ..... | ..... | ..... | ..... | 5 | 68 |
| 52 | 1 | 100.0 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 6 |
| 53 | 15 | 35.7 | 9 | 21.4 | 17 | 40.5 | 1 | 2.4 | ..... | ..... | 42 | 263 |
| 54 | 6 | 85.7 | 1 | 14.3 | ..... | ..... | ..... | ..... | ..... | ..... | 7 | 34 |
| 55 | 10 | 55.6 | 7 | 38.9 | 1 | 5.5 | ..... | ..... | ..... | ..... | 18 | 108 |
| 56 | 3 | 100.0 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 | 11 |
| 58 | 106 | 32.9 | 103 | 32.0 | 68 | 21.1 | 45 | 14.0 | ..... | ..... | 322 | 261 |
| 60 | 2 | 100.0 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 | 5 |
| | 2,260 | 26.3 | 2,003 | 23.3 | 2,752 | 32.1 | 1,536 | 17.9 | 32 | 0.4 | 8,583 | 330 |

CONDUCTORS.

[Including conductors, coal train; dining car; freight; freight and passenger; passenger; shifting; suburban; work train; yard.]

| | | | | | | | | | | | | |
|----|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| 1 | 1 | 16.7 | 1 | 16.7 | ..... | ..... | 4 | 66.6 | ..... | ..... | 6 | \$536 |
| 2 | 36 | 33.9 | 13 | 12.3 | 9 | 8.5 | 23 | 21.7 | 25 | 23.6 | 106 | 477 |
| 3 | ..... | ..... | ..... | ..... | 2 | 66.7 | 1 | 33.3 | ..... | ..... | 3 | 543 |
| 4 | 153 | 14.6 | 141 | 13.4 | 176 | 16.7 | 386 | 36.8 | 194 | 18.5 | 1,050 | 572 |
| 5 | 7 | 18.4 | 9 | 23.7 | 4 | 10.5 | 7 | 18.4 | 11 | 29.0 | 38 | 542 |
| 6 | ..... | ..... | ..... | ..... | 3 | 100.0 | ..... | ..... | ..... | ..... | 3 | 542 |
| 7 | 24 | 10.5 | 22 | 9.7 | 22 | 9.7 | 99 | 43.4 | 61 | 26.7 | 228 | 711 |
| 8 | 8 | 50.0 | 2 | 12.5 | 3 | 18.8 | 3 | 18.7 | ..... | ..... | 16 | 270 |
| 9 | 4 | 30.8 | 6 | 46.1 | 1 | 7.7 | 2 | 15.4 | ..... | ..... | 13 | 234 |
| 10 | 4 | 50.0 | 3 | 37.5 | ..... | ..... | 1 | 12.5 | ..... | ..... | 8 | 186 |
| 11 | 21 | 7.5 | 30 | 10.7 | 42 | 15.0 | 116 | 41.4 | 71 | 25.4 | 280 | 668 |
| 12 | 7 | 24.1 | 2 | 6.9 | 6 | 20.7 | 14 | 48.3 | ..... | ..... | 29 | 477 |
| 13 | 114 | 43.8 | 31 | 11.9 | 22 | 8.5 | 51 | 19.6 | 42 | 16.2 | 260 | 384 |
| 14 | ..... | ..... | ..... | ..... | 1 | 100.0 | ..... | ..... | ..... | ..... | 1 | 525 |
| 15 | 1 | 20.0 | 1 | 20.0 | 1 | 20.0 | 2 | 40.0 | ..... | ..... | 5 | 523 |
| 16 | 6 | 9.7 | 3 | 4.8 | 13 | 21.0 | 16 | 25.8 | 24 | 38.7 | 62 | 705 |
| 17 | 2 | 50.0 | ..... | ..... | ..... | ..... | 2 | 50.0 | ..... | ..... | 4 | 337 |
| 18 | 36 | 38.7 | 16 | 17.2 | 10 | 10.8 | 24 | 25.8 | 7 | 7.5 | 93 | 360 |
| 19 | 2 | 28.6 | ..... | ..... | 2 | 28.6 | 3 | 42.8 | ..... | ..... | 7 | 471 |
| 20 | 20 | 11.5 | 20 | 11.5 | 24 | 13.8 | 72 | 41.4 | 38 | 21.8 | 174 | 625 |
| 21 | 18 | 26.9 | 16 | 23.9 | 19 | 28.3 | 19 | 14.9 | 4 | 6.0 | 67 | 360 |
| 22 | 1 | 10.0 | 1 | 10.0 | 2 | 20.0 | 4 | 40.0 | 2 | 20.0 | 10 | 626 |
| 23 | 10 | 41.7 | 3 | 12.5 | 5 | 20.8 | 5 | 20.8 | 1 | 4.2 | 24 | 314 |
| 24 | ..... | ..... | 1 | 50.0 | ..... | ..... | 1 | 50.0 | ..... | ..... | 2 | 464 |
| 27 | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 100.0 | ..... | ..... | 1 | 660 |
| 28 | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 100.0 | ..... | ..... | 1 | 708 |
| 29 | 5 | 31.3 | 5 | 31.2 | 4 | 25.0 | 2 | 12.5 | ..... | ..... | 16 | 260 |
| 30 | 1 | 33.4 | 1 | 33.3 | 1 | 33.3 | ..... | ..... | ..... | ..... | 3 | 190 |
| 31 | 175 | 31.0 | 138 | 24.4 | 120 | 21.2 | 44 | 7.8 | 88 | 15.6 | 505 | 379 |
| 32 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 100.0 | 1 | 1,200 |
| 33 | 4 | 36.4 | ..... | ..... | 1 | 9.1 | 1 | 9.1 | 5 | 45.4 | 11 | 534 |
| 34 | 96 | 12.5 | 67 | 8.7 | 104 | 13.5 | 339 | 44.0 | 164 | 21.3 | 770 | 643 |
| 35 | 24 | 11.5 | 20 | 9.6 | 19 | 9.1 | 69 | 33.2 | 76 | 36.6 | 208 | 708 |
| 36 | 33 | 36.2 | 7 | 7.7 | 9 | 9.9 | 15 | 16.5 | 27 | 29.7 | 31 | 504 |
| 37 | 8 | 4.8 | 12 | 7.2 | 11 | 6.6 | 89 | 53.3 | 47 | 28.1 | 167 | 753 |
| 38 | 13 | 16.5 | 18 | 22.8 | 11 | 13.9 | 17 | 21.5 | 20 | 25.3 | 79 | 537 |
| 39 | 106 | 9.6 | 117 | 10.6 | 135 | 12.2 | 332 | 30.0 | 416 | 37.6 | 1,106 | 711 |
| 40 | ..... | ..... | 2 | 25.0 | 2 | 25.0 | 1 | 12.5 | 3 | 37.5 | 8 | 638 |
| 41 | 3 | 37.5 | 1 | 12.5 | 1 | 12.5 | 1 | 12.5 | 2 | 25.0 | 8 | 447 |

DAILY RATES OF PAY OF EMPLOYEES IN LEADING OCCUPATIONS OF SIXTY SYSTEMS OR ROADS—Continued.

[Employés paid by the mile, trip, piece, contract, or commission are excluded.]

CONDUCTORS—Concluded.

| Road number. | Under \$1.01. | | \$1.01 to \$1.60. | | \$1.61 to \$1.80. | | \$1.81 to \$2.00. | | \$2.01 and over. | | Total persons. | Average rate. |
|--------------|---------------|-----------|-------------------|-----------|-------------------|-----------|-------------------|-----------|------------------|-----------|----------------|---------------|
| | Number. | Per cent. | Number. | Per cent. | Number. | Per cent. | Number. | Per cent. | Number. | Per cent. | | |
| 42 | | | | | | | | | 11 | 100.0 | 11 | \$3.03 |
| 43 | | | | | | | | | 134 | 100.0 | 134 | 2.55 |
| 44 | | | | | 2 | 2.0 | 7 | 7.1 | 90 | 90.9 | 99 | 2.46½ |
| 45 | | | | | | | | | 3 | 100.0 | 3 | 2.65½ |
| 46 | | | | | | | | | 52 | 100.0 | 52 | 2.68 |
| 47 | | | | | | | 1 | 33.3 | 2 | 66.7 | 3 | 2.29½ |
| 48 | | | | | 1 | 4.0 | 11 | 44.0 | 13 | 52.0 | 25 | 2.15 |
| 49 | | | | | | | | | 11 | 100.0 | 11 | 2.61 |
| 50 | | | | | | | | | 2 | 100.0 | 2 | 2.12 |
| 51 | | | 1 | 33.3 | | | | | 2 | 66.7 | 3 | 2.43½ |
| 53 | | | 1 | 1.9 | 5 | 9.8 | 6 | 11.8 | 39 | 76.5 | 51 | 2.52½ |
| 55 | | | | | | | 9 | 90.0 | 1 | 10.0 | 10 | 2.03½ |
| 56 | | | | | | | | | 2 | 100.0 | 2 | 2.46 |
| 57 | | | 5 | 100.0 | | | | | | | 5 | 1.54 |
| 58 | | | 1 | 0.5 | | | 5 | 2.5 | 191 | 97.0 | 197 | 2.85½ |
| 59 | | | | | | | 1 | 100.0 | | | 1 | 2.00 |
| 60 | | | | | | | | | 1 | 100.0 | 1 | 2.63½ |
| | 7 | 0.1 | 32 | 0.6 | 80 | 1.6 | 434 | 8.4 | 4,631 | 89.3 | 5,184 | 2.63 |

ENGINEERS.

[Including engineers, coal train; dummy; freight; freight and coal; freight and passenger; locomotive; passenger; roundhouse; shifting; switching; work train; yard; assistant engineers.]

| | | | | | | | | | | | | |
|----|---|-----|----|-------|----|-------|---|-------|-----|-------|-----|---------|
| 1 | | | | | | | 1 | 20.0 | 4 | 80.0 | 5 | \$2.66½ |
| 2 | | | | | | | 2 | 2.3 | 85 | 97.7 | 87 | 3.32½ |
| 4 | | | 5 | 3.0 | 3 | 1.8 | 9 | 5.5 | 148 | 89.7 | 165 | 2.85 |
| 5 | | | 1 | 12.5 | | | 1 | 12.5 | 6 | 75.0 | 8 | 2.66 |
| 6 | | | | | | | 1 | 25.0 | 3 | 75.0 | 4 | 2.28 |
| 7 | | | | | 3 | 1.3 | 1 | 0.4 | 228 | 98.3 | 232 | 3.76½ |
| 9 | | | | | | | | | 19 | 100.0 | 19 | 2.86½ |
| 10 | | | | | | | | | 4 | 100.0 | 4 | 2.66 |
| 11 | | | | | 4 | 4.2 | 2 | 2.1 | 89 | 93.7 | 95 | 3.31½ |
| 12 | | | | | 1 | 2.8 | 4 | 11.1 | 31 | 86.1 | 36 | 2.57½ |
| 13 | | | | | | | 1 | 3.0 | 32 | 97.0 | 33 | 2.57½ |
| 15 | | | | | | | | | 1 | 100.0 | 1 | 3.00 |
| 16 | | | | | 1 | 6.3 | 1 | 6.3 | 14 | 87.4 | 16 | 3.21½ |
| 17 | | | | | | | 4 | 100.0 | | | 4 | 1.95 |
| 18 | | | | | | | | | 7 | 100.0 | 7 | 2.23 |
| 19 | | | | | 3 | 30.0 | | | 7 | 70.0 | 10 | 2.35½ |
| 20 | | | 6 | 3.2 | 3 | 1.6 | 9 | 4.7 | 171 | 90.5 | 189 | 3.09½ |
| 21 | | | 3 | 3.7 | 16 | 20.0 | 3 | 3.7 | 58 | 72.6 | 80 | 2.96½ |
| 22 | | | | | | | | | 15 | 100.0 | 15 | 2.95½ |
| 23 | | | | | | | | | 16 | 100.0 | 16 | 2.92½ |
| 24 | | | | | | | | | 3 | 100.0 | 3 | 2.89 |
| 25 | | | 2 | 100.0 | | | | | | | 2 | 1.24½ |
| 26 | | | | | 2 | 100.0 | | | | | 2 | 1.65 |
| 27 | | | | | | | | | 1 | 100.0 | 1 | 2.63 |
| 28 | | | | | | | | | 3 | 100.0 | 3 | 2.50 |
| 29 | | | | | 1 | 50.0 | | | 1 | 50.0 | 2 | 2.10½ |
| 31 | 1 | 0.2 | | | 2 | 0.4 | 2 | 0.4 | 554 | 99.0 | 559 | 3.55 |
| 32 | | | | | | | | | 1 | 100.0 | 1 | 3.24½ |
| 33 | | | | | | | 2 | 18.2 | 9 | 81.8 | 11 | 2.99½ |
| 34 | | | 11 | 3.1 | 3 | 0.9 | 7 | 2.0 | 331 | 94.0 | 352 | 3.26 |
| 35 | 2 | 2.6 | | | | | 1 | 1.3 | 75 | 96.1 | 78 | 2.97 |
| 36 | | | | | | | | | 85 | 100.0 | 85 | 3.35½ |
| 37 | | | | | | | | | 4 | 100.0 | 4 | 3.57½ |
| 38 | | | | | | | | | | | | |
| 39 | 1 | 0.2 | 3 | 0.6 | 11 | 2.3 | 6 | 1.3 | 452 | 95.6 | 473 | 3.16 |
| 40 | | | | | | | | | 8 | 100.0 | 8 | 3.11½ |
| 41 | | | | | | | | | 6 | 100.0 | 6 | 3.00½ |
| 42 | | | | | | | | | 9 | 100.0 | 9 | 3.02½ |
| 43 | | | 8 | 0.2 | | | 7 | 8.0 | 72 | 82.8 | 87 | 2.92½ |
| 44 | | | | | | | 2 | 1.8 | 108 | 98.2 | 110 | 2.81½ |
| 45 | | | | | | | 2 | 50.0 | 2 | 50.0 | 4 | 2.50½ |
| 46 | | | 2 | 8.7 | | | 1 | 4.3 | 20 | 87.0 | 23 | 2.06 |
| 47 | | | | | 1 | 33.3 | | | 2 | 66.7 | 3 | 2.21 |
| 48 | | | | | | | 2 | 8.0 | 23 | 92.0 | 25 | 2.99½ |
| 49 | | | | | | | | | 13 | 100.0 | 13 | 2.87 |
| 50 | | | | | 1 | 14.3 | | | 6 | 85.7 | 7 | 2.43 |
| 51 | | | | | | | | | 3 | 100.0 | 3 | 2.77 |

CHAPTER III.—TIME AND EARNINGS—ANALYSIS OF TABLES. 93

ANNUAL EARNINGS OF EMPLOYEES IN LEADING OCCUPATIONS OF SIXTY SYSTEMS OR ROADS—Continued.

[Employés paid by the mile, trip, piece, contract, or commission are included.]

CONDUCTORS—Concluded.

| Road number. | Under \$101. | | \$101 to \$300. | | \$301 to \$600. | | \$601 to \$900. | | \$901 and over. | | Total persons. | Average earnings. |
|--------------|--------------|-----------|-----------------|-----------|-----------------|-----------|-----------------|-----------|-----------------|-----------|----------------|-------------------|
| | Number. | Per cent. | Number. | Per cent. | Number. | Per cent. | Number. | Per cent. | Number. | Per cent. | | |
| 42 | 6 | 54.5 | 2 | 18.2 | | | 2 | 18.2 | 1 | 9.1 | 11 | \$254 |
| 43 | 38 | 28.4 | 30 | 22.4 | 24 | 17.9 | 33 | 24.6 | 9 | 6.7 | 134 | 387 |
| 44 | 16 | 16.2 | 20 | 20.2 | 29 | 20.2 | 38 | 38.4 | 5 | 5.0 | 99 | 482 |
| 45 | | | 1 | 33.3 | | | 2 | 66.7 | | | 3 | 669 |
| 46 | 13 | 25.0 | 23 | 44.2 | 6 | 11.6 | 5 | 9.6 | 5 | 9.6 | 52 | 311 |
| 47 | 1 | 33.3 | | | | | 2 | 66.7 | | | 3 | 569 |
| 48 | 1 | 4.0 | 11 | 44.0 | 8 | 32.0 | 5 | 20.0 | | | 25 | 372 |
| 49 | 7 | 63.6 | | | 1 | 9.1 | 2 | 18.2 | 1 | 9.1 | 11 | 288 |
| 50 | | | | | | | 2 | 100.0 | | | 2 | 716 |
| 51 | | | 1 | 33.3 | | | 2 | 66.7 | | | 3 | 594 |
| 53 | 17 | 33.3 | 8 | 15.7 | 12 | 23.5 | 9 | 17.7 | 5 | 9.8 | 51 | 371 |
| 55 | 3 | 30.0 | 3 | 30.0 | 4 | 40.0 | | | | | 10 | 286 |
| 56 | 1 | 50.0 | | | | | 1 | 50.0 | | | 2 | 445 |
| 57 | 1 | 20.0 | 3 | 60.0 | 1 | 20.0 | | | | | 5 | 194 |
| 58 | 33 | 16.8 | 43 | 21.8 | 36 | 18.3 | 41 | 20.8 | 44 | 22.3 | 197 | 524 |
| 59 | | | | | | | 1 | 100.0 | | | 1 | 626 |
| 60 | | | | | | | 1 | 100.0 | | | 1 | 825 |
| | 1,080 | 17.6 | 854 | 13.9 | 897 | 14.6 | 1,904 | 31.1 | 1,399 | 22.8 | 6,134 | 575 |

ENGINEERS.

[Including engineers, coal train; dummy; freight; freight and coal; freight and passenger; locomotive; passenger; roundhouse; shifting; switching; work train; yard; assistant engineers.]

| | | | | | | | | | | | | |
|----|-----|-------|----|------|----|-------|-----|------|-----|-------|-------|-------|
| 1 | 1 | 20.0 | 1 | 20.0 | | | 2 | 40.0 | 1 | 20.0 | 5 | \$592 |
| 2 | 21 | 24.1 | 10 | 11.5 | 7 | 8.1 | 4 | 4.6 | 45 | 51.7 | 87 | 636 |
| 4 | 73 | 39.0 | 22 | 11.8 | 15 | 8.0 | 37 | 19.8 | 40 | 21.4 | 187 | 467 |
| 5 | | | 1 | 3.0 | 3 | 8.8 | 1 | 3.0 | 29 | 85.2 | 34 | 1,072 |
| 6 | 1 | 25.0 | | | | | 3 | 75.0 | | | 4 | 568 |
| 7 | 19 | 7.5 | 8 | 3.2 | 9 | 3.5 | 8 | 3.2 | 209 | 82.6 | 253 | 1,086 |
| 9 | 9 | 47.4 | 6 | 31.6 | 4 | 21.0 | | | | | 19 | 228 |
| 10 | 1 | 25.0 | | | 1 | 25.0 | 2 | 50.0 | | | 4 | 535 |
| 11 | 15 | 3.9 | 20 | 5.2 | 40 | 10.5 | 43 | 11.3 | 264 | 69.1 | 382 | 948 |
| 12 | 2 | 5.5 | 6 | 16.7 | 6 | 16.7 | 18 | 50.0 | 4 | 11.1 | 36 | 612 |
| 13 | 44 | 21.4 | 9 | 4.4 | 18 | 8.7 | 29 | 14.1 | 106 | 51.4 | 206 | 797 |
| 15 | | | | | 1 | 100.0 | | | | | 1 | 396 |
| 16 | 4 | 1.9 | 6 | 2.9 | 15 | 7.2 | 33 | 15.8 | 151 | 72.2 | 209 | 987 |
| 17 | 1 | 25.0 | | | 1 | 25.0 | 2 | 50.0 | | | 4 | 446 |
| 18 | 6 | 11.3 | 1 | 2.0 | 2 | 3.9 | 14 | 27.4 | 28 | 54.9 | 51 | 889 |
| 19 | 4 | 40.0 | | | 1 | 10.0 | 3 | 30.0 | 2 | 20.0 | 10 | 499 |
| 20 | 6 | 3.2 | 12 | 6.3 | 34 | 18.0 | 32 | 16.9 | 105 | 55.6 | 189 | 856 |
| 21 | 17 | 21.3 | 15 | 18.7 | 22 | 27.5 | 9 | 11.3 | 17 | 21.2 | 80 | 487 |
| 22 | 3 | 20.0 | 1 | 6.7 | 3 | 20.0 | 1 | 6.7 | 7 | 46.6 | 15 | 633 |
| 23 | 3 | 18.7 | 2 | 12.5 | 3 | 18.7 | 5 | 31.2 | 3 | 18.7 | 16 | 532 |
| 24 | | | 2 | 50.0 | | | | | 1 | 25.0 | 3 | 564 |
| 25 | 2 | 100.0 | | | | | | | | | 2 | 46 |
| 26 | | | 1 | 50.0 | 1 | 50.0 | | | | | 2 | 310 |
| 27 | | | | | | | | | 1 | 100.0 | 1 | 960 |
| 28 | | | | | 2 | 66.7 | 1 | 33.3 | | | 3 | 522 |
| 29 | | | | | 2 | 100.0 | | | | | 2 | 429 |
| 31 | 112 | 20.0 | 93 | 16.7 | 73 | 13.1 | 70 | 12.5 | 211 | 37.7 | 559 | 712 |
| 32 | | | | | | | | | 1 | 100.0 | 1 | 1,078 |
| 33 | 2 | 18.2 | 2 | 18.2 | 1 | 9.1 | 1 | 9.1 | 5 | 45.4 | 11 | 588 |
| 34 | 29 | 3.0 | 47 | 4.9 | 69 | 7.3 | 81 | 8.5 | 726 | 76.3 | 952 | 1,085 |
| 35 | 13 | 6.5 | 12 | 6.0 | 11 | 5.5 | 30 | 15.0 | 134 | 67.0 | 200 | 1,008 |
| 36 | 10 | 11.8 | 4 | 4.7 | 12 | 14.1 | 9 | 10.6 | 50 | 58.8 | 85 | 829 |
| 37 | | | 5 | 9.8 | 3 | 5.9 | 2 | 3.9 | 41 | 80.4 | 51 | 1,156 |
| 38 | 6 | 7.0 | 5 | 5.9 | 10 | 11.8 | 4 | 4.7 | 60 | 70.6 | 85 | 1,122 |
| 39 | 43 | 3.7 | 69 | 5.9 | 82 | 7.1 | 234 | 20.1 | 736 | 63.2 | 1,164 | 1,302 |
| 40 | | | 2 | 25.0 | | | | | 6 | 75.0 | 8 | 867 |
| 41 | 2 | 33.3 | | | | | | | 4 | 66.7 | 6 | 766 |
| 42 | 4 | 44.5 | 1 | 11.1 | 2 | 22.2 | 2 | 22.2 | | | 9 | 306 |
| 43 | 42 | 32.8 | 13 | 10.1 | 12 | 9.4 | 32 | 25.0 | 29 | 22.7 | 128 | 508 |
| 44 | 6 | 5.3 | 24 | 21.0 | 17 | 14.9 | 30 | 31.6 | 31 | 27.2 | 114 | 628 |
| 45 | | | | | 1 | 25.0 | 3 | 75.0 | | | 4 | 719 |
| 46 | 10 | 14.9 | 25 | 37.3 | 9 | 13.4 | 7 | 10.5 | 16 | 23.9 | 67 | 521 |
| 47 | | | | | 1 | 33.4 | 1 | 33.3 | 1 | 33.3 | 3 | 807 |
| 48 | 4 | 16.0 | 5 | 20.0 | 5 | 20.0 | 3 | 12.0 | 8 | 32.0 | 25 | 559 |
| 49 | 6 | 46.1 | 2 | 15.4 | 2 | 15.4 | 1 | 7.7 | 2 | 15.4 | 13 | 320 |
| 50 | 2 | 28.6 | 3 | 42.8 | 1 | 14.3 | 1 | 14.3 | | | 7 | 275 |
| 51 | | | 1 | 33.3 | | | 2 | 66.7 | | | 3 | 623 |

DAILY RATES OF PAY OF EMPLOYÉS IN LEADING OCCUPATIONS OF SIXTY SYSTEMS OR ROADS—Continued.

[Employés paid by the mile, trip, piece, contract, or commission are excluded.]

ENGINEERS—Concluded.

| Road number. | Under \$1.01. | | \$1.01 to \$1.60. | | \$1.61 to \$1.80. | | \$1.81 to \$2.00. | | \$2.01 and over. | | Total persons. | Average rate. |
|--------------|---------------|-----------|-------------------|-----------|-------------------|-----------|-------------------|-----------|------------------|-----------|----------------|--------------------|
| | Num-ber. | Per-cent. | Num-ber. | Per-cent. | Num-ber. | Per-cent. | Num-ber. | Per-cent. | Num-ber. | Per-cent. | | |
| 52 | | | | | | | | | 2 | 100.0 | 2 | \$2.29 |
| 53 | | | 1 | 50.0 | 1 | 50.0 | | | | | 2 | 1.66 $\frac{1}{2}$ |
| 54 | | | 3 | 27.3 | | | 1 | 9.0 | 7 | 63.7 | 11 | 2.50 $\frac{1}{2}$ |
| 55 | | | | | | | | | 15 | 100.0 | 15 | 3.16 |
| 57 | | | | | 3 | 60.0 | 1 | 20.0 | 1 | 20.0 | 5 | 2.04 $\frac{1}{2}$ |
| 58 | | | | | 1 | 100.0 | 1 | 2.7 | 36 | 97.3 | 37 | 2.79 $\frac{1}{2}$ |
| 59 | | | | | | | | | | | 1 | 1.64 $\frac{1}{2}$ |
| 60 | | | | | | | | | 1 | 100.0 | 1 | 3.45 |
| | 4 | 0.1 | 45 | 1.5 | 60 | 2.0 | 74 | 2.5 | 2,791 | 93.9 | 2,974 | 3.22 $\frac{1}{2}$ |

ENGINEMEN.

[Including engine-men, freight; passenger; shifting; work train; yard.]

| | | | | | | | | | | | | |
|----|---|-------|----|-------|---|-------|----|------|-----|-------|-----|----------------------|
| 3 | | | | | | | | | 4 | 100.0 | 4 | \$2.99 $\frac{1}{2}$ |
| 4 | | | 10 | 1.2 | 3 | 0.4 | 4 | 0.5 | 809 | 97.9 | 826 | 3.28 $\frac{1}{2}$ |
| 8 | | | 8 | 32.0 | | | | | 17 | 68.0 | 25 | 2.23 $\frac{1}{2}$ |
| 14 | | | | | | | | | 2 | 100.0 | 2 | 2.29 |
| 15 | | | | | | | | | 6 | 100.0 | 6 | 2.66 $\frac{1}{2}$ |
| 16 | 1 | 100.0 | | | | | | | | | 1 | .96 $\frac{1}{2}$ |
| 18 | | | | | 1 | 100.0 | | | | | 1 | 1.74 $\frac{1}{2}$ |
| 25 | | | 1 | 100.0 | | | | | | | 1 | 1.52 |
| 29 | | | 1 | 12.5 | | | | | 7 | 87.5 | 8 | 2.25 $\frac{1}{2}$ |
| 30 | | | | | | | | | 2 | 100.0 | 2 | 2.50 $\frac{1}{2}$ |
| 35 | | | | | | | | | 25 | 100.0 | 25 | 3.24 |
| 37 | | | 5 | 15.2 | | | 1 | 3.0 | 27 | 81.8 | 33 | 2.37 $\frac{1}{2}$ |
| 39 | | | | | 1 | 8.3 | 3 | 25.0 | 8 | 66.7 | 12 | 2.34 |
| 53 | | | | | 4 | 8.3 | 2 | 4.2 | 42 | 87.5 | 48 | 3.14 |
| 56 | | | 1 | 25.0 | | | | | 3 | 75.0 | 4 | 3.01 |
| | 1 | 0.1 | 26 | 2.6 | 9 | 0.9 | 10 | 1.0 | 952 | 95.4 | 998 | 3.19 |

FIREMEN.

[Including firemen, coal train; dummy; freight; freight and coal; freight and passenger; locomotive; passenger; roundhouse; shifting; switching; work train; yard.]

| | | | | | | | | | | | | |
|----|----|------|-----|-------|-----|-------|-----|-------|-----|-------|-------|----------------------|
| 1 | | | 8 | 72.7 | 3 | 27.3 | | | | | 11 | \$1.54 $\frac{1}{2}$ |
| 2 | 2 | 1.2 | 50 | 29.2 | 65 | 38.0 | 31 | 18.1 | 23 | 13.5 | 171 | 1.80 |
| 3 | | | 4 | 50.0 | 4 | 50.0 | | | | | 8 | 1.67 |
| 4 | | | 607 | 45.5 | 561 | 42.0 | 119 | 8.9 | 48 | 3.6 | 1,335 | 1.68 $\frac{1}{2}$ |
| 5 | | | 15 | 100.0 | | | | | | | 15 | 1.45 |
| 6 | | | 6 | 66.7 | | | 3 | 33.3 | | | 9 | 1.40 $\frac{1}{2}$ |
| 7 | | | 2 | 0.6 | 85 | 26.9 | 212 | 67.1 | 17 | 5.4 | 316 | 1.97 $\frac{1}{2}$ |
| 8 | | | 60 | 100.0 | | | | | | | 60 | 1.31 $\frac{1}{2}$ |
| 9 | | | 11 | 61.1 | 7 | 38.9 | | | | | 18 | 1.60 $\frac{1}{2}$ |
| 10 | | | | | | | | | 7 | 100.0 | 7 | 2.02 $\frac{1}{2}$ |
| 11 | | | | | | | 1 | 0.5 | 199 | 99.5 | 200 | 2.23 |
| 12 | | | 28 | 51.9 | 24 | 44.4 | 2 | 3.7 | | | 54 | 1.67 |
| 13 | | | 28 | 77.8 | 2 | 5.5 | 5 | 13.9 | 1 | 2.8 | 36 | 1.60 |
| 14 | | | | | 1 | 100.0 | | | | | 1 | 1.60 $\frac{1}{2}$ |
| 15 | | | 11 | 100.0 | | | | | | | 11 | 1.32 $\frac{1}{2}$ |
| 16 | | | 8 | 36.4 | 11 | 50.0 | 3 | 13.6 | | | 22 | 1.62 |
| 17 | | | 5 | 100.0 | | | | | | | 5 | 1.17 $\frac{1}{2}$ |
| 18 | 24 | 66.7 | 12 | 33.3 | | | | | | | 36 | 1.27 $\frac{1}{2}$ |
| 19 | 1 | 4.8 | 19 | 90.4 | 1 | 4.8 | | | | | 21 | 1.26 |
| 20 | | | 2 | 0.8 | 72 | 29.3 | 151 | 61.4 | 21 | 8.5 | 246 | 1.89 $\frac{1}{2}$ |
| 21 | 41 | 27.5 | 108 | 72.5 | | | | | | | 149 | 1.31 |
| 22 | | | | | 15 | 100.0 | | | | | 15 | 1.73 $\frac{1}{2}$ |
| 23 | | | | | 31 | 100.0 | | | | | 31 | 1.75 $\frac{1}{2}$ |
| 24 | | | 3 | 100.0 | | | | | | | 3 | 1.25 |
| 25 | 2 | 50.0 | 2 | 50.0 | | | | | | | 4 | .98 $\frac{1}{2}$ |
| 26 | | | 5 | 100.0 | | | | | | | 5 | 1.26 |
| 27 | | | | | | | 1 | 100.0 | | | 1 | 1.72 $\frac{1}{2}$ |
| 28 | | | 2 | 100.0 | | | | | | | 2 | 1.63 $\frac{1}{2}$ |
| 29 | | | 13 | 100.0 | | | | | | | 13 | 1.50 $\frac{1}{2}$ |
| 30 | | | 2 | 100.0 | | | | | | | 2 | 1.20 $\frac{1}{2}$ |
| 31 | | | 16 | 1.7 | 171 | 18.7 | 210 | 23.0 | 518 | 56.6 | 915 | 2.04 |
| 32 | | | | | 1 | 100.0 | | | | | 1 | 1.75 |
| 33 | | | 2 | 9.5 | | | 17 | 81.0 | 2 | 9.5 | 21 | 1.84 |
| 34 | | | 11 | 2.7 | 394 | 97.3 | | | | | 405 | 1.72 |

ANNUAL EARNINGS OF EMPLOYÉS IN LEADING OCCUPATIONS OF SIXTY SYSTEMS OR ROADS—Continued.

[Employés paid by the mile, trip, piece, contract, or commission are included.]

ENGINEERS—Concluded.

| Road number. | Under \$101. | | \$101 to \$300. | | \$301 to \$600. | | \$601 to \$900. | | \$901 and over. | | Total persons. | Average earnings. |
|--------------|--------------|-----------|-----------------|-----------|-----------------|-----------|-----------------|-----------|-----------------|-----------|----------------|-------------------|
| | Number. | Per cent. | Number. | Per cent. | Number. | Per cent. | Number. | Per cent. | Number. | Per cent. | | |
| 52 | | | 1 | 50.0 | 1 | 50.0 | | | | | 2 | \$385 |
| 53 | 2 | 100.0 | | | | | | | | | 2 | 25 |
| 54 | 7 | 63.6 | 2 | 18.2 | 1 | 9.1 | 1 | 9.1 | | | 11 | 140 |
| 55 | 4 | 26.7 | 3 | 20.0 | 4 | 26.7 | 3 | 20.0 | 1 | 6.6 | 15 | 393 |
| 57 | 1 | 20.0 | 1 | 20.0 | 2 | 40.0 | 1 | 20.0 | | | 5 | 384 |
| 58 | 13 | 6.4 | 21 | 10.3 | 20 | 9.9 | 28 | 13.8 | 121 | 59.6 | 203 | 961 |
| 59 | | | | | 1 | 100.0 | | | | | 1 | 600 |
| 60 | | | | | | | | | 1 | 100.0 | 1 | 1,080 |
| | 550 | 9.9 | 464 | 8.4 | 530 | 9.6 | 799 | 14.4 | 3,197 | 57.7 | 5,540 | 957 |

ENGINEMEN.

[Including enginemn, freight; passenger; shifting; work train; yard.]

| | | | | | | | | | | | | |
|----|-----|-------|-----|------|-----|-------|-----|-------|-----|------|-------|-------|
| 3 | 1 | 25.0 | | | 1 | 25.0 | | | 2 | 50.0 | 4 | \$638 |
| 4 | 113 | 10.4 | 99 | 9.1 | 136 | 12.5 | 224 | 20.6 | 514 | 47.4 | 1,086 | 803 |
| 8 | 12 | 48.0 | 6 | 24.0 | 4 | 16.0 | 3 | 12.0 | | | 25 | 219 |
| 14 | | | | | | | 2 | 100.0 | | | 2 | 835 |
| 15 | 1 | 16.7 | 1 | 16.7 | 2 | 33.2 | 1 | 16.7 | 1 | 16.7 | 6 | 456 |
| 16 | 1 | 100.0 | | | | | | | | | 1 | 52 |
| 18 | | | | | 1 | 100.0 | | | | | 1 | 643 |
| 25 | | | | | | | | | | | 1 | 475 |
| 29 | 1 | 12.5 | 1 | 12.5 | | | 6 | 75.0 | | | 8 | 566 |
| 30 | | | | | | | 1 | 50.0 | 1 | 50.0 | 2 | 915 |
| 35 | 1 | 4.0 | 1 | 4.0 | 1 | 4.0 | 10 | 40.0 | 12 | 48.0 | 25 | 897 |
| 37 | 2 | 1.7 | 1 | 0.9 | 13 | 11.2 | 29 | 25.0 | 71 | 61.2 | 116 | 906 |
| 39 | 2 | 9.1 | 6 | 27.3 | 2 | 9.1 | | | 12 | 54.5 | 22 | 811 |
| 53 | 12 | 25.0 | 8 | 16.7 | 5 | 10.4 | 11 | 22.9 | 12 | 25.0 | 48 | 514 |
| 56 | 2 | 50.0 | 1 | 25.0 | | | | | 1 | 25.0 | 4 | 268 |
| | 148 | 11.0 | 124 | 9.2 | 165 | 12.2 | 288 | 21.3 | 626 | 46.3 | 1,351 | 787 |

FIREMEN.

[Including firemen, coal train; dummy; freight; freight and coal; freight and passenger; locomotive; passenger; roundhouse; shifting; switching; work train; yard.]

| | | | | | | | | | | | | |
|----|-----|------|-----|------|-----|-------|-----|-------|----|-----|-------|-------|
| 1 | 5 | 45.4 | 3 | 27.3 | 3 | 27.3 | | | | | 11 | \$173 |
| 2 | 83 | 48.5 | 36 | 21.1 | 42 | 24.6 | 10 | 5.8 | | | 171 | 194 |
| 3 | 3 | 37.5 | 3 | 37.5 | 2 | 25.0 | | | | | 8 | 172 |
| 4 | 634 | 36.1 | 359 | 20.5 | 571 | 32.5 | 179 | 10.2 | 12 | 0.7 | 1,755 | 274 |
| 5 | 16 | 28.6 | 10 | 17.9 | 18 | 32.1 | 12 | 21.4 | | | 56 | 444 |
| 6 | 5 | 55.6 | 1 | 11.1 | 3 | 33.3 | | | | | 9 | 181 |
| 7 | 61 | 18.0 | 40 | 11.8 | 78 | 23.0 | 158 | 46.6 | 2 | 0.6 | 339 | 465 |
| 8 | 52 | 86.7 | 6 | 10.0 | 2 | 3.3 | | | | | 60 | 50 |
| 9 | 7 | 38.9 | 10 | 55.6 | 1 | 5.5 | | | | | 18 | 130 |
| 10 | 2 | 28.6 | 1 | 14.3 | 4 | 57.1 | | | | | 7 | 312 |
| 11 | 153 | 28.5 | 70 | 13.1 | 101 | 18.8 | 190 | 35.5 | 22 | 4.1 | 536 | 415 |
| 12 | 19 | 35.2 | 13 | 24.1 | 22 | 40.7 | | | | | 54 | 255 |
| 13 | 70 | 29.2 | 30 | 12.5 | 57 | 23.7 | 79 | 32.9 | 4 | 1.7 | 240 | 390 |
| 14 | | | | | 1 | 100.0 | | | | | 1 | 585 |
| 15 | 8 | 72.7 | | | 3 | 27.3 | | | | | 11 | 123 |
| 16 | 51 | 18.9 | 40 | 14.8 | 108 | 40.0 | 71 | 26.3 | | | 270 | 417 |
| 17 | 2 | 40.0 | | | 3 | 60.0 | | | | | 5 | 222 |
| 18 | 33 | 39.8 | 10 | 12.0 | 26 | 31.3 | 14 | 16.9 | | | 83 | 323 |
| 19 | 12 | 57.1 | 4 | 19.1 | 5 | 23.8 | | | | | 21 | 135 |
| 20 | 40 | 16.2 | 64 | 26.0 | 71 | 28.9 | 71 | 28.9 | | | 246 | 388 |
| 21 | 85 | 57.1 | 48 | 32.2 | 16 | 10.7 | | | | | 149 | 119 |
| 22 | 3 | 20.0 | 2 | 13.3 | 10 | 66.7 | | | | | 15 | 361 |
| 23 | 14 | 45.2 | 10 | 32.2 | 7 | 22.6 | | | | | 31 | 163 |
| 24 | | | 2 | 66.7 | 1 | 33.3 | | | | | 3 | 260 |
| 25 | 2 | 50.0 | 2 | 50.0 | | | | | | | 4 | 96 |
| 26 | 4 | 80.0 | 1 | 20.0 | | | | | | | 5 | 68 |
| 27 | | | | | | | 1 | 100.0 | | | 1 | 630 |
| 28 | | | | | 2 | 100.0 | | | | | 2 | 436 |
| 29 | 7 | 53.8 | 1 | 7.7 | 5 | 38.5 | | | | | 13 | 212 |
| 30 | | | | | 2 | 100.0 | | | | | 2 | 440 |
| 31 | 387 | 42.3 | 215 | 23.5 | 194 | 21.2 | 100 | 10.9 | 19 | 2.1 | 915 | 245 |
| 32 | | | | | 1 | 100.0 | | | | | 1 | 581 |
| 33 | 12 | 57.1 | 3 | 14.3 | 4 | 19.1 | 2 | 9.5 | | | 21 | 181 |
| 34 | 231 | 18.8 | 146 | 11.9 | 396 | 32.3 | 430 | 35.0 | 24 | 2.0 | 1,227 | 453 |

DAILY RATES OF PAY OF EMPLOYEES IN LEADING OCCUPATIONS OF SIXTY SYSTEMS OR ROADS—Continued.

[Employés paid by the mile, trip, piece, contract, or commission are excluded.]

FIREMEN—Concluded.

| Road number. | Under \$1.01. | | \$1.01 to \$1.60. | | \$1.61 to \$1.80. | | \$1.81 to \$2.00. | | \$2.01 and over. | | Total persons. | Average rate. |
|--------------|---------------|-----------|-------------------|-----------|-------------------|-----------|-------------------|-----------|------------------|-----------|----------------|--------------------|
| | Number. | Per cent. | Number. | Per cent. | Number. | Per cent. | Number. | Per cent. | Number. | Per cent. | | |
| 35 | | | 21 | 17.9 | 53 | 45.3 | 42 | 35.9 | 1 | 0.9 | 117 | \$1.76 |
| 36 | | | | | 124 | 100.0 | | | | | 124 | 1.73 |
| 37 | | | 20 | 95.2 | 1 | 4.8 | | | | | 21 | 1.33 |
| 38 | | | | | | | | | | | | |
| 39 | | | 125 | 20.1 | 289 | 46.5 | 26 | 4.2 | 182 | 29.2 | 622 | 1.55 |
| 40 | | | | | | | 10 | 83.3 | 2 | 16.7 | 12 | 2.01 |
| 41 | | | 1 | 8.3 | 11 | 91.7 | | | | | 12 | 1.81 $\frac{1}{2}$ |
| 42 | | | 9 | 37.5 | 8 | 33.3 | 7 | 29.2 | | | 24 | 1.78 |
| 43 | | | 127 | 74.7 | 38 | 22.4 | 5 | 2.9 | | | 170 | 1.63 $\frac{1}{2}$ |
| 44 | 1 | 0.6 | 125 | 71.8 | 30 | 17.2 | 17 | 9.8 | 1 | 0.6 | 174 | 1.64 |
| 45 | | | | | 6 | 100.0 | | | | | 6 | 1.72 $\frac{1}{2}$ |
| 46 | | | 40 | 49.4 | 29 | 35.8 | 7 | 8.6 | 5 | 6.2 | 81 | 1.63 |
| 47 | | | 2 | 100.0 | | | | | | | 2 | 1.58 |
| 48 | | | 9 | 47.4 | 9 | 47.4 | 1 | 5.2 | | | 19 | 1.61 |
| 49 | | | | | | | 22 | 100.0 | | | 22 | 1.88 $\frac{1}{2}$ |
| 50 | 1 | 8.3 | 11 | 91.7 | | | | | | | 12 | 1.28 |
| 51 | 2 | 40.0 | 1 | 20.0 | 2 | 40.0 | | | | | 5 | 1.67 $\frac{1}{2}$ |
| 52 | 1 | 50.0 | 1 | 50.0 | | | | | | | 2 | 1.17 $\frac{1}{2}$ |
| 53 | | | 15 | 22.4 | 13 | 19.4 | 33 | 40.2 | 6 | 9.0 | 67 | 1.95 |
| 54 | | | 7 | 100.0 | | | | | | | 7 | 1.26 $\frac{1}{2}$ |
| 55 | | | 15 | 88.2 | 2 | 11.8 | | | | | 17 | 1.51 |
| 56 | | | | | | | 6 | 100.0 | | | 6 | 1.86 |
| 57 | | | 8 | 88.9 | | | 1 | 11.1 | | | 9 | 1.60 |
| 58 | | | 26 | 76.5 | 8 | 23.5 | | | | | 34 | 1.90 $\frac{1}{2}$ |
| 59 | | | 2 | 100.0 | | | | | | | 2 | 1.31 $\frac{1}{2}$ |
| 60 | | | | | 1 | 100.0 | | | | | 1 | 1.80 |
| | 75 | 1.3 | 1,605 | 28.1 | 2,072 | 36.2 | 932 | 16.3 | 1,033 | 18.1 | 5,717 | 1.79 $\frac{1}{2}$ |

FLAGMEN.

[Including flagmen, coal train; crossing; freight; passenger; yard.]

| | | | | | | | | | | | | |
|----|-----|-------|-----|-------|-----|------|-----|-------|----|------|-------|----------------------|
| 1 | 1 | 100.0 | | | | | | | | | 1 | \$0.16 $\frac{1}{2}$ |
| 2 | | | 5 | 7.3 | 6 | 8.8 | 42 | 61.8 | 15 | 22.1 | 68 | 1.99 |
| 4 | 122 | 45.7 | 131 | 49.1 | 4 | 1.5 | 10 | 3.7 | | | 267 | 1.04 |
| 5 | | | 8 | 53.3 | 6 | 40.0 | 1 | 6.7 | | | 15 | 1.70 $\frac{1}{2}$ |
| 7 | 8 | 7.7 | 89 | 85.6 | 7 | 6.7 | | | | | 104 | 1.39 |
| 9 | | | 5 | 83.3 | 1 | 16.7 | | | | | 6 | 1.52 |
| 11 | 57 | 24.2 | 31 | 13.1 | 4 | 1.7 | 140 | 59.3 | 4 | 1.7 | 236 | 1.46 $\frac{1}{2}$ |
| 12 | | | 1 | 100.0 | | | | | | | 1 | 1.35 |
| 13 | 18 | 60.0 | 11 | 36.7 | 1 | 3.3 | | | | | 30 | 1.00 |
| 15 | | | 4 | 100.0 | | | | | | | 4 | 1.43 $\frac{1}{2}$ |
| 16 | 71 | 64.0 | 40 | 36.0 | | | | | | | 111 | .93 |
| 18 | 4 | 66.7 | 2 | 33.3 | | | | | | | 6 | .85 $\frac{1}{2}$ |
| 20 | 36 | 61.0 | 20 | 33.9 | 2 | 3.4 | 1 | 1.7 | | | 59 | .93 $\frac{1}{2}$ |
| 21 | 3 | 100.0 | | | | | | | | | 3 | .89 $\frac{1}{2}$ |
| 22 | 2 | 50.0 | 2 | 50.0 | | | | | | | 4 | .72 $\frac{1}{2}$ |
| 29 | 4 | 100.0 | | | | | | | | | 4 | 1.00 |
| 33 | | | 3 | 100.0 | | | | | | | 3 | 1.15 $\frac{1}{2}$ |
| 34 | 199 | 59.4 | 135 | 40.3 | 1 | 0.3 | | | | | 335 | 1.02 $\frac{1}{2}$ |
| 35 | 6 | 20.0 | 20 | 66.7 | 3 | 10.0 | 1 | 3.3 | | | 30 | 1.25 |
| 36 | 3 | 4.9 | 8 | 13.1 | 50 | 82.0 | | | | | 61 | 1.58 |
| 37 | 1 | 5.5 | 3 | 16.7 | 7 | 38.9 | 7 | 38.9 | | | 18 | 1.47 $\frac{1}{2}$ |
| 38 | | | 6 | 85.7 | | | 1 | 14.3 | | | 7 | 1.64 $\frac{1}{2}$ |
| 39 | 176 | 42.8 | 223 | 54.3 | 6 | 1.5 | 5 | 1.2 | 1 | 0.2 | 411 | .97 $\frac{1}{2}$ |
| 40 | | | | | | | 6 | 100.0 | | | 6 | 1.95 $\frac{1}{2}$ |
| 42 | | | 1 | 100.0 | | | | | | | 1 | 1.31 $\frac{1}{2}$ |
| 45 | 1 | 50.0 | 1 | 50.0 | | | | | | | 2 | .77 $\frac{1}{2}$ |
| 46 | 2 | 8.0 | 23 | 92.0 | | | | | | | 25 | 1.24 |
| 48 | 8 | 12.3 | 57 | 87.7 | | | | | | | 65 | 1.08 $\frac{1}{2}$ |
| 43 | 18 | 100.0 | | | | | | | | | 18 | 1.00 |
| 53 | 7 | 53.8 | 6 | 46.2 | | | | | | | 13 | .85 |
| 58 | 48 | 64.0 | 13 | 17.3 | 14 | 18.7 | | | | | 75 | 1.02 $\frac{1}{2}$ |
| | 795 | 40.0 | 848 | 42.6 | 112 | 5.6 | 214 | 10.8 | 20 | 1.0 | 1,989 | 1.13 |

ANNUAL EARNINGS OF EMPLOYÉS IN LEADING OCCUPATIONS OF SIXTY SYSTEMS OR ROADS—Continued.

[Employés paid by the mile, trip, piece, contract, or commission are included.]

FIREMEN—Concluded.

| Road number. | Under \$101. | | \$101 to \$300. | | \$301 to \$600. | | \$601 to \$900. | | \$901 and over. | | Total persons. | Average earnings. |
|--------------|--------------|-----------|-----------------|-----------|-----------------|-----------|-----------------|-----------|-----------------|-----------|----------------|-------------------|
| | Num. ber. | Per cent. | Num. ber. | Per cent. | Num. ber. | Per cent. | Num. ber. | Per cent. | Num. ber. | Per cent. | | |
| 35 | 41 | 16.2 | 35 | 13.8 | 101 | 39.9 | 76 | 30.1 | | | 253 | \$442 |
| 36 | 38 | 30.6 | 24 | 19.4 | 45 | 36.3 | 17 | 13.7 | | | 124 | 310 |
| 37 | 27 | 13.1 | 39 | 18.8 | 99 | 47.8 | 42 | 20.3 | | | 207 | 410 |
| 38 | 41 | 29.1 | 30 | 21.3 | 18 | 12.7 | 33 | 23.4 | 19 | 13.5 | 141 | 408 |
| 39 | 342 | 21.0 | 319 | 19.6 | 575 | 35.3 | 292 | 24.0 | 2 | 0.1 | 1,630 | 384 |
| 40 | 1 | 8.3 | 5 | 41.7 | 2 | 16.7 | 4 | 33.3 | | | 12 | 372 |
| 41 | 5 | 41.7 | 2 | 16.7 | 1 | 8.3 | 4 | 33.3 | | | 12 | 318 |
| 42 | 18 | 75.0 | 5 | 20.8 | 1 | 4.2 | | | | | 24 | 67 |
| 43 | 140 | 59.8 | 46 | 19.7 | 38 | 16.2 | 10 | 4.3 | | | 234 | 156 |
| 44 | 117 | 51.3 | 50 | 21.9 | 57 | 25.0 | 4 | 1.8 | | | 228 | 179 |
| 45 | 1 | 16.7 | 2 | 33.3 | 3 | 50.0 | | | | | 6 | 319 |
| 46 | 44 | 54.3 | 24 | 29.6 | 13 | 16.1 | | | | | 81 | 145 |
| 47 | | | | | 2 | 100.0 | | | | | 2 | 511 |
| 48 | 4 | 21.0 | 3 | 15.8 | 9 | 47.4 | 3 | 15.8 | | | 19 | 361 |
| 49 | 17 | 77.3 | 2 | 9.1 | 2 | 9.1 | 1 | 4.5 | | | 22 | 98 |
| 50 | 8 | 66.7 | 4 | 33.3 | | | | | | | 12 | 73 |
| 51 | 3 | 60.0 | 1 | 20.0 | 1 | 20.0 | | | | | 5 | 169 |
| 52 | | | 1 | 50.0 | 1 | 50.0 | | | | | 2 | 215 |
| 53 | 32 | 47.8 | 10 | 14.9 | 21 | 31.3 | 4 | 6.0 | | | 67 | 219 |
| 54 | 6 | 85.7 | 1 | 14.3 | | | | | | | 7 | 86 |
| 55 | 9 | 52.9 | 5 | 29.4 | 3 | 17.7 | | | | | 17 | 148 |
| 56 | 5 | 83.3 | | | 1 | 16.7 | | | | | 6 | 108 |
| 57 | 6 | 66.7 | 1 | 11.1 | 2 | 22.2 | | | | | 9 | 114 |
| 58 | 60 | 23.2 | 50 | 19.3 | 55 | 21.2 | 71 | 27.4 | 23 | 8.9 | 259 | 434 |
| 59 | | | 2 | 100.0 | | | | | | | 2 | 235 |
| 60 | | | | | 1 | 100.0 | | | | | 1 | 562 |
| | 2,966 | 30.7 | 1,791 | 18.5 | 2,810 | 29.1 | 1,978 | 20.4 | 127 | 1.3 | 9,672 | 337 |

FLAGMEN.

[Including flagmen, coal train; crossing; freight; passenger; yard.]

| | | | | | | | | | | | | |
|----|-----|-------|-----|------|-----|-------|----|------|---|-----|-------|------|
| 1 | 1 | 100.0 | | | | | | | | | 1 | \$25 |
| 2 | 30 | 44.1 | 15 | 22.1 | 14 | 20.6 | 9 | 13.2 | | | 68 | 235 |
| 4 | 76 | 28.5 | 66 | 24.7 | 125 | 46.8 | | | | | 267 | 238 |
| 5 | 9 | 52.9 | 1 | 5.9 | 3 | 17.7 | 4 | 23.5 | | | 17 | 284 |
| 7 | 22 | 21.1 | 10 | 9.6 | 71 | 68.3 | 1 | 1.0 | | | 104 | 358 |
| 9 | 5 | 83.3 | 1 | 16.7 | | | | | | | 6 | 73 |
| 11 | 44 | 18.6 | 70 | 29.7 | 102 | 43.2 | 20 | 8.5 | | | 236 | 307 |
| 12 | | | | | 1 | 100.0 | | | | | 1 | 428 |
| 13 | 15 | 50.0 | 5 | 16.7 | 10 | 33.3 | | | | | 30 | 180 |
| 15 | 2 | 50.0 | 1 | 25.0 | 1 | 25.0 | | | | | 4 | 148 |
| 16 | 26 | 23.4 | 30 | 27.0 | 55 | 49.6 | | | | | 111 | 232 |
| 18 | 1 | 16.7 | 3 | 50.0 | 2 | 33.3 | | | | | 6 | 225 |
| 20 | 26 | 44.1 | 25 | 42.4 | 8 | 13.5 | | | | | 59 | 153 |
| 21 | 3 | 100.0 | | | | | | | | | 3 | 42 |
| 22 | 2 | 50.0 | | | 2 | 50.0 | | | | | 4 | 250 |
| 29 | | | | | 4 | 100.0 | | | | | 4 | 359 |
| 33 | 2 | 66.7 | | | 1 | 33.3 | | | | | 3 | 163 |
| 34 | 74 | 22.1 | 95 | 28.4 | 166 | 49.5 | | | | | 335 | 260 |
| 35 | 4 | 13.3 | 6 | 20.0 | 20 | 66.7 | | | | | 30 | 317 |
| 36 | 30 | 49.2 | 13 | 21.3 | 14 | 22.9 | 4 | 6.6 | | | 61 | 196 |
| 37 | 12 | 13.3 | 9 | 10.0 | 29 | 32.2 | 39 | 43.4 | 1 | 1.1 | 90 | 511 |
| 38 | 3 | 42.9 | 3 | 42.9 | | | 1 | 14.2 | | | 7 | 176 |
| 39 | 159 | 34.6 | 184 | 40.1 | 115 | 25.1 | 1 | 0.2 | | | 459 | 191 |
| 40 | | | 3 | 50.0 | 2 | 33.3 | 1 | 16.7 | | | 6 | 346 |
| 42 | | | | | 1 | 100.0 | | | | | 1 | 438 |
| 45 | 1 | 50.0 | 1 | 50.0 | | | | | | | 2 | 135 |
| 46 | 19 | 76.0 | 2 | 8.0 | 4 | 16.0 | | | | | 25 | 103 |
| 48 | 27 | 41.6 | 19 | 29.2 | 19 | 29.2 | | | | | 65 | 189 |
| 49 | 14 | 77.8 | 3 | 16.7 | 1 | 5.5 | | | | | 18 | 61 |
| 53 | 4 | 30.8 | 7 | 53.8 | 2 | 15.4 | | | | | 13 | 188 |
| 58 | 41 | 54.7 | 20 | 26.7 | 14 | 18.6 | | | | | 75 | 136 |
| | 652 | 30.9 | 592 | 28.0 | 786 | 37.2 | 80 | 3.8 | 1 | 0.1 | 2,111 | 244 |

DAILY RATES OF PAY OF EMPLOYÉS IN LEADING OCCUPATIONS OF SIXTY SYSTEMS OR ROADS—Continued.

[Employés paid by the mile, trip, piece, con tract, or commission are excluded.]

FOREMEN.

[Including foremen of blacksmiths; of boiler-makers; of brassmoulders; of bricklayers; of bridge carpenters; of bridge gang; of cabinetmakers; of car cleaners; of car inspectors; of car repairers; of car smiths; of car works; of carpenters; of cleaners; of coal heavers; of construction gang; of copper-smiths; of dock laborers; of draw tenders; of drillers; of elevator hands; of engine carpenters; of engine cleaners; of enginehouse; of extra gang; of fence gang; of floating gang; of freight car works; of freight handlers; of fuel preparers; of gravel pit; of ice gang; of inspectors; of laborers; of linemen; of linkmen; of locomotive works; of lumber yard; of machine shop; of machinists; of masons; of miners and quarrymen; of motive power; of moulders; of painters; of passenger car works; of patternmakers; of pavers; of pier laborers; of piledrivers; of planing mill; of porters; of pumpers; of quarrymen; of road; of rock gang; of rodmen; of roundhouse; of section hands; of shop; of signalmen; of snow shovellers; of stables; of stevedores; of stock yard; of stonecutters; of stonemasons; of stone quarry; of surfacing gang; of switchmen; of tallymen; of tallymen and checkmen; of telegraph gang; of the gang; of the hoist; of tinnners; of tinsmiths; of track laborers; of transfer laborers; of trimmers; of upholsterers; of warehouse; of watchmen; of water supply; of well diggers; of wharf hands; of wipers; of work train; of yard; assistant foremen; general foremen.]

| Road number. | Under \$1.01. | | \$.01 to \$1.60. | | \$.61 to \$1.83. | | \$.81 to \$2.00. | | \$.201 and over. | | Total persons. | Average rate. |
|--------------|---------------|-----------|------------------|-----------|------------------|-----------|------------------|-----------|------------------|-----------|----------------|---------------|
| | Number. | Per cent. | Number. | Per cent. | Number. | Per cent. | Number. | Per cent. | Number. | Per cent. | | |
| 1 | | | 10 | 90.9 | | | | | 1 | 0.1 | 11 | \$1.35½ |
| 2 | | | 62 | 56.9 | 12 | 11.0 | 2 | 1.8 | 33 | 30.3 | 109 | 1.83½ |
| 4 | | | 461 | 49.3 | 53 | 5.7 | 86 | 9.2 | 334 | 35.8 | 934 | 1.87½ |
| 5 | | | 17 | 43.6 | 9 | 23.1 | 3 | 7.7 | 10 | 25.6 | 39 | 1.90 |
| 6 | | | 5 | 83.3 | | | 1 | 16.7 | | | 6 | 1.40½ |
| 7 | | | | | 11 | 5.6 | 24 | 12.1 | 163 | 82.3 | 198 | 2.52 |
| 8 | | | 15 | 83.3 | 1 | 5.6 | | | 2 | 11.1 | 18 | 1.45 |
| 9 | | | 2 | 14.3 | 7 | 50.0 | 2 | 14.3 | 3 | 21.4 | 14 | 1.93 |
| 11 | | | 140 | 45.3 | 46 | 14.9 | 24 | 7.8 | 99 | 32.0 | 309 | 1.83½ |
| 12 | | | | | 1 | 5.0 | 14 | 70.0 | 5 | 25.0 | 20 | 2.00½ |
| 13 | | | 81 | 50.6 | 11 | 8.1 | 6 | 4.4 | 38 | 27.9 | 136 | 1.90 |
| 14 | | | 2 | 100.0 | | | | | | | 2 | 1.48 |
| 15 | | | 7 | 100.0 | | | | | | | 7 | 1.47½ |
| 16 | | | 160 | 61.8 | 14 | 5.4 | 35 | 13.5 | 50 | 19.3 | 259 | 1.70 |
| 17 | | | 2 | 66.7 | 1 | 33.3 | | | | | 3 | 1.50 |
| 18 | | | 48 | 68.6 | 5 | 7.1 | 3 | 4.3 | 14 | 20.0 | 70 | 1.79 |
| 19 | | | 10 | 100.0 | | | | | | | 10 | 1.14 |
| 20 | | | | | 9 | 6.6 | 9 | 6.6 | 119 | 86.8 | 137 | 2.72 |
| 21 | | | 84 | 83.2 | 1 | 10.0 | | | 16 | 15.8 | 101 | 1.68 |
| 22 | | | 1 | 3.6 | 17 | 60.7 | 6 | 21.4 | 4 | 14.3 | 28 | 1.88 |
| 23 | | | 18 | 85.7 | 1 | 4.8 | 2 | 9.5 | | | 21 | 1.40 |
| 24 | | | 4 | 80.0 | | | | | 1 | 20.0 | 5 | 1.80½ |
| 25 | 1 | 50.0 | 1 | 50.0 | | | | | | | 2 | 1.17½ |
| 27 | | | 2 | 100.0 | | | | | | | 2 | 1.31½ |
| 29 | | | 11 | 91.7 | | | | | 1 | 8.3 | 12 | 1.45 |
| 30 | | | 4 | 100.0 | | | | | | | 4 | 1.31½ |
| 31 | 5 | 0.4 | 716 | 60.9 | 99 | 8.4 | 68 | 5.8 | 288 | 24.5 | 1,176 | 1.88½ |
| 32 | | | 4 | 100.0 | | | | | | | 4 | 1.38 |
| 33 | | | | | 8 | 100.0 | | | | | 8 | 1.61 |
| 34 | | | 327 | 60.7 | 22 | 4.1 | 61 | 11.3 | 129 | 23.9 | 539 | 1.86 |
| 35 | | | 40 | 19.0 | 57 | 27.0 | 56 | 26.5 | 58 | 27.5 | 211 | 2.07 |
| 36 | | | 96 | 72.2 | 8 | 6.0 | 2 | 1.5 | 27 | 20.3 | 133 | 1.68 |
| 37 | | | 104 | 53.3 | 32 | 16.4 | 12 | 6.2 | 47 | 24.1 | 195 | 1.83 |
| 38 | | | | | 1 | 0.5 | 1 | 0.5 | 219 | 99.0 | 221 | 2.46½ |
| 39 | | | 709 | 58.6 | 111 | 9.2 | 75 | 6.2 | 315 | 26.0 | 1,211 | 1.81½ |
| 40 | | | 21 | 91.4 | 1 | 4.3 | | | 1 | 4.3 | 23 | 1.59 |
| 41 | | | 10 | 100.0 | | | | | | | 10 | 1.38 |
| 42 | | | | | 3 | 50.0 | | | 3 | 50.0 | 6 | 2.20 |
| 43 | | | 41 | 51.3 | 9 | 11.2 | 4 | 5.0 | 26 | 32.5 | 80 | 1.85 |
| 44 | | | 96 | 73.9 | 7 | 5.4 | 5 | 3.8 | 22 | 16.9 | 130 | 1.69 |
| 45 | | | | | 2 | 28.6 | 4 | 57.1 | 1 | 14.3 | 7 | 1.91½ |
| 46 | | | 59 | 65.6 | 10 | 11.1 | 3 | 3.3 | 18 | 20.0 | 90 | 1.59½ |
| 47 | | | | | 1 | 16.7 | 5 | 83.3 | | | 6 | 1.91½ |
| 48 | | | 7 | 63.6 | 1 | 9.1 | | | 3 | 27.3 | 11 | 1.89½ |
| 49 | | | 6 | 85.7 | | | | | 1 | 14.3 | 7 | 1.65 |
| 50 | | | 3 | 50.0 | 3 | 50.0 | | | | | 6 | 1.56½ |
| 51 | | | | | | | | | 3 | 100.0 | 3 | 2.11 |
| 52 | | | 1 | 100.0 | | | | | | | 1 | 1.48 |
| 53 | | | 40 | 76.9 | 1 | 1.9 | 1 | 1.9 | 10 | 19.3 | 52 | 1.70 |
| 54 | | | 5 | 100.0 | | | | | | | 5 | 1.52½ |
| 55 | | | 43 | 61.4 | 18 | 25.7 | 7 | 10.0 | 2 | 2.9 | 70 | 1.61 |
| 56 | | | 4 | 100.0 | | | | | | | 4 | 1.53½ |
| 57 | | | 7 | 100.0 | | | | | | | 7 | 1.40½ |
| 58 | | | 242 | 58.9 | 41 | 10.0 | 28 | 6.8 | 100 | 24.3 | 411 | 1.78½ |
| 59 | | | 1 | 100.0 | | | | | | | 1 | 1.48 |
| 60 | | | | | | | | | 1 | 100.0 | 1 | 2.30 |
| | 6 | 0.1 | 3,729 | 52.6 | 634 | 8.9 | 549 | 7.8 | 2,167 | 30.6 | 7,085 | 1.88 |

ANNUAL EARNINGS OF EMPLOYÉS IN LEADING OCCUPATIONS OF SIXTY SYSTEMS OR ROADS—Continued.

[Employés paid by the mile, trip, piece, contract, or commission are included.]

FOREMEN.

[Including foremen of blacksmiths; of boilermakers; of brassmoulders; of bricklayers; of bridge carpenters; of bridge gang; of cabinetmakers; of car cleaners; of car inspectors; of car repairers; of car smiths; of car works; of carpenters; of cleaners; of coal heavers; of construction gang; of coppermiths; of dock laborers; of draw tenders; of drillers; of elevator hands; of engine carpenters; of engine cleaners; of enginehouse; of extra gang; of fence gang; of floating gang; of freight car works; of freighthandlers; of fuel preparers; of gravel pit; of ice gang; of inspectors; of laborers; of linemen; of linkmen; of locomotive works; of lumber yard; of machine shop; of machinists; of masons; of miners and quarrymen; of motive power; of moulders; of painters; of passenger car works; of patternmakers; of pavers; of pier laborers; of pldrivers; of planing mill; of porters; of pumps; of quarrymen; of road; of rock gang; of rodmen; of roundhouse; of section hands; of shop; of signalmen; of snow shovellers; of stables; of stevedores; of stock yard; of stonecutters; of stonemasons; of stone quarry; of surfacing gang; of switchmen; of tallymen; of tallymen and checkmen; of telegraph gang; of tie gang; of tie hoist; of tinner; of tinsmiths; of track laborers; of transfer laborers; of trimmers; of upholsterers; of warehouse; of watchmen; of water supply; of well diggers; of wharf hands; of wipers; of work train; of yard; assistant foremen; general foremen.]

| Road number. | Under \$101. | | \$101 to \$300. | | \$301 to \$600. | | \$601 to \$900. | | \$901 and over. | | Total persons. | Average earnings. | |
|--------------|--------------|-----------|-----------------|-----------|-----------------|-----------|-----------------|-----------|-----------------|-----------|----------------|-------------------|-----|
| | Number. | Per cent. | Number. | Per cent. | Number. | Per cent. | Number. | Per cent. | Number. | Per cent. | | | |
| 1 | | | 3 | 27.3 | 8 | 72.7 | ..... | ..... | ..... | ..... | 11 | \$412 | |
| 2 | | 8.3 | 14 | 12.8 | 66 | 60.6 | 14 | 12.8 | 6 | 5.5 | 109 | 505 | |
| 4 | | 71 | 7.6 | 106 | 11.4 | 449 | 48.1 | 205 | 21.8 | 104 | 11.1 | 935 | |
| 5 | | 5 | 12.8 | 2 | 5.1 | 20 | 51.3 | 9 | 23.1 | 3 | 7.7 | 39 | 555 |
| 6 | | 1 | 16.7 | 2 | 33.3 | 3 | 50.0 | ..... | ..... | ..... | ..... | 6 | 228 |
| 7 | | 9 | 4.5 | 22 | 11.1 | 31 | 15.7 | 99 | 50.0 | 37 | 18.7 | 198 | 676 |
| 8 | | 5 | 27.8 | 7 | 38.0 | 6 | 33.3 | ..... | ..... | ..... | ..... | 18 | 248 |
| 9 | | 4 | 28.6 | 7 | 50.0 | 3 | 21.4 | ..... | ..... | ..... | ..... | 14 | 191 |
| 11 | | 30 | 9.7 | 47 | 15.2 | 151 | 48.9 | 59 | 19.1 | 22 | 7.1 | 309 | 488 |
| 12 | | | | 3 | 15.0 | 11 | 55.0 | 6 | 30.0 | ..... | ..... | 20 | 570 |
| 13 | | 22 | 16.2 | 14 | 10.3 | 71 | 52.2 | 20 | 14.7 | 9 | 6.6 | 136 | 473 |
| 14 | | | | | 2 | 100.0 | ..... | ..... | ..... | ..... | ..... | 2 | 540 |
| 15 | | 2 | 28.6 | ..... | ..... | 5 | 71.4 | ..... | ..... | ..... | ..... | 7 | 366 |
| 16 | | 20 | 7.7 | 47 | 18.1 | 137 | 52.9 | 32 | 12.4 | 23 | 8.9 | 259 | 463 |
| 17 | | | | | 3 | 100.0 | ..... | ..... | ..... | ..... | ..... | 3 | 407 |
| 18 | | 5 | 7.1 | 14 | 20.0 | 40 | 57.2 | 7 | 10.0 | 4 | 5.7 | 70 | 446 |
| 19 | | | | | 10 | 100.0 | ..... | ..... | ..... | ..... | ..... | 10 | 410 |
| 20 | | 8 | 5.9 | 14 | 10.2 | 37 | 27.0 | 54 | 39.4 | 24 | 17.5 | 137 | 650 |
| 21 | | 16 | 15.8 | 20 | 19.8 | 53 | 52.5 | 8 | 7.9 | 4 | 4.0 | 101 | 409 |
| 22 | | 4 | 14.3 | 1 | 3.6 | 21 | 75.0 | 2 | 7.1 | ..... | ..... | 28 | 452 |
| 23 | | | | 3 | 14.3 | 17 | 80.9 | 1 | 4.8 | ..... | ..... | 21 | 379 |
| 24 | | 2 | 40.0 | ..... | ..... | 2 | 40.0 | 1 | 20.0 | ..... | ..... | 5 | 378 |
| 25 | | | | | 2 | 100.0 | ..... | ..... | ..... | ..... | ..... | 2 | 392 |
| 27 | | 1 | 50.0 | ..... | ..... | 1 | 50.0 | ..... | ..... | ..... | ..... | 2 | 243 |
| 29 | | 2 | 10.7 | 1 | 8.3 | 8 | 66.7 | 1 | 8.3 | ..... | ..... | 12 | 389 |
| 30 | | | | 3 | 75.0 | 1 | 25.0 | ..... | ..... | ..... | ..... | 4 | 280 |
| 31 | | 384 | 32.6 | 375 | 31.9 | 300 | 25.5 | 74 | 6.3 | 43 | 3.7 | 1,176 | 280 |
| 32 | | | | | 4 | 100.0 | ..... | ..... | ..... | ..... | ..... | 4 | 415 |
| 33 | | 1 | 12.5 | ..... | ..... | 7 | 87.5 | ..... | ..... | ..... | ..... | 8 | 399 |
| 34 | | 23 | 4.3 | 39 | 7.2 | 317 | 58.8 | 99 | 18.4 | 61 | 11.3 | 539 | 597 |
| 35 | | 10 | 4.7 | 17 | 8.1 | 87 | 41.2 | 69 | 32.7 | 28 | 13.3 | 211 | 606 |
| 36 | | 10 | 7.5 | 28 | 21.0 | 73 | 54.9 | 11 | 8.3 | 11 | 8.3 | 133 | 450 |
| 37 | | 3 | 1.5 | 17 | 8.7 | 117 | 60.0 | 43 | 22.2 | 15 | 7.6 | 195 | 578 |
| 38 | | 34 | 15.3 | 40 | 18.1 | 43 | 19.4 | 84 | 38.1 | 20 | 9.1 | 221 | 525 |
| 39 | | 123 | 10.2 | 178 | 14.7 | 610 | 50.4 | 179 | 14.8 | 120 | 9.9 | 1,210 | 500 |
| 40 | | 1 | 4.3 | 11 | 47.9 | 10 | 43.5 | 1 | 4.3 | ..... | ..... | 23 | 311 |
| 41 | | 2 | 20.0 | 2 | 20.0 | 6 | 60.0 | ..... | ..... | ..... | ..... | 10 | 329 |
| 42 | | 1 | 16.7 | 1 | 16.7 | 2 | 33.3 | 2 | 33.3 | ..... | ..... | 6 | 489 |
| 43 | | 3 | 3.7 | 14 | 17.5 | 42 | 52.5 | 9 | 11.3 | 12 | 15.0 | 80 | 522 |
| 44 | | 18 | 13.8 | 27 | 20.8 | 70 | 53.9 | 10 | 7.7 | 5 | 3.8 | 130 | 425 |
| 45 | | 2 | 28.6 | 1 | 14.3 | 4 | 57.1 | ..... | ..... | ..... | ..... | 7 | 373 |
| 46 | | 28 | 31.1 | 22 | 24.5 | 32 | 35.6 | 4 | 4.4 | 4 | 4.4 | 90 | 70 |
| 47 | | 1 | 16.7 | ..... | ..... | 4 | 66.6 | 1 | 16.7 | ..... | ..... | 6 | 514 |
| 48 | | 1 | 9.1 | 2 | 18.2 | 5 | 45.4 | 3 | 27.3 | ..... | ..... | 11 | 509 |
| 49 | | 1 | 14.3 | 1 | 14.3 | 4 | 57.1 | 1 | 14.3 | ..... | ..... | 7 | 408 |
| 50 | | | | 2 | 33.3 | 4 | 66.7 | ..... | ..... | ..... | ..... | 6 | 453 |
| 51 | | | | | | | | 3 | 100.0 | ..... | ..... | 3 | 660 |
| 52 | | | | | | 100.0 | ..... | ..... | ..... | ..... | ..... | 1 | 540 |
| 53 | | 4 | 7.7 | 7 | 13.4 | 35 | 67.3 | 3 | 5.8 | 3 | 5.8 | 52 | 431 |
| 54 | | 3 | 60.0 | ..... | ..... | 2 | 40.0 | ..... | ..... | ..... | ..... | 5 | 194 |
| 55 | | 23 | 32.9 | 38 | 54.3 | 9 | 12.8 | ..... | ..... | ..... | ..... | 70 | 173 |
| 56 | | 2 | 50.0 | 2 | 50.0 | ..... | ..... | ..... | ..... | ..... | ..... | 4 | 109 |
| 57 | | | | 2 | 23.6 | 5 | 71.4 | ..... | ..... | ..... | ..... | 7 | 334 |
| 58 | | 107 | 26.0 | 117 | 28.5 | 146 | 35.5 | 20 | 4.9 | 21 | 5.1 | 411 | 327 |
| 59 | | | | | | 1 | 100.0 | ..... | ..... | ..... | ..... | 1 | 512 |
| 60 | | | | | | | | 1 | 100.0 | ..... | ..... | 1 | 720 |
| | | 1,001 | 14.1 | 1,273 | 18.0 | 3,098 | 43.7 | 1,135 | 16.0 | 579 | 8.2 | 7,086 | 463 |

DAILY RATES OF PAY OF EMPLOYEES IN LEADING OCCUPATIONS OF SIXTY SYSTEMS OR ROADS—Continued.

[Employés paid by the mile, trip, piece, contract, or commission are excluded.]

LABORERS.

[Including laborers, ballast train; bridge; bridge and building; car works; coal dump; coal wharf; construction gang; dock; elevator; enginehouse; express; extra gang; fence; firemaking; floating gang; freight; fuel; gravel pit; gravel train; ice gang; lumber yard; machine shop; masons; mill; office; oilhouse; paint shop; pier; piledriver; plat; pump; quarry; roundhouse; saw mill; shoe; station; steam shovel; stone gang; stonemasons; storeroom; surfacing; switch; telegraph; tie gang; track; transfer; warehouse; waterhouse; water works; wharf; wood train; wood yard; work train; yard.]

| Road number. | Under \$1.01. | | \$.01 to \$1.60. | | \$.61 to \$1.80. | | \$.81 to \$2.00. | | \$.21 and over. | | Total persons. | Average rate. |
|--------------|---------------|-----------|------------------|-----------|------------------|-----------|------------------|-----------|-----------------|-----------|----------------|--------------------|
| | Number. | Per cent. | Number. | Per cent. | Number. | Per cent. | Number. | Per cent. | Number. | Per cent. | | |
| 1 | 2 | 0.7 | 268 | 99.3 | | | | | | | 270 | \$1.21 |
| 2 | 1 | 0.1 | 1,152 | 99.8 | | | | | 1 | 0.1 | 1,154 | 1.24 |
| 4 | 517 | 4.4 | 11,249 | 95.0 | 18 | 0.1 | 37 | 0.3 | 26 | 0.2 | 11,847 | 1.12 $\frac{1}{2}$ |
| 5 | | | 579 | 99.3 | 4 | 0.7 | | | | | 583 | 1.25 |
| 6 | 23 | 14.5 | 136 | 85.5 | | | | | | | 159 | 1.09 |
| 7 | 2 | 0.1 | 3,199 | 85.5 | 485 | 13.0 | 39 | 1.0 | 16 | 0.4 | 3,741 | 1.54 $\frac{1}{2}$ |
| 8 | 63 | 23.1 | 210 | 76.9 | | | | | | | 273 | 1.11 $\frac{1}{2}$ |
| 9 | 2 | 0.5 | 422 | 97.9 | 5 | 1.1 | | | 2 | 0.5 | 431 | 1.50 |
| 10 | | | 42 | 97.6 | | | 1 | 2.4 | | | 43 | 1.36 $\frac{1}{2}$ |
| 11 | 10 | 0.3 | 3,083 | 88.9 | 373 | 10.7 | 1 | 0.1 | | | 3,467 | 1.31 $\frac{1}{2}$ |
| 12 | 1 | 0.4 | 245 | 99.6 | | | | | | | 246 | 1.45 $\frac{1}{2}$ |
| 13 | 12 | 0.7 | 1,602 | 97.6 | 20 | 1.2 | | | 8 | 0.5 | 1,642 | 1.22 |
| 14 | | | 20 | 100.0 | | | | | | | 20 | 1.38 |
| 15 | | | 170 | 100.0 | | | | | | | 170 | 1.25 |
| 16 | 18 | 0.6 | 2,841 | 99.3 | | | 2 | 0.1 | | | 2,861 | 1.16 |
| 17 | 10 | 19.6 | 41 | 80.4 | | | | | | | 51 | 1.16 |
| 18 | 7 | 1.1 | 614 | 98.4 | 2 | 0.3 | 1 | 0.2 | | | 624 | 1.19 $\frac{1}{2}$ |
| 19 | 19 | 12.7 | 131 | 87.3 | | | | | | | 150 | 1.08 $\frac{1}{2}$ |
| 20 | | | 1,698 | 83.0 | 273 | 13.3 | 65 | 3.2 | 10 | 0.5 | 2,046 | 1.54 $\frac{1}{2}$ |
| 21 | 1,372 | 85.9 | 222 | 13.9 | | | 4 | 0.2 | | | 1,598 | 1.54 $\frac{1}{2}$ |
| 22 | | | 219 | 96.9 | 4 | 1.8 | 1 | 0.4 | 2 | 0.9 | 226 | 1.31 $\frac{1}{2}$ |
| 23 | 121 | 67.2 | 59 | 32.8 | | | | | | | 180 | 1.03 $\frac{1}{2}$ |
| 24 | 32 | 94.1 | 2 | 5.9 | | | | | | | 34 | 1.00 |
| 25 | 40 | 97.6 | 1 | 2.4 | | | | | | | 41 | 1.80 |
| 26 | | | 3 | 100.0 | | | | | | | 3 | 1.19 |
| 27 | 1 | 4.5 | 21 | 95.5 | | | | | | | 22 | 1.26 |
| 29 | | | 143 | 100.0 | | | | | | | 143 | 1.13 $\frac{1}{2}$ |
| 30 | | | 39 | 100.0 | | | | | | | 39 | 1.25 $\frac{1}{2}$ |
| 31 | 29 | 0.3 | 11,272 | 98.4 | 119 | 1.0 | 19 | 0.2 | 11 | 0.1 | 11,450 | 1.21 |
| 32 | | | 59 | 100.0 | | | | | | | 59 | 1.10 |
| 33 | | | 122 | 100.0 | | | | | | | 122 | 1.18 $\frac{1}{2}$ |
| 34 | 31 | 0.3 | 7,754 | 85.3 | 1,304 | 14.3 | 3 | 0.1 | | | 9,092 | 1.37 |
| 35 | 5 | 0.2 | 2,084 | 90.7 | 207 | 9.0 | | | 1 | 0.1 | 2,297 | 1.46 $\frac{1}{2}$ |
| 36 | 323 | 23.9 | 1,029 | 75.9 | 2 | 0.1 | 2 | 0.1 | | | 1,356 | 1.10 $\frac{1}{2}$ |
| 37 | 19 | 1.0 | 1,738 | 87.3 | | | 10 | 0.5 | 223 | 11.2 | 1,990 | 1.23 $\frac{1}{2}$ |
| 38 | 3 | 0.6 | | | 289 | 57.9 | 176 | 35.3 | 31 | 6.2 | 499 | 1.87 $\frac{1}{2}$ |
| 39 | 228 | 1.4 | 16,135 | 98.1 | 42 | 0.2 | 28 | 0.2 | 5 | 0.1 | 16,438 | 1.22 |
| 40 | 4 | 9.8 | 36 | 87.8 | | | 1 | 2.4 | | | 41 | 1.19 $\frac{1}{2}$ |
| 41 | | | 98 | 100.0 | | | | | | | 98 | 1.28 $\frac{1}{2}$ |
| 42 | | | 112 | 99.1 | | | 1 | 0.9 | | | 113 | 1.27 |
| 43 | | | 1,399 | 99.9 | 1 | 0.1 | | | | | 1,400 | 1.21 |
| 44 | 18 | 0.1 | 1,760 | 99.0 | | | | | | | 1,778 | 1.20 $\frac{1}{2}$ |
| 45 | | | 93 | 100.0 | | | | | | | 93 | 1.38 |
| 46 | 1,556 | 91.9 | 129 | 7.6 | 5 | 0.3 | 2 | 0.1 | 1 | 0.1 | 1,693 | 1.81 $\frac{1}{2}$ |
| 47 | | | 130 | 100.0 | | | | | | | 130 | 1.47 $\frac{1}{2}$ |
| 48 | | | 255 | 100.0 | | | | | | | 255 | 1.24 $\frac{1}{2}$ |
| 49 | | | 33 | 100.0 | | | | | | | 33 | 1.28 $\frac{1}{2}$ |
| 50 | 114 | 95.0 | 6 | 5.0 | | | | | | | 120 | 1.06 |
| 51 | | | 51 | 100.0 | | | | | | | 51 | 1.21 |
| 52 | | | 7 | 100.0 | | | | | | | 7 | 1.30 |
| 53 | 170 | 32.9 | 346 | 66.9 | | | 1 | 0.2 | | | 517 | 1.09 |
| 54 | 116 | 90.6 | 12 | 9.4 | | | | | | | 128 | 1.02 |
| 55 | 27 | 1.7 | 1,555 | 98.3 | | | | | | | 1,582 | 1.20 $\frac{1}{2}$ |
| 56 | 1 | 1.6 | 63 | 98.4 | | | | | | | 64 | 1.23 |
| 57 | 4 | 2.2 | 179 | 97.3 | 1 | 0.5 | | | | | 184 | 1.21 |
| 58 | 9 | 0.2 | 5,685 | 98.8 | 10 | 0.2 | 13 | 0.2 | 34 | 0.6 | 5,751 | 1.30 |
| 59 | | | 9 | 100.0 | | | | | | | 9 | 1.40 $\frac{1}{2}$ |
| 60 | | | 13 | 86.6 | 1 | 6.7 | 1 | 6.7 | | | 15 | 1.55 |
| | 4,910 | 5.5 | 80,575 | 90.1 | 3,175 | 3.5 | 621 | 0.7 | 148 | 0.2 | 89,429 | 1.26 |

CHAPTER III.—TIME AND EARNINGS—ANALYSIS OF TABLES. 101

ANNUAL EARNINGS OF EMPLOYÉES IN LEADING OCCUPATIONS OF SIXTY SYSTEMS OR ROADS—Continued.

[Employés paid by the mile, trip, piece, contract, or commission are included.]

LABORERS.

[Including laborers, ballast train; bridge; bridge and building; car works; coal dump; coal wharf; construction gang; dock; elevator; enginehouse; express; extra gang; fence; fire making; floating gang; freight; fuel; gravel pit; gravel train; ice gang; lumber yard; machine shop; masons; mill; office; oilhouse; paint shop; pier; piledriver; plat; pump; quarry; roundhouse; saw mill; shop; station; steam shovel; stone gang; stonemasons; storeroom; surfacing; switch; telegraph; tie gang; track; transfer; warehouse; waterhouse; water works; wharf; wood train; wood yard; work train; yard.]

| Road number. | Under \$101. | | \$101 to \$300. | | \$301 to \$600. | | \$601 to \$900. | | \$901 and over. | | Total persons. | Average earnings. |
|--------------|--------------|-----------|-----------------|-----------|-----------------|-----------|-----------------|-----------|-----------------|-----------|----------------|-------------------|
| | Number. | Per cent. | Number. | Per cent. | Number. | Per cent. | Number. | Per cent. | Number. | Per cent. | | |
| 1 | 229 | 84.8 | 24 | 8.9 | 17 | 6.3 | ..... | ..... | ..... | ..... | 270 | \$60 |
| 2 | 667 | 57.7 | 207 | 26.5 | 183 | 15.8 | ..... | ..... | ..... | ..... | 1,157 | 128 |
| 4 | 6,550 | 54.9 | 3,458 | 28.9 | 1,927 | 16.1 | 4 | 0.1 | ..... | ..... | 11,939 | 132 |
| 5 | 289 | 49.6 | 180 | 30.9 | 110 | 18.8 | 4 | 0.7 | ..... | ..... | 583 | 150 |
| 6 | 136 | 85.5 | 22 | 13.0 | 1 | 0.6 | ..... | ..... | ..... | ..... | 159 | 36 |
| 7 | 1,989 | 53.2 | 889 | 23.7 | 850 | 22.7 | 12 | 0.3 | 1 | 0.1 | 3,741 | 165 |
| 8 | 215 | 78.7 | 51 | 18.7 | 7 | 2.6 | ..... | ..... | ..... | ..... | 273 | 62 |
| 9 | 359 | 83.3 | 68 | 15.8 | 4 | 0.9 | ..... | ..... | ..... | ..... | 431 | 54 |
| 10 | 17 | 39.5 | 8 | 18.6 | 18 | 41.9 | ..... | ..... | ..... | ..... | 43 | 209 |
| 11 | 1,890 | 54.5 | 953 | 27.5 | 622 | 17.9 | 2 | 0.1 | ..... | ..... | 3,467 | 141 |
| 12 | 134 | 54.5 | 48 | 19.5 | 64 | 26.0 | ..... | ..... | ..... | ..... | 246 | 160 |
| 13 | 1,038 | 63.2 | 368 | 22.4 | 236 | 14.4 | ..... | ..... | ..... | ..... | 1,642 | 115 |
| 14 | 11 | 55.0 | 6 | 30.0 | 3 | 15.0 | ..... | ..... | ..... | ..... | 20 | 141 |
| 15 | 131 | 77.1 | 32 | 18.8 | 7 | 4.1 | ..... | ..... | ..... | ..... | 170 | 69 |
| 16 | 1,645 | 57.5 | 877 | 30.7 | 339 | 11.8 | ..... | ..... | ..... | ..... | 2,861 | 118 |
| 17 | 29 | 56.9 | 18 | 35.3 | 4 | 7.8 | ..... | ..... | ..... | ..... | 51 | 108 |
| 18 | 427 | 68.4 | 109 | 17.5 | 88 | 14.1 | ..... | ..... | ..... | ..... | 624 | 104 |
| 19 | 99 | 66.0 | 29 | 19.3 | 22 | 14.7 | ..... | ..... | ..... | ..... | 150 | 106 |
| 20 | 1,009 | 49.3 | 643 | 31.4 | 383 | 18.7 | 11 | 0.6 | ..... | ..... | 2,046 | 160 |
| 21 | 1,290 | 80.7 | 293 | 18.3 | 15 | 1.0 | ..... | ..... | ..... | ..... | 1,598 | 58 |
| 22 | 110 | 48.7 | 60 | 26.5 | 56 | 24.8 | ..... | ..... | ..... | ..... | 226 | 161 |
| 23 | 128 | 71.1 | 43 | 23.9 | 9 | 5.0 | ..... | ..... | ..... | ..... | 180 | 89 |
| 24 | 23 | 67.6 | 11 | 32.4 | ..... | ..... | ..... | ..... | ..... | ..... | 34 | 85 |
| 25 | 33 | 80.5 | 8 | 19.5 | ..... | ..... | ..... | ..... | ..... | ..... | 41 | 49 |
| 26 | 1 | 33.4 | 1 | 33.3 | 1 | 33.3 | ..... | ..... | ..... | ..... | 3 | 189 |
| 27 | 13 | 50.1 | 3 | 13.6 | 6 | 27.3 | ..... | ..... | ..... | ..... | 22 | 133 |
| 28 | 78 | 54.5 | 39 | 27.3 | 26 | 18.2 | ..... | ..... | ..... | ..... | 143 | 125 |
| 30 | 27 | 69.2 | 9 | 23.1 | 3 | 7.7 | ..... | ..... | ..... | ..... | 39 | 98 |
| 31 | 9,095 | 79.4 | 2,005 | 17.5 | 349 | 3.0 | 1 | 0.1 | ..... | ..... | 11,450 | 66 |
| 32 | 39 | 66.1 | 17 | 28.8 | 3 | 5.1 | ..... | ..... | ..... | ..... | 59 | 88 |
| 33 | 79 | 64.8 | 38 | 31.1 | 5 | 4.1 | ..... | ..... | ..... | ..... | 122 | 99 |
| 34 | 3,085 | 33.9 | 2,574 | 28.3 | 3,406 | 37.5 | 27 | 0.3 | ..... | ..... | 9,092 | 229 |
| 35 | 853 | 37.2 | 598 | 26.0 | 827 | 36.0 | 19 | 0.8 | ..... | ..... | 2,297 | 226 |
| 36 | 986 | 72.7 | 279 | 20.6 | 91 | 6.7 | ..... | ..... | ..... | ..... | 1,856 | 81 |
| 37 | 883 | 44.3 | 610 | 30.6 | 497 | 25.0 | 1 | 0.1 | ..... | ..... | 1,991 | 167 |
| 38 | 323 | 64.7 | 100 | 20.1 | 55 | 11.0 | 21 | 4.2 | ..... | ..... | 499 | 139 |
| 39 | 10,157 | 59.7 | 4,484 | 26.4 | 2,347 | 13.8 | 13 | 0.1 | ..... | ..... | 17,001 | 123 |
| 40 | 10 | 24.4 | 12 | 29.3 | 19 | 46.3 | ..... | ..... | ..... | ..... | 41 | 247 |
| 41 | 75 | 76.5 | 11 | 11.2 | 12 | 12.3 | ..... | ..... | ..... | ..... | 98 | 92 |
| 42 | 90 | 79.6 | 20 | 17.7 | 3 | 2.7 | ..... | ..... | ..... | ..... | 113 | 59 |
| 43 | 907 | 64.8 | 352 | 25.1 | 141 | 10.1 | ..... | ..... | ..... | ..... | 1,400 | 106 |
| 44 | 1,292 | 72.6 | 339 | 19.1 | 147 | 8.3 | ..... | ..... | ..... | ..... | 1,778 | 87 |
| 45 | 36 | 38.7 | 45 | 48.4 | 12 | 12.9 | ..... | ..... | ..... | ..... | 93 | 153 |
| 46 | 1,526 | 90.1 | 159 | 9.4 | 8 | 0.5 | ..... | ..... | ..... | ..... | 1,693 | 39 |
| 47 | 104 | 80.0 | 14 | 10.8 | 12 | 9.2 | ..... | ..... | ..... | ..... | 130 | 81 |
| 48 | 149 | 58.4 | 90 | 35.3 | 16 | 6.3 | ..... | ..... | ..... | ..... | 255 | 106 |
| 49 | 22 | 66.7 | 6 | 18.2 | 5 | 15.1 | ..... | ..... | ..... | ..... | 33 | 114 |
| 50 | 94 | 78.3 | 23 | 19.2 | 3 | 2.5 | ..... | ..... | ..... | ..... | 120 | 68 |
| 51 | 34 | 66.7 | 13 | 25.5 | 4 | 7.8 | ..... | ..... | ..... | ..... | 51 | 106 |
| 52 | ..... | ..... | 6 | 85.7 | 1 | 14.3 | ..... | ..... | ..... | ..... | 7 | 242 |
| 53 | 299 | 57.8 | 159 | 30.8 | 59 | 11.4 | ..... | ..... | ..... | ..... | 517 | 115 |
| 54 | 113 | 88.3 | 15 | 11.7 | ..... | ..... | ..... | ..... | ..... | ..... | 128 | 29 |
| 55 | 1,284 | 81.2 | 283 | 17.9 | 15 | 0.9 | ..... | ..... | ..... | ..... | 1,582 | 58 |
| 56 | 63 | 98.4 | 1 | 1.6 | ..... | ..... | ..... | ..... | ..... | ..... | 64 | 16 |
| 57 | 151 | 82.1 | 25 | 13.6 | 8 | 4.3 | ..... | ..... | ..... | ..... | 184 | 48 |
| 58 | 4,512 | 78.2 | 1,025 | 17.8 | 230 | 4.0 | ..... | ..... | ..... | ..... | 5,767 | 68 |
| 59 | 5 | 55.6 | 3 | 33.3 | 1 | 11.1 | ..... | ..... | ..... | ..... | 9 | 132 |
| 60 | 1 | 6.7 | 5 | 33.3 | 8 | 53.3 | 1 | 6.7 | ..... | ..... | 15 | 321 |
| | 54,834 | 60.9 | 21,868 | 24.3 | 13,285 | 14.7 | 116 | 0.1 | 1 | 0.0 | 90,104 | 124 |

DAILY RATES OF PAY OF EMPLOYEES IN LEADING OCCUPATIONS OF SIXTY SYSTEMS OR ROADS—Continued.

[Employés paid by the mile, trip, piece, contract, or commission are excluded.]

MACHINISTS.

| Road number. | Under \$1.01. | | \$.01 to \$1.60. | | \$.161 to \$1.80. | | \$.181 to \$2.00. | | \$.201 and over. | | Total persons. | Average rate. |
|--------------|---------------|-----------|------------------|-----------|-------------------|-----------|-------------------|-----------|------------------|-----------|----------------|---------------|
| | Number. | Per cent. | Number. | Per cent. | Number. | Per cent. | Number. | Per cent. | Number. | Per cent. | | |
| 1 | | | | | | | | | 1 | 100.0 | 1 | \$2.95½ |
| 2 | | | | | | | 7 | 14.6 | 41 | 85.4 | 48 | 2.28½ |
| 3 | | | 1 | 33.3 | | | 2 | 66.7 | | | 3 | 1.88 |
| 4 | | | 108 | 10.1 | 411 | 38.6 | 266 | 25.0 | 280 | 26.3 | 1,065 | 1.88½ |
| 5 | | | | | | | | | 9 | 100.0 | 9 | 2.32½ |
| 7 | 8 | 2.9 | 16 | 5.7 | 16 | 5.7 | 32 | 11.5 | 207 | 74.2 | 279 | 2.28 |
| 8 | | | | | | | 3 | 27.3 | 8 | 72.7 | 11 | 2.24 |
| 9 | | | | | | | 1 | 33.3 | 2 | 66.7 | 3 | 2.44 |
| 11 | | | 17 | 5.4 | 32 | 10.1 | 42 | 13.3 | 225 | 71.2 | 316 | 2.18 |
| 12 | | | 1 | 5.9 | 2 | 11.8 | 8 | 47.0 | 6 | 35.3 | 17 | 1.98½ |
| 13 | | | 1 | 25.0 | | | 1 | 25.0 | 2 | 50.0 | 4 | 2.04½ |
| 16 | | | 12 | 6.5 | 23 | 12.4 | 14 | 7.6 | 136 | 73.5 | 185 | 2.15 |
| 18 | | | 1 | 20.0 | | | | | 4 | 80.0 | 5 | 1.92 |
| 19 | | | | | | | 2 | 33.3 | 4 | 66.7 | 6 | 2.20½ |
| 20 | | | 13 | 9.2 | 6 | 4.2 | 18 | 12.7 | 105 | 73.9 | 142 | 2.24½ |
| 21 | | | | | | | 2 | 7.1 | 26 | 92.9 | 28 | 2.71½ |
| 22 | | | | | 1 | 14.3 | | | 6 | 85.7 | 7 | 2.18½ |
| 23 | | | | | | | 2 | 20.0 | 8 | 80.0 | 10 | 2.25½ |
| 28 | | | | | | | | | 1 | 100.0 | 1 | 2.69½ |
| 29 | | | | | 2 | 100.0 | | | | | 2 | 1.76½ |
| 31 | | | | | 1 | 0.2 | 2 | 0.4 | 481 | 99.4 | 484 | 2.69 |
| 33 | | | | | | | | | 7 | 100.0 | 7 | 2.68 |
| 34 | | | 15 | 4.0 | 18 | 4.8 | 74 | 19.6 | 270 | 71.6 | 377 | 2.17 |
| 35 | 13 | 6.7 | 19 | 9.7 | 16 | 8.2 | 27 | 13.9 | 120 | 61.5 | 195 | 2.18 |
| 36 | | | 1 | 2.5 | 6 | 14.6 | 6 | 14.6 | 28 | 68.3 | 41 | 2.17½ |
| 37 | | | 3 | 4.3 | 4 | 5.8 | 16 | 23.2 | 46 | 66.7 | 69 | 2.12½ |
| 38 | 2 | 3.2 | 4 | 6.3 | | | 6 | 9.5 | 51 | 81.0 | 63 | 3.06½ |
| 39 | | | 36 | 4.8 | 38 | 5.1 | 98 | 13.2 | 572 | 76.9 | 744 | 2.26 |
| 41 | | | | | | | | | 3 | 100.0 | 3 | 2.50 |
| 43 | | | | | 1 | 1.1 | 5 | 5.4 | 86 | 93.5 | 92 | 2.81½ |
| 44 | | | 4 | 4.4 | 6 | 6.6 | 5 | 5.5 | 76 | 83.5 | 91 | 2.24 |
| 45 | | | | | | | | | 2 | 100.0 | 2 | 2.30½ |
| 46 | | | 3 | 9.1 | 1 | 3.0 | 5 | 15.2 | 24 | 72.7 | 33 | 2.25½ |
| 48 | | | | | | | 2 | 16.7 | 10 | 83.3 | 12 | 2.60½ |
| 50 | | | 1 | 25.0 | 1 | 25.0 | | | 2 | 50.0 | 4 | 1.80 |
| 51 | 1 | 33.4 | 1 | 33.3 | 1 | 33.3 | | | | | 3 | 1.71 |
| 53 | | | 6 | 33.3 | 3 | 16.7 | 5 | 27.8 | 4 | 22.2 | 18 | 1.95 |
| 55 | | | 3 | 60.0 | | | 1 | 20.0 | 1 | 20.0 | 5 | 2.01½ |
| 57 | | | 1 | 50.0 | | | 1 | 50.0 | | | 2 | 1.54 |
| 58 | | | 1 | 0.8 | 4 | 3.4 | 12 | 10.1 | 102 | 85.7 | 119 | 2.43½ |
| | 24 | 0.5 | 268 | 5.9 | 593 | 13.2 | 665 | 14.8 | 2,956 | 65.6 | 4,506 | 2.18 |

MASONS.

[Including masons, bridge.]

| | | | | | | | | | | | | |
|----|--|--|----|------|----|------|----|------|-----|-------|-----|---------|
| 1 | | | | | | | | | 3 | 100.0 | 3 | \$3.53½ |
| 4 | | | | | | | 4 | 3.6 | 108 | 96.4 | 112 | 2.68 |
| 5 | | | | | | | | | 1 | 100.0 | 1 | 3.25 |
| 6 | | | | | | | | | 4 | 100.0 | 4 | 2.40 |
| 7 | | | 39 | 35.2 | 31 | 27.9 | 8 | 7.2 | 33 | 29.7 | 111 | 2.06 |
| 11 | | | 4 | 8.5 | 1 | 2.1 | 11 | 23.4 | 31 | 66.0 | 47 | 2.13 |
| 12 | | | | | | | | | 7 | 100.0 | 7 | 3.69 |
| 16 | | | | | | | 1 | 6.2 | 15 | 93.8 | 16 | 2.93 |
| 18 | | | | | | | | | 8 | 100.0 | 8 | 3.77½ |
| 19 | | | | | | | 2 | 10.0 | 18 | 90.0 | 20 | 2.62½ |
| 20 | | | | | | | | | 11 | 100.0 | 11 | 3.09 |
| 21 | | | | | | | | | 1 | 100.0 | 1 | 3.00 |
| 23 | | | | | 2 | 18.2 | 4 | 36.4 | 5 | 45.4 | 11 | 2.45½ |
| 27 | | | | | | | | | 3 | 100.0 | 3 | 2.50 |
| 29 | | | | | | | | | 3 | 100.0 | 3 | 2.56 |
| 31 | | | 3 | 17.6 | | | 1 | 5.9 | 13 | 76.5 | 17 | 2.54½ |
| 34 | | | 19 | 24.4 | 5 | 6.4 | 3 | 3.8 | 51 | 65.4 | 78 | 2.24½ |
| 35 | | | 5 | 12.8 | 2 | 5.1 | 7 | 18.0 | 25 | 64.1 | 39 | 2.46 |
| 36 | | | 3 | 18.8 | 3 | 18.7 | 2 | 12.5 | 8 | 50.0 | 16 | 2.40 |
| 37 | | | | | 1 | 1.7 | 1 | 1.7 | 58 | 96.6 | 60 | 2.47 |
| 39 | | | 15 | 7.0 | 2 | 0.9 | 11 | 5.1 | 188 | 87.0 | 216 | 2.73 |
| 40 | | | | | | | | | 2 | 100.0 | 2 | 2.43½ |
| 47 | | | | | | | | | 3 | 100.0 | 3 | 3.55½ |
| 49 | | | 1 | 50.0 | | | | | 1 | 50.0 | 2 | 1.97 |

ANNUAL EARNINGS OF EMPLOYÉS IN LEADING OCCUPATIONS OF SIXTY SYSTEMS OR ROADS—Continued.

[Employés paid by the mife, trip, piece, contract, or commission are included.]

MACHINISTS.

| Road number. | Under \$101. | | \$101 to \$300. | | \$301 to \$600. | | \$601 to \$900. | | \$901 and over. | | Total persons. | Average earnings. |
|--------------|--------------|-----------|-----------------|-----------|-----------------|-----------|-----------------|-----------|-----------------|-----------|----------------|-------------------|
| | Number. | Per cent. | Number. | Per cent. | Number. | Per cent. | Number. | Per cent. | Number. | Per cent. | | |
| 1 | | | | | | | | | 1 | 100.0 | 1 | \$990 |
| 2 | 9 | 13.8 | 12 | 18.5 | 17 | 26.2 | 26 | 40.0 | 1 | 1.5 | 65 | 1,469 |
| 3 | | | 1 | 33.4 | 1 | 33.3 | 1 | 33.3 | | | 3 | 474 |
| 4 | 230 | 20.6 | 232 | 20.8 | 407 | 36.4 | 227 | 20.3 | 21 | 1.9 | 1,117 | 384 |
| 5 | 2 | 22.2 | | | 1 | 11.1 | 5 | 55.6 | 1 | 11.1 | 9 | 598 |
| 7 | 23 | 8.2 | 43 | 15.4 | 61 | 21.9 | 135 | 48.4 | 17 | 6.1 | 279 | 547 |
| 8 | 3 | 27.3 | 7 | 63.6 | 1 | 9.1 | | | | | 11 | 148 |
| 9 | 1 | 33.3 | 2 | 66.7 | | | | | | | 3 | 144 |
| 11 | 44 | 13.9 | 50 | 15.8 | 84 | 26.6 | 135 | 42.7 | 3 | 1.0 | 316 | 469 |
| 12 | | | | | 11 | 64.7 | 6 | 35.3 | | | 17 | 580 |
| 13 | | | | | 1 | 25.0 | 3 | 75.0 | | | 4 | 644 |
| 16 | 32 | 17.3 | 31 | 16.7 | 49 | 26.5 | 73 | 39.5 | | | 185 | 434 |
| 18 | 2 | 40.0 | 1 | 20.0 | 2 | 40.0 | | | | | 5 | 236 |
| 19 | | | 1 | 16.7 | 2 | 33.3 | 3 | 50.0 | | | 6 | 580 |
| 20 | 21 | 14.8 | 22 | 15.5 | 41 | 28.9 | 53 | 37.3 | 5 | 3.5 | 142 | 476 |
| 21 | 6 | 21.4 | 8 | 28.6 | 4 | 14.3 | 9 | 32.1 | 1 | 3.6 | 28 | 383 |
| 22 | | | 1 | 14.3 | 2 | 28.6 | 4 | 57.1 | | | 7 | 585 |
| 23 | | | 1 | 10.0 | 2 | 20.0 | 7 | 70.0 | | | 10 | 589 |
| 28 | | | | | | | 1 | 100.0 | | | 1 | 766 |
| 29 | | | | | | | 2 | 100.0 | | | 2 | 672 |
| 31 | 159 | 32.8 | 145 | 30.0 | 103 | 21.3 | 38 | 7.8 | 39 | 8.1 | 484 | 304 |
| 33 | 2 | 28.5 | 1 | 14.3 | 2 | 28.6 | 1 | 14.3 | 1 | 14.3 | 7 | 405 |
| 34 | 32 | 8.5 | 36 | 9.6 | 74 | 19.6 | 219 | 58.1 | 16 | 4.2 | 377 | 568 |
| 35 | 13 | 6.7 | 30 | 15.4 | 47 | 24.1 | 94 | 48.2 | 11 | 5.6 | 195 | 566 |
| 36 | 2 | 4.9 | 7 | 17.1 | 9 | 21.9 | 23 | 56.1 | | | 41 | 531 |
| 37 | 2 | 1.9 | 8 | 7.6 | 27 | 25.7 | 65 | 61.9 | 3 | 2.9 | 105 | 602 |
| 38 | 14 | 22.2 | 11 | 17.5 | 10 | 15.9 | 16 | 25.4 | 12 | 19.0 | 63 | 487 |
| 39 | 299 | 26.8 | 213 | 19.1 | 173 | 15.5 | 333 | 29.8 | 98 | 8.8 | 1,116 | 429 |
| 41 | 3 | 100.0 | | | | | | | | | 3 | 5 |
| 43 | 45 | 48.9 | 25 | 27.2 | 12 | 13.0 | 10 | 10.9 | | | 92 | 199 |
| 44 | 30 | 32.9 | 18 | 19.8 | 21 | 23.1 | 22 | 24.2 | | | 91 | 329 |
| 45 | | | | | 1 | 50.0 | 1 | 50.0 | | | 2 | 544 |
| 46 | 16 | 48.5 | 8 | 24.2 | 4 | 12.1 | 5 | 15.2 | | | 33 | 228 |
| 48 | 2 | 16.7 | 4 | 33.4 | 1 | 8.3 | 4 | 33.3 | 1 | 8.3 | 12 | 443 |
| 50 | 4 | 100.0 | | | | | | | | | 4 | 18 |
| 51 | 2 | 66.7 | | | 1 | 33.3 | | | | | 3 | 183 |
| 53 | 3 | 16.7 | 3 | 16.7 | 6 | 33.3 | 6 | 33.3 | | | 18 | 419 |
| 55 | 2 | 40.0 | 1 | 20.0 | 1 | 20.0 | 1 | 20.0 | | | 5 | 260 |
| 57 | 1 | 50.0 | | | 1 | 50.0 | | | | | 2 | 259 |
| 58 | 22 | 18.3 | 31 | 25.8 | 29 | 24.2 | 37 | 30.9 | 1 | 0.8 | 120 | 405 |
| | 1,026 | 20.6 | 953 | 19.1 | 1,208 | 24.2 | 1,565 | 31.4 | 232 | 4.7 | 4,984 | 431 |

MASONS.

[Including masons, bridge.]

| | | | | | | | | | | | | |
|----|----|-------|----|------|----|------|----|------|---|-------|-----|------|
| 1 | 3 | 100.0 | | | | | | | | | 3 | \$53 |
| 4 | 39 | 34.8 | 26 | 23.2 | 33 | 29.5 | 14 | 12.5 | | | 112 | 276 |
| 5 | | | | | | | | | 1 | 100.0 | 1 | 959 |
| 6 | 4 | 100.0 | | | | | | | | | 4 | 12 |
| 7 | 36 | 32.4 | 36 | 32.4 | 29 | 26.2 | 10 | 9.0 | | | 111 | 250 |
| 11 | 21 | 44.7 | 12 | 25.5 | 13 | 27.7 | 1 | 2.1 | | | 47 | 198 |
| 13 | 6 | 85.7 | | | 1 | 14.3 | | | | | 7 | 96 |
| 16 | 7 | 43.8 | 4 | 25.0 | 4 | 25.0 | 1 | 6.2 | | | 16 | 211 |
| 18 | 5 | 62.5 | 1 | 12.5 | 2 | 25.0 | | | | | 8 | 151 |
| 19 | 20 | 100.0 | | | | | | | | | 20 | 21 |
| 20 | 9 | 81.8 | 2 | 18.2 | | | | | | | 11 | 68 |
| 21 | 1 | 100.0 | | | | | | | | | 1 | 45 |
| 23 | 11 | 100.0 | | | | | | | | | 11 | 27 |
| 27 | 2 | 66.7 | 1 | 33.3 | | | | | | | 3 | 75 |
| 29 | 3 | 100.0 | | | | | | | | | 3 | 64 |
| 31 | 11 | 64.7 | 5 | 29.4 | 1 | 5.9 | | | | | 17 | 89 |
| 34 | 23 | 29.5 | 19 | 24.3 | 17 | 21.8 | 17 | 21.8 | 2 | 2.6 | 78 | 350 |
| 35 | 7 | 18.0 | 11 | 28.2 | 13 | 33.3 | 8 | 20.5 | | | 39 | 347 |
| 36 | 10 | 62.5 | 4 | 25.0 | 2 | 12.5 | | | | | 16 | 132 |
| 37 | 6 | 10.0 | 11 | 18.3 | 32 | 53.4 | 11 | 18.3 | | | 60 | 427 |
| 39 | 65 | 39.4 | 69 | 31.9 | 45 | 20.8 | 17 | 7.9 | | | 216 | 213 |
| 40 | 2 | 100.0 | | | | | | | | | 2 | 39 |
| 47 | 3 | 100.0 | | | | | | | | | 3 | 32 |
| 49 | 2 | 100.0 | | | | | | | | | 2 | 65 |

DAILY RATES OF PAY OF EMPLOYÉS IN LEADING OCCUPATIONS OF SIXTY SYSTEMS OR ROADS—Continued.

[Employés paid by the mile, trip, piece, contract, or commission are excluded.]

MASONS—Concluded.

| Road number. | Under \$1.01. | | \$1.01 to \$1.60. | | \$1.61 to \$1.80. | | \$1.81 to \$2.00. | | \$2.01 and over. | | Total persons. | Average rate. | |
|--------------|---------------|-----------|-------------------|-----------|-------------------|-----------|-------------------|-----------|------------------|-----------|----------------|--------------------|--------------------|
| | Number. | Per cent. | Number. | Per cent. | Number. | Per cent. | Number. | Per cent. | Number. | Per cent. | | | |
| 51 | | | | | | | | | 2 | 100.0 | 2 | \$2.00 | |
| 53 | | | 1 | 2.1 | | | | 5 | 10.4 | 42 | 87.5 | 48 | 2.48 $\frac{1}{2}$ |
| 55 | | | 4 | 50.0 | | | | 3 | 37.5 | 1 | 12.5 | 8 | 1.89 |
| 58 | | | | | | | | 1 | 4.0 | 24 | 96.0 | 25 | 3.00 |
| | | | 94 | 10.8 | 47 | 5.4 | 64 | 7.3 | 669 | 76.5 | 874 | 2.45 $\frac{1}{2}$ | |

PAINTERS.

[Including painters, car.]

| | | | | | | | | | | | | |
|----|---|------|-----|------|-----|------|-----|-------|-----|-------|-------|----------------------|
| 1 | | | 1 | 16.7 | | | 1 | 16.7 | 4 | 66.6 | 6 | \$1.85 $\frac{1}{2}$ |
| 2 | | | | | | | 12 | 85.7 | 2 | 14.3 | 14 | 2.00 |
| 4 | 1 | 0.4 | 50 | 21.7 | 74 | 32.0 | 71 | 30.7 | 35 | 15.2 | 231 | 1.83 |
| 7 | 2 | 1.4 | 54 | 38.0 | 20 | 14.1 | 23 | 16.2 | 43 | 30.3 | 142 | 1.91 |
| 8 | | | | | | | 2 | 100.0 | | | 2 | 1.91 |
| 9 | | | | | 1 | 33.3 | | | 2 | 66.7 | 3 | 2.22 |
| 11 | | | 26 | 19.1 | 16 | 11.8 | 46 | 33.8 | 48 | 35.3 | 136 | 1.96 $\frac{1}{2}$ |
| 12 | | | 6 | 54.5 | 4 | 36.4 | 1 | 9.1 | | | 11 | 1.59 $\frac{1}{2}$ |
| 13 | | | 25 | 46.3 | 14 | 25.9 | 11 | 20.4 | 4 | 7.4 | 54 | 1.77 |
| 16 | | | 15 | 34.9 | 14 | 32.6 | 9 | 20.9 | 5 | 11.6 | 43 | 1.75 $\frac{1}{2}$ |
| 18 | | | 5 | 19.2 | 12 | 46.2 | 6 | 23.1 | 3 | 11.5 | 26 | 1.92 $\frac{1}{2}$ |
| 19 | | | | | | | 1 | 100.0 | | | 1 | 1.95 |
| 20 | | | 7 | 9.2 | 3 | 3.9 | 18 | 23.7 | 48 | 63.2 | 76 | 2.07 |
| 21 | | | 4 | 23.5 | 2 | 11.8 | 8 | 47.1 | 3 | 17.6 | 17 | 2.05 $\frac{1}{2}$ |
| 22 | | | | | 1 | 16.7 | 1 | 16.7 | 4 | 66.6 | 6 | 2.19 $\frac{1}{2}$ |
| 23 | | | | | 1 | 50.0 | | | 1 | 50.0 | 2 | 2.10 $\frac{1}{2}$ |
| 29 | | | | | | | 1 | 100.0 | | | 1 | 1.93 |
| 31 | | | 1 | 1.6 | 4 | 6.7 | 4 | 6.7 | 51 | 85.0 | 60 | 2.42 $\frac{1}{2}$ |
| 33 | | | 2 | 20.0 | 2 | 20.0 | 2 | 20.0 | 4 | 40.0 | 10 | 2.08 |
| 34 | | | 43 | 29.9 | 24 | 16.6 | 34 | 23.6 | 43 | 29.9 | 144 | 1.85 $\frac{1}{2}$ |
| 35 | | | 16 | 16.5 | 18 | 18.6 | 9 | 9.2 | 54 | 55.7 | 97 | 2.14 $\frac{1}{2}$ |
| 36 | | | 6 | 13.0 | 12 | 26.1 | 23 | 50.0 | 5 | 10.9 | 46 | 1.91 $\frac{1}{2}$ |
| 37 | 1 | 3.3 | 6 | 20.0 | 1 | 3.3 | 15 | 50.9 | 7 | 23.4 | 30 | 1.88 $\frac{1}{2}$ |
| 38 | | | 1 | 2.9 | | | | | 33 | 97.1 | 34 | 2.81 $\frac{1}{2}$ |
| 39 | | | 37 | 14.9 | 68 | 27.4 | 56 | 22.6 | 87 | 35.1 | 248 | 1.94 |
| 42 | | | | | | | 1 | 100.0 | | | 1 | 1.50 |
| 43 | | | | | | | 19 | 70.4 | 8 | 29.6 | 27 | 2.12 $\frac{1}{2}$ |
| 44 | | | 2 | 11.2 | | | 8 | 44.4 | 8 | 44.4 | 18 | 2.09 |
| 45 | | | | | | | 1 | 100.0 | | | 1 | 2.04 |
| 46 | | | | | 6 | 66.7 | 3 | 33.3 | | | 9 | 1.85 $\frac{1}{2}$ |
| 48 | | | 4 | 22.2 | 2 | 11.1 | 3 | 16.7 | 9 | 50.0 | 18 | 1.96 |
| 50 | 1 | 33.4 | 1 | 33.3 | | | | | 1 | 33.3 | 3 | 1.50 |
| 51 | | | | | | | | | 1 | 100.0 | 1 | 2.00 |
| 53 | 1 | 10.0 | 3 | 30.0 | | | | | 6 | 60.0 | 10 | 2.05 $\frac{1}{2}$ |
| 54 | | | | | | | | | 1 | 100.0 | 1 | 2.20 |
| 55 | | | 1 | 33.3 | | | 2 | 66.7 | | | 3 | 1.84 |
| 58 | | | 21 | 42.9 | 7 | 14.3 | 10 | 20.4 | 11 | 22.4 | 49 | 1.72 |
| 59 | | | 1 | 50.0 | | | 1 | 50.0 | | | 2 | 1.70 |
| 60 | | | | | | | | | | | | |
| | 6 | 0.4 | 338 | 21.4 | 306 | 19.3 | 402 | 25.4 | 531 | 33.5 | 1,583 | 1.95 |

SWITCHMEN.

[Including switchmen, yard; switch tenders.]

| | | | | | | | | | | | | |
|----|----|-------|-----|-------|----|-------|----|------|----|------|-----|--------------------|
| 1 | | | 1 | 100.0 | | | | | | | 1 | \$1.15 |
| 2 | | | 1 | 100.0 | | | | | | | 1 | 1.31 $\frac{1}{2}$ |
| 3 | | | 3 | 100.0 | | | | | | | 3 | 1.27 $\frac{1}{2}$ |
| 4 | 33 | 20.4 | 123 | 75.9 | 5 | 3.1 | | | 1 | 0.6 | 162 | 1.24 $\frac{1}{2}$ |
| 5 | | | 14 | 100.0 | | | | | | | 14 | 1.39 |
| 7 | 4 | 2.2 | 21 | 11.6 | 51 | 28.2 | 90 | 49.7 | 15 | 8.3 | 181 | 1.90 |
| 8 | | | 2 | 100.0 | | | | | | | 2 | 1.43 $\frac{1}{2}$ |
| 9 | | | | | 1 | 100.0 | | | | | 1 | 1.76 |
| 11 | 4 | 2.5 | 122 | 76.3 | 20 | 12.5 | 14 | 8.7 | | | 160 | 1.39 |
| 12 | | | 8 | 42.1 | 7 | 36.8 | 1 | 5.3 | 3 | 15.8 | 19 | 1.77 |
| 13 | 2 | 3.7 | 32 | 59.3 | 6 | 11.1 | 14 | 25.9 | | | 54 | 1.58 |
| 16 | 4 | 2.9 | 111 | 81.6 | 16 | 11.8 | 5 | 3.7 | | | 136 | 1.32 |
| 17 | 1 | 100.0 | | | | | | | | | 1 | .98 $\frac{1}{2}$ |

CHAPTER III.—TIME AND EARNINGS—ANALYSIS OF TABLES. 105

ANNUAL EARNINGS OF EMPLOYÉS IN LEADING OCCUPATIONS OF SIXTY SYSTEMS OR ROADS—Continued.

[Employés paid by the mile, trip, piece, contract, or commission are included.]

MASONS—Concluded.

| Road number. | Under \$101. | | \$101 to \$300. | | \$301 to \$600. | | \$601 to \$900. | | \$901 and over. | | Total persons. | Average earnings. |
|--------------|--------------|-----------|-----------------|-----------|-----------------|-----------|-----------------|-----------|-----------------|-----------|----------------|-------------------|
| | Number. | Per cent. | Number. | Per cent. | Number. | Per cent. | Number. | Per cent. | Number. | Per cent. | | |
| 51 | 2 | 100.0 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 2 | \$4 |
| 53 | 40 | 83.3 | 2 | 4.2 | 5 | 10.4 | ----- | ----- | ----- | ----- | 48 | 97 |
| 55 | 8 | 100.0 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 8 | 51 |
| 58 | 24 | 96.0 | 1 | 4.0 | ----- | ----- | ----- | ----- | ----- | ----- | 25 | 36 |
| | 390 | 44.7 | 204 | 23.4 | 197 | 22.5 | 80 | 9.1 | 3 | 0.3 | 874 | 227 |

PAINTERS.

[Including painters, car.]

| | | | | | | | | | | | | |
|----|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|
| 1 | 5 | 83.3 | 1 | 16.7 | ----- | ----- | ----- | ----- | ----- | ----- | 6 | \$65 |
| 2 | 10 | 50.0 | 3 | 15.0 | 3 | 15.0 | 4 | 20.0 | ----- | ----- | 20 | 270 |
| 4 | 62 | 22.9 | 76 | 28.0 | 95 | 35.1 | 38 | 14.0 | ----- | ----- | 271 | 324 |
| 7 | 29 | 20.4 | 45 | 31.7 | 38 | 26.8 | 29 | 20.4 | 1 | 0.7 | 142 | 334 |
| 8 | 1 | 50.0 | ----- | ----- | 1 | 50.0 | ----- | ----- | ----- | ----- | 2 | 250 |
| 9 | 1 | 33.3 | 2 | 66.7 | ----- | ----- | ----- | ----- | ----- | ----- | 3 | 122 |
| 11 | 43 | 31.6 | 33 | 24.3 | 43 | 31.6 | 17 | 12.5 | ----- | ----- | 136 | 291 |
| 12 | 5 | 45.5 | 1 | 9.0 | 5 | 45.5 | ----- | ----- | ----- | ----- | 11 | 257 |
| 13 | 14 | 25.9 | 7 | 13.0 | 27 | 50.0 | 5 | 9.3 | 1 | 1.8 | 54 | 338 |
| 16 | 3 | 7.0 | 9 | 20.9 | 25 | 58.1 | 6 | 14.0 | ----- | ----- | 43 | 405 |
| 18 | 19 | 73.1 | 3 | 11.5 | 3 | 11.5 | 1 | 3.9 | ----- | ----- | 26 | 129 |
| 19 | ----- | ----- | ----- | ----- | 1 | 100.0 | ----- | ----- | ----- | ----- | 1 | 390 |
| 20 | 18 | 23.7 | 25 | 32.9 | 19 | 25.0 | 14 | 18.4 | ----- | ----- | 76 | 315 |
| 21 | 13 | 76.5 | 4 | 23.5 | ----- | ----- | ----- | ----- | ----- | ----- | 6 | 78 |
| 22 | 2 | 33.3 | 1 | 16.7 | 2 | 33.3 | 1 | 16.7 | ----- | ----- | 6 | 303 |
| 23 | ----- | ----- | ----- | ----- | 1 | 50.0 | ----- | ----- | ----- | ----- | 2 | 543 |
| 29 | 1 | 100.0 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 1 | 27 |
| 31 | 19 | 31.7 | 11 | 18.3 | 10 | 16.7 | 20 | 33.3 | ----- | ----- | 60 | 364 |
| 33 | 3 | 30.0 | 2 | 20.0 | 3 | 30.0 | 1 | 10.0 | 1 | 10.0 | 10 | 218 |
| 34 | 18 | 12.5 | 15 | 10.4 | 63 | 43.8 | 48 | 33.3 | ----- | ----- | 144 | 464 |
| 35 | 10 | 10.3 | 23 | 23.7 | 25 | 25.8 | 38 | 39.2 | 1 | 1.0 | 97 | 459 |
| 36 | 12 | 26.1 | 15 | 32.6 | 15 | 32.6 | 4 | 8.7 | ----- | ----- | 46 | 293 |
| 37 | 4 | 8.2 | 5 | 10.2 | 23 | 46.9 | 17 | 34.7 | ----- | ----- | 49 | 495 |
| 38 | 7 | 20.6 | 9 | 26.5 | 9 | 26.5 | 7 | 20.6 | 2 | 5.8 | 34 | 383 |
| 39 | 78 | 22.3 | 61 | 17.4 | 134 | 38.3 | 76 | 21.7 | 1 | 0.3 | 350 | 378 |
| 42 | 1 | 100.0 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 1 | 3 |
| 43 | 8 | 29.6 | 9 | 33.4 | 7 | 25.9 | 3 | 11.1 | ----- | ----- | 27 | 259 |
| 44 | 5 | 27.8 | 5 | 27.8 | 5 | 27.8 | 3 | 16.6 | ----- | ----- | 18 | 320 |
| 45 | 1 | 100.0 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 1 | 49 |
| 46 | ----- | ----- | 3 | 33.3 | 6 | 66.7 | ----- | ----- | ----- | ----- | 9 | 326 |
| 48 | 6 | 33.3 | 6 | 33.3 | 3 | 16.7 | 3 | 16.7 | ----- | ----- | 18 | 263 |
| 50 | 3 | 100.0 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 3 | 18 |
| 51 | 1 | 100.0 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 1 | 4 |
| 53 | 4 | 40.0 | 1 | 10.0 | 5 | 50.0 | ----- | ----- | ----- | ----- | 10 | 312 |
| 54 | 1 | 100.0 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 1 | 11 |
| 55 | 1 | 33.4 | 1 | 33.3 | 1 | 33.3 | ----- | ----- | ----- | ----- | 3 | 230 |
| 58 | 17 | 34.7 | 12 | 24.5 | 16 | 32.6 | 4 | 8.2 | ----- | ----- | 49 | 256 |
| 60 | 2 | 100.0 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 2 | 34 |
| | 427 | 24.4 | 388 | 22.2 | 588 | 33.6 | 340 | 19.4 | 7 | 0.4 | 1,750 | 348 |

SWITCHMEN.

[Including switchmen, yard; switch tenders.]

| | | | | | | | | | | | | |
|----|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-----|------|
| 1 | 1 | 100.0 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 1 | \$53 |
| 2 | ----- | ----- | ----- | ----- | 1 | 100.0 | ----- | ----- | ----- | ----- | 1 | 392 |
| 3 | 2 | 66.7 | 1 | 33.3 | ----- | ----- | ----- | ----- | ----- | ----- | 3 | 37 |
| 4 | 69 | 42.6 | 34 | 21.0 | 58 | 35.8 | 1 | 0.6 | ----- | ----- | 162 | 218 |
| 5 | 3 | 21.4 | 2 | 14.3 | 9 | 64.3 | ----- | ----- | ----- | ----- | 14 | 325 |
| 7 | 26 | 14.4 | 21 | 11.6 | 56 | 30.9 | 73 | 40.3 | 5 | 2.8 | 181 | 485 |
| 8 | 2 | 100.0 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 2 | 33 |
| 9 | 1 | 100.0 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 1 | 74 |
| 11 | 30 | 18.8 | 30 | 18.8 | 89 | 55.6 | 11 | 6.8 | ----- | ----- | 160 | 349 |
| 12 | 3 | 15.8 | 8 | 42.1 | 5 | 26.3 | 3 | 15.8 | ----- | ----- | 19 | 331 |
| 13 | 41 | 75.9 | 10 | 18.5 | 3 | 5.6 | ----- | ----- | ----- | ----- | 54 | 78 |
| 16 | 51 | 37.5 | 28 | 20.6 | 54 | 39.7 | 3 | 2.2 | ----- | ----- | 136 | 245 |
| 17 | ----- | ----- | ----- | ----- | 1 | 100.0 | ----- | ----- | ----- | ----- | 1 | 360 |

DAILY RATES OF PAY OF EMPLOYÉS IN LEADING OCCUPATIONS OF SIXTY SYSTEMS OR ROADS—Concluded.

[Employés paid by the mile, trip, piece, contract, or commission are excluded.]

SWITCHMEN—Concluded.

| Road number. | Under \$1.01. | | \$1.01 to \$1.60. | | \$1.61 to \$1.80. | | \$1.81 to \$2.00. | | \$2.01 and over. | | Total persons. | Average rate. |
|--------------|---------------|-----------|-------------------|-----------|-------------------|-----------|-------------------|-----------|------------------|-----------|----------------|----------------------|
| | Num-ber. | Per-cent. | Num-ber. | Per-cent. | Num-ber. | Per-cent. | Num-ber. | Per-cent. | Num-ber. | Per-cent. | | |
| 18 | | | 10 | 35.7 | 18 | 61.3 | | | | | 28 | \$1.60 $\frac{1}{2}$ |
| 20 | 7 | 10.8 | 15 | 23.1 | 13 | 20.0 | 26 | 40.0 | 4 | 6.1 | 65 | 1.11 |
| 21 | 14 | 50.0 | 14 | 50.0 | | | | | | | 28 | 1.70 $\frac{1}{2}$ |
| 22 | 1 | 33.4 | 1 | 33.3 | 1 | 33.3 | | | | | 3 | 1.49 $\frac{1}{2}$ |
| 31 | | | 24 | 2.3 | 41 | 3.8 | 238 | 22.4 | 761 | 71.5 | 1,064 | 2.30 $\frac{1}{2}$ |
| 34 | 12 | 1.0 | 1,108 | 92.6 | 65 | 5.4 | 11 | 0.9 | 1 | 0.1 | 1,197 | 1.26 |
| 35 | 1 | 0.6 | 56 | 35.2 | 55 | 34.6 | 45 | 28.3 | 2 | 1.3 | 159 | 1.67 |
| 36 | 1 | 25.0 | 2 | 50.0 | 1 | 25.0 | | | | | 4 | .95 $\frac{1}{2}$ |
| 37 | 4 | 14.3 | 24 | 85.7 | | | | | | | 28 | 1.18 |
| 38 | | | | | | | | | 87 | 100.0 | 87 | 2.20 |
| 39 | 15 | 3.7 | 240 | 59.9 | 88 | 21.9 | 50 | 12.5 | 8 | 2.0 | 401 | 1.55 $\frac{1}{2}$ |
| 43 | | | 1 | 25.0 | 3 | 75.0 | | | | | 4 | 1.41 $\frac{1}{2}$ |
| 44 | 2 | 100.0 | | | | | | | | | 2 | .80 $\frac{1}{2}$ |
| 45 | | | 1 | 33.3 | 2 | 66.7 | | | | | 3 | 1.52 $\frac{1}{2}$ |
| 46 | | | 76 | 100.0 | | | | | | | 76 | 1.28 |
| 48 | | | 14 | 87.5 | 2 | 12.5 | | | | | 16 | 1.42 $\frac{1}{2}$ |
| 58 | 4 | 1.1 | 30 | 8.3 | 4 | 1.1 | 141 | 38.9 | 183 | 50.6 | 362 | 2.13 $\frac{1}{2}$ |
| | 109 | 2.5 | 2,054 | 48.2 | 399 | 9.4 | 635 | 14.9 | 1,065 | 25.0 | 4,262 | 1.50 $\frac{1}{2}$ |

TELEGRAPH OPERATORS.

[Including chief telegraph operators.]

| | | | | | | | | | | | | |
|----|-----|-------|-------|-------|-----|------|-----|------|-----|------|-------|--------------------|
| 1 | | | .1 | 100.0 | | | | | | | 1 | \$1.15 |
| 2 | 3 | 7.3 | 24 | 58.6 | 3 | 7.3 | 8 | 19.5 | 3 | 7.3 | 41 | 1.57 $\frac{1}{2}$ |
| 3 | | | 1 | 100.0 | | | | | | | 1 | 1.50 $\frac{1}{2}$ |
| 4 | 99 | 25.0 | 255 | 64.2 | 37 | 9.3 | 6 | 1.5 | | | 397 | 1.22 |
| 5 | 2 | 3.1 | 55 | 85.9 | 3 | 4.7 | 4 | 6.3 | | | 64 | 1.38 $\frac{1}{2}$ |
| 6 | | | 1 | 100.0 | | | | | | | 1 | 1.20 |
| 7 | 5 | 9.6 | 22 | 42.3 | 16 | 30.8 | 6 | 11.5 | 3 | 5.8 | 52 | 1.52 |
| 8 | 6 | 100.0 | | | | | | | | | 6 | .70 $\frac{1}{2}$ |
| 9 | 1 | 25.0 | 3 | 75.0 | | | | | | | 4 | 1.19 |
| 11 | 16 | 7.0 | 136 | 59.4 | 58 | 25.3 | 11 | 4.8 | 8 | 3.5 | 229 | 1.47 $\frac{1}{2}$ |
| 12 | 10 | 62.5 | 3 | 18.8 | 1 | 6.2 | | | | | 16 | 1.03 |
| 13 | 23 | 13.9 | 110 | 66.7 | 26 | 15.8 | 4 | 2.4 | 2 | 1.2 | 165 | 1.33 $\frac{1}{2}$ |
| 14 | 1 | 100.0 | | | | | | | | | 1 | .22 |
| 15 | 6 | 85.7 | 1 | 14.3 | | | | | | | 7 | 1.07 |
| 16 | 20 | 17.9 | 78 | 69.6 | 13 | 11.6 | 1 | 0.9 | | | 112 | 1.25 $\frac{1}{2}$ |
| 17 | 1 | 100.0 | | | | | | | | | 1 | .45 |
| 18 | 3 | 5.0 | 56 | 93.3 | | | | | | | 60 | 1.25 $\frac{1}{2}$ |
| 20 | 16 | 18.2 | 44 | 50.0 | 22 | 25.0 | 4 | 4.5 | 2 | 2.3 | 88 | 1.37 $\frac{1}{2}$ |
| 21 | 4 | 7.8 | 26 | 51.0 | 9 | 17.7 | 5 | 9.8 | 7 | 13.7 | 51 | 1.50 $\frac{1}{2}$ |
| 23 | 2 | 50.6 | 2 | 50.0 | | | | | | | 4 | 1.14 |
| 29 | 4 | 80.0 | 1 | 20.0 | | | | | | | 5 | .99 $\frac{1}{2}$ |
| 31 | 76 | 7.1 | 466 | 43.8 | 158 | 14.8 | 94 | 8.8 | 271 | 25.5 | 1,065 | 1.67 $\frac{1}{2}$ |
| 34 | 33 | 17.6 | 96 | 46.8 | 52 | 25.4 | 13 | 6.3 | 8 | 3.9 | 205 | 1.39 |
| 35 | 12 | 11.6 | 52 | 50.5 | 18 | 17.5 | 12 | 11.6 | 9 | 8.8 | 103 | 1.49 $\frac{1}{2}$ |
| 36 | 17 | 43.6 | 16 | 41.0 | 2 | 5.1 | 4 | 10.3 | | | 39 | 1.16 |
| 37 | 12 | 8.4 | 87 | 60.8 | 20 | 20.3 | 12 | 8.4 | 3 | 2.1 | 143 | 1.46 |
| 38 | | | 3 | 5.2 | 1 | 1.7 | 22 | 37.9 | 32 | 55.2 | 58 | 2.09 $\frac{1}{2}$ |
| 39 | 72 | 9.1 | 406 | 51.5 | 154 | 19.6 | 100 | 12.7 | 56 | 7.1 | 788 | 1.51 |
| 40 | | | 12 | 85.7 | 2 | 14.3 | | | | | 14 | 1.21 $\frac{1}{2}$ |
| 43 | 8 | 6.0 | 111 | 84.1 | 5 | 3.8 | 3 | 2.3 | 5 | 3.8 | 132 | 1.40 |
| 44 | 6 | 10.7 | 46 | 82.2 | 4 | 7.1 | | | | | 56 | 1.26 |
| 46 | | | 59 | 96.7 | 2 | 3.3 | | | | | 61 | 1.27 |
| 47 | 3 | 100.0 | | | | | | | | | 3 | .30 $\frac{1}{2}$ |
| 48 | | | 1 | 100.0 | | | | | | | 1 | 1.37 $\frac{1}{2}$ |
| 49 | 1 | 100.0 | | | | | | | | | 1 | .82 |
| 53 | 29 | 78.4 | 8 | 21.6 | | | | | | | 37 | .93 |
| 56 | 2 | 100.0 | | | | | | | | | 2 | .73 $\frac{1}{2}$ |
| 58 | 24 | 11.9 | 123 | 60.9 | 44 | 21.8 | 6 | 2.9 | 5 | 2.5 | 202 | 1.38 $\frac{1}{2}$ |
| | 520 | 12.3 | 2,305 | 54.7 | 659 | 15.6 | 316 | 7.5 | 416 | 9.9 | 4,216 | 1.43 $\frac{1}{2}$ |

ANNUAL EARNINGS OF EMPLOYÉS IN LEADING OCCUPATIONS OF SIXTY SYSTEMS OR ROADS—Concluded.

Employés paid by the mile, trip, piece, contract, or commission are included.

SWITCHMEN—Concluded.

| Road number. | Under \$101. | | \$101 to \$300. | | \$301 to \$600. | | \$601 to \$900. | | \$901 and over. | | Total persons. | Average earnings. |
|--------------|--------------|-----------|-----------------|-----------|-----------------|-----------|-----------------|-----------|-----------------|-----------|----------------|-------------------|
| | Number. | Per cent. | Number. | Per cent. | Number. | Per cent. | Number. | Per cent. | Number. | Per cent. | | |
| 18 | 23 | 82.2 | 3 | 10.7 | 2 | 7.1 | ..... | ..... | ..... | ..... | 28 | \$61 |
| 20 | 12 | 18.5 | 13 | 20.0 | 30 | 46.1 | 10 | 15.4 | ..... | ..... | 65 | 370 |
| 21 | 17 | 60.7 | 4 | 14.3 | 7 | 25.0 | ..... | ..... | ..... | ..... | 28 | 160 |
| 22 | 2 | 66.7 | 1 | 33.3 | ..... | ..... | ..... | ..... | ..... | ..... | 3 | 100 |
| 31 | 617 | 58.0 | 257 | 24.1 | 139 | 13.1 | 45 | 4.2 | 6 | 0.6 | 1,064 | 154 |
| 34 | 178 | 14.9 | 202 | 16.9 | 794 | 66.3 | 23 | 1.9 | ..... | ..... | 1,197 | 360 |
| 35 | 21 | 13.2 | 30 | 18.9 | 79 | 49.7 | 29 | 18.2 | ..... | ..... | 159 | 410 |
| 36 | 2 | 50.0 | 2 | 50.0 | ..... | ..... | ..... | ..... | ..... | ..... | 4 | 154 |
| 37 | 5 | 17.9 | 2 | 7.1 | 20 | 71.4 | 1 | 6.6 | ..... | ..... | 28 | 379 |
| 38 | 69 | 79.3 | 14 | 16.1 | 3 | 3.4 | 1 | 1.2 | ..... | ..... | 87 | 77 |
| 39 | 122 | 30.4 | 90 | 22.4 | 157 | 39.2 | 32 | 8.0 | ..... | ..... | 401 | 296 |
| 43 | 2 | 50.0 | 1 | 25.0 | 1 | 25.0 | ..... | ..... | ..... | ..... | 4 | 178 |
| 44 | 2 | 100.0 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 | 54 |
| 45 | 1 | 33.3 | 3 | ..... | 2 | 66.7 | ..... | ..... | ..... | ..... | 3 | 311 |
| 46 | 64 | 84.2 | 8 | 10.5 | 4 | 5.3 | ..... | ..... | ..... | ..... | 76 | 64 |
| 48 | 6 | 37.6 | 5 | 31.2 | 5 | 31.2 | ..... | ..... | ..... | ..... | 16 | 228 |
| 58 | 207 | 57.2 | 93 | 25.7 | 33 | 9.1 | 23 | 6.3 | 6 | 1.7 | 362 | 165 |
| | 1,579 | 37.0 | 859 | 20.2 | 1,552 | 36.4 | 255 | 6.0 | 17 | 0.4 | 4,262 | 264 |

TELEGRAPH OPERATORS.

[Including chief telegraph operators.]

| | | | | | | | | | | | | |
|----|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| 1 | ..... | ..... | ..... | ..... | 1 | 100.0 | ..... | ..... | ..... | ..... | 1 | \$315 |
| 2 | 11 | 26.8 | 11 | 26.8 | 11 | 26.8 | 7 | 17.1 | 1 | 2.5 | 41 | 334 |
| 3 | ..... | ..... | 1 | 100.0 | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 140 |
| 4 | 159 | 40.0 | 112 | 28.2 | 121 | 30.5 | 5 | 1.3 | ..... | ..... | 397 | 212 |
| 5 | 22 | 34.4 | 12 | 18.7 | 27 | 42.2 | 3 | 4.7 | ..... | ..... | 64 | 283 |
| 6 | 1 | 100.0 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 60 |
| 7 | 17 | 32.7 | 7 | 13.5 | 22 | 42.3 | 5 | 9.6 | 1 | 1.9 | 52 | 322 |
| 8 | 3 | 50.0 | 3 | 50.0 | ..... | ..... | ..... | ..... | ..... | ..... | 6 | 111 |
| 9 | 3 | 75.0 | 1 | 25.0 | ..... | ..... | ..... | ..... | ..... | ..... | 4 | 62 |
| 11 | 54 | 23.6 | 49 | 21.4 | 99 | 43.2 | 23 | 10.0 | 4 | 1.8 | 229 | 339 |
| 12 | 6 | 37.5 | 7 | 43.8 | 1 | 6.2 | 2 | 12.5 | ..... | ..... | 16 | 210 |
| 13 | 68 | 41.2 | 38 | 23.0 | 58 | 35.2 | 1 | 0.6 | ..... | ..... | 165 | 218 |
| 14 | 1 | 100.0 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 80 |
| 15 | 5 | 71.4 | ..... | ..... | 2 | 28.6 | ..... | ..... | ..... | ..... | 7 | 124 |
| 16 | 21 | 18.7 | 29 | 25.9 | 62 | 55.4 | ..... | ..... | ..... | ..... | 112 | 307 |
| 17 | 1 | 100.0 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 82 |
| 18 | 30 | 50.0 | 14 | 23.3 | 15 | 25.0 | 1 | 1.7 | ..... | ..... | 60 | 176 |
| 20 | 33 | 37.5 | 23 | 26.1 | 30 | 34.1 | 2 | 2.3 | ..... | ..... | 88 | 217 |
| 21 | 22 | 43.1 | 19 | 37.3 | 7 | 13.7 | 3 | 5.9 | ..... | ..... | 51 | 188 |
| 23 | ..... | ..... | 2 | 50.0 | 2 | 50.0 | ..... | ..... | ..... | ..... | 4 | 311 |
| 29 | 2 | 40.0 | 2 | 40.0 | 1 | 20.0 | ..... | ..... | ..... | ..... | 5 | 150 |
| 31 | 704 | 66.1 | 249 | 23.4 | 81 | 7.6 | 22 | 2.1 | 9 | 0.8 | 1,065 | 119 |
| 34 | 35 | 17.1 | 52 | 25.4 | 104 | 50.7 | 13 | 6.3 | 1 | 0.5 | 205 | 352 |
| 35 | 40 | 38.8 | 24 | 23.3 | 27 | 26.2 | 12 | 11.7 | ..... | ..... | 103 | 271 |
| 36 | 16 | 41.0 | 10 | 25.7 | 11 | 28.2 | 2 | 5.1 | ..... | ..... | 39 | 229 |
| 37 | 19 | 13.3 | 23 | 16.1 | 82 | 57.3 | 18 | 12.6 | 1 | 0.7 | 143 | 599 |
| 38 | 21 | 36.2 | 17 | 29.3 | 12 | 20.7 | 8 | 13.8 | ..... | ..... | 58 | 269 |
| 39 | 180 | 22.9 | 202 | 25.6 | 324 | 41.1 | 79 | 10.0 | 3 | 0.4 | 788 | 326 |
| 40 | 3 | 21.4 | 5 | 35.7 | 6 | 42.9 | ..... | ..... | ..... | ..... | 14 | 248 |
| 43 | 42 | 31.8 | 32 | 24.2 | 52 | 39.4 | 5 | 3.8 | 1 | 0.8 | 132 | 273 |
| 44 | 31 | 55.4 | 14 | 25.0 | 11 | 19.6 | ..... | ..... | ..... | ..... | 56 | 161 |
| 46 | 43 | 70.5 | 16 | 26.2 | 2 | 3.3 | ..... | ..... | ..... | ..... | 61 | 89 |
| 47 | 3 | 100.0 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 | 37 |
| 48 | ..... | ..... | ..... | ..... | 1 | 100.0 | ..... | ..... | ..... | ..... | 1 | 407 |
| 49 | ..... | ..... | 1 | 100.0 | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 300 |
| 53 | 16 | 43.3 | 12 | 32.4 | 9 | 24.3 | ..... | ..... | ..... | ..... | 37 | 172 |
| 56 | 1 | 50.0 | 1 | 50.0 | ..... | ..... | ..... | ..... | ..... | ..... | 2 | 56 |
| 58 | 101 | 50.0 | 55 | 27.2 | 43 | 21.3 | 3 | 1.5 | ..... | ..... | 202 | 176 |
| | 1,714 | 40.7 | 1,043 | 24.7 | 1,224 | 29.0 | 214 | 5.1 | 21 | 0.5 | 4,216 | 235 |

The following table differs materially from the preceding. It really is a condensation into 24 classes of Table II, Chapter IV, pp. 514-791. Table II shows for the whole sixty systems or roads the aggregate number of employes by groups of daily rates, in each occupation, with the days worked and amount earned in a year. The whole 1,106 specific

SUMMARY OF CLASSIFIED TIME AND EARNINGS FOR SIXTY SYSTEMS OR ROADS.

GROUPS OF RELATED OCCUPATIONS.

BRAKEMEN AND FLAGMEN.

[For specific occupations combined in this group see page 69.]

| | Number of employes. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | |
|----|---------------------|--|--|----------------|-----------------|------------------|------------------|------------------|------------------|------------------|--------------------|-----------------------|---|-------------------|-------------------|-------|-------|-------|-------|
| | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days. | 151 to 200 days. | 201 to 250 days. | 251 to 300 days. | 301 to 365 days. | 366 days and over. | 100 dollars and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 dolls. | | | | |
| 1 | 4 | Under \$0.21 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| 2 | 18 | \$0.21- .40 | ----- | ----- | 1 | ----- | ----- | 1 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| 3 | 122 | .41- .60 | 3 | 6 | 17 | 11 | 10 | 9 | 1 | 64 | 1 | 46 | 52 | 24 | ----- | ----- | ----- | ----- | ----- |
| 4 | 39 | .61- .80 | 4 | 4 | 4 | 2 | 5 | 2 | ----- | 17 | 1 | 15 | 7 | 17 | ----- | ----- | ----- | ----- | ----- |
| 5 | 712 | .81- 1.00 | 154 | 51 | 76 | 55 | 31 | 39 | 28 | 256 | 22 | 287 | 85 | 96 | 242 | ----- | ----- | ----- | ----- |
| 6 | 526 | 1.01- 1.20 | 65 | 52 | 49 | 35 | 37 | 24 | 32 | 216 | 13 | 154 | 70 | 57 | 126 | ----- | ----- | ----- | ----- |
| 7 | 638 | 1.21- 1.40 | 157 | 81 | 84 | 54 | 41 | 34 | 35 | 122 | 30 | 281 | 96 | 56 | 58 | ----- | ----- | ----- | ----- |
| 8 | 3,691 | 1.41- 1.60 | 1,281 | 488 | 556 | 342 | 226 | 137 | 169 | 349 | 93 | 1,974 | 581 | 318 | 243 | ----- | ----- | ----- | ----- |
| 9 | 8,576 | 1.61- 1.80 | 2,968 | 1,066 | 1,305 | 721 | 509 | 451 | 509 | 868 | 179 | 4,201 | 1,294 | 720 | 524 | ----- | ----- | ----- | ----- |
| 10 | 6,920 | 1.81- 2.00 | 1,989 | 922 | 1,022 | 580 | 393 | 350 | 590 | 953 | 121 | 2,957 | 1,026 | 571 | 402 | ----- | ----- | ----- | ----- |
| 11 | 360 | 2.01- 2.20 | 137 | 37 | 60 | 32 | 23 | 17 | 22 | 32 | ----- | 172 | 55 | 38 | 21 | ----- | ----- | ----- | ----- |
| 12 | 115 | 2.21- 2.40 | 23 | 16 | 14 | 11 | 6 | 6 | 16 | 23 | ----- | 36 | 15 | 10 | 6 | ----- | ----- | ----- | ----- |
| 13 | 259 | 2.41- 2.60 | 68 | 29 | 29 | 20 | 20 | 17 | 29 | 41 | 6 | 83 | 33 | 21 | 15 | ----- | ----- | ----- | ----- |
| 14 | 236 | 2.61- 2.80 | 96 | 43 | 42 | 20 | 10 | 7 | 6 | 12 | ----- | 117 | 43 | 30 | 8 | ----- | ----- | ----- | ----- |
| 15 | 1 | 3.01- 3.20 | 1 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| 22 | 217 | ----- | 6,946 | 2,795 | 3,259 | 1,886 | 1,313 | 1,144 | 1,437 | 2,970 | 467 | 10,432 | 3,371 | 1,958 | 1,645 | ----- | ----- | ----- | ----- |
| 3 | 737 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | 1,272 | 566 | 330 | 270 | ----- | ----- | ----- | ----- |
| 25 | 954 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 11,704 | 3,937 | 2,288 | 1,916 | ----- | ----- | ----- | ----- |

a Rate and time cannot be stated, as they worked by the trip or mile, or combinations of these with day work.

CLEANERS, WIPERS, ETC.

[For specific occupations combined in this group see page 69.]

| 1 | 32 | Under \$0.21 | ----- | 3 | 2 | 2 | 3 | 2 | ----- | 20 | ----- | 32 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
|----|-------|--------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| 2 | 50 | \$0.21- .40 | 3 | 2 | 3 | 7 | 4 | 5 | 1 | 25 | ----- | 33 | 17 | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| 3 | 65 | .41- .60 | 17 | 4 | 4 | 10 | 6 | 6 | 1 | 16 | 1 | 41 | 21 | 3 | ----- | ----- | ----- | ----- | ----- | ----- |
| 4 | 190 | .61- .80 | 28 | 14 | 25 | 16 | 11 | 14 | 59 | 7 | 78 | 38 | 69 | 5 | ----- | ----- | ----- | ----- | ----- | ----- |
| 5 | 964 | .81- 1.00 | 204 | 113 | 151 | 75 | 84 | 55 | 62 | 185 | 35 | 475 | 164 | 141 | 175 | ----- | ----- | ----- | ----- | ----- |
| 6 | 1,592 | 1.01- 1.20 | 227 | 158 | 217 | 156 | 127 | 99 | 117 | 367 | 124 | 555 | 270 | 186 | 327 | ----- | ----- | ----- | ----- | ----- |
| 7 | 2,424 | 1.21- 1.40 | 557 | 341 | 429 | 233 | 157 | 112 | 127 | 351 | 117 | 1,164 | 409 | 214 | 192 | ----- | ----- | ----- | ----- | ----- |
| 8 | 992 | 1.41- 1.60 | 141 | 103 | 150 | 103 | 69 | 56 | 68 | 240 | 62 | 302 | 162 | 108 | 73 | ----- | ----- | ----- | ----- | ----- |
| 9 | 182 | 1.61- 1.80 | 41 | 13 | 41 | 14 | 13 | 15 | 9 | 29 | 7 | 60 | 39 | 16 | 17 | ----- | ----- | ----- | ----- | ----- |
| 10 | 25 | 1.81- 2.00 | 5 | 2 | 6 | 1 | 2 | ----- | ----- | 7 | 2 | 3 | 5 | 1 | 2 | ----- | ----- | ----- | ----- | ----- |
| 11 | 8 | 2.01- 2.20 | 3 | ----- | 1 | ----- | ----- | ----- | ----- | 3 | ----- | 3 | 1 | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| 12 | 6 | 2.21- 2.40 | 1 | ----- | 1 | 1 | ----- | ----- | ----- | 1 | ----- | 1 | ----- | 1 | ----- | ----- | ----- | ----- | ----- | ----- |
| 13 | 4 | 2.41- 2.60 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| 14 | 1 | 2.61- 2.80 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| 6 | 535 | ----- | 1,227 | 753 | 1,030 | 618 | 481 | 362 | 400 | 1,308 | 356 | 2,752 | 1,126 | 739 | 702 | ----- | ----- | ----- | ----- | ----- |
| 48 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | 4 | 10 | 9 | 4 | ----- | ----- | ----- | ----- | ----- |
| 6 | 583 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 2,756 | 1,136 | 748 | 796 | ----- | ----- | ----- | ----- | ----- |

a Rate and time cannot be stated, as they worked by the day and piece combined.

occupations are thus separately exhibited there. Here, as has just been said, these 1,106 occupations are condensed into 24 classes. The facts shown are the same. The composition of each class can be seen by reference to the pages noted.

SUMMARY OF CLASSIFIED TIME AND EARNINGS FOR SIXTY SYSTEMS OR ROADS.

GROUPS OF RELATED OCCUPATIONS.

BRAKEMEN AND FLAGMEN.

[For specific occupations combined in this group see page 69.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | |
|---|----------------------|----------------------|----------------------|----------------------|-----------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------------|
| 401 to 500 dolls. | 501 to 600 dolls. | 601 to 700 dolls. | 701 to 800 dolls. | 801 to 900 dolls. | 901 to 1000 dolls. | 1001 to 1100 dolls. | 1101 to 1200 dolls. | 1201 to 1300 dolls. | 1301 to 1400 dolls. | 1401 to 1500 dolls. | 1501 to 1600 dolls. | 1601 to 1700 dolls. | 1701 to 1800 dolls. | 1801 to 1900 dolls. | 1901 to 2000 dolls. | 2001 dolls and over |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 4 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 5 |
| 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 6 |
| 119 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 7 |
| 133 | 14 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 8 |
| 259 | 267 | 44 | 5 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 9 |
| 545 | 842 | 297 | 51 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 10 |
| 390 | 725 | 664 | 139 | 41 | 5 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 11 |
| 13 | 21 | 31 | 8 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 12 |
| 4 | 10 | 15 | 16 | 3 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 13 |
| 13 | 16 | 16 | 32 | 21 | 8 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 14 |
| 8 | 7 | 7 | 4 | 4 | 8 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 15 |
| | | | | | | | | | | | | | | | | |
| 1,486 | 1,902 | 1,074 | 255 | 72 | 21 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 269 | 442 | 373 | 184 | 29 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 1,755 | 2,344 | 1,447 | 439 | 101 | 23 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |

CLEANERS, WIPERS, ETC.

[For specific occupations combined in this group see page 69.]

| | | | | | | | | | | | | | | | | |
|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 4 |
| 8 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 5 |
| 241 | 13 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 6 |
| 384 | 60 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 7 |
| 158 | 172 | 16 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 8 |
| 10 | 23 | 15 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 9 |
| ..... | ..... | 7 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 10 |
| 1 | ..... | 1 | 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 11 |
| ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 12 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 13 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 14 |
| | | | | | | | | | | | | | | | | |
| 802 | 270 | 40 | 6 | 8 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 8 | 10 | 3 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 810 | 280 | 43 | 6 | 8 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |

SUMMARY OF CLASSIFIED TIME AND EARNINGS FOR SIXTY SYSTEMS OR ROADS—Continued.

GROUPS OF RELATED OCCUPATIONS—continued.

CONDUCTORS AND PILOTS.

[For specific occupations combined in this group see page 69.]

| | Number of employ- ees. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | |
|----|---------------------------|--|--|-------------------------|--------------------------|---------------------------|--------------------------|--------------------------|--------------------------|---------------------------|-----------------------------|-------------------------------|---|----------------------------|----------------------------|--|--|--|--|----|----|---|----|
| | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days. | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days. | 366 days and over. | 100 dolls. and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 dolls. | | | | | | | | |
| 1 | 2 | \$0.41-\$0.60 | 1 | 1 | | | | | | | | | | | | | | | | | | | |
| 2 | 11 | .81-1.00 | 9 | 2 | | | | | | | | | | | | | | | | | 2 | | |
| 3 | 1 | 1.01-1.20 | | | | | | | | | | | | | | | | | | 11 | | | |
| 4 | 11 | 1.21-1.40 | 2 | | 2 | 1 | | | | 2 | 1 | | 2 | 1 | | | | | | | 2 | 1 | 2 |
| 5 | 20 | 1.41-1.60 | 4 | 5 | 3 | 2 | 1 | 2 | | | | | 3 | | | | | | | | 10 | 3 | 2 |
| 6 | 80 | 1.61-1.80 | 12 | 9 | 5 | 11 | 2 | 6 | 5 | 17 | 13 | | | | | | | | | | 21 | 7 | 11 |
| 7 | 435 | 1.81-2.00 | 70 | 38 | 44 | 38 | 21 | 31 | 38 | 133 | 22 | 109 | 44 | 38 | 18 | | | | | | | | |
| 8 | 274 | 2.01-2.20 | 52 | 30 | 24 | 19 | 23 | 5 | 25 | 86 | 10 | 81 | 23 | 16 | 22 | | | | | | | | |
| 9 | 600 | 2.21-2.40 | 93 | 48 | 64 | 48 | 27 | 39 | 50 | 215 | 16 | 123 | 67 | 47 | 27 | | | | | | | | |
| 10 | 1,135 | 2.41-2.60 | 142 | 56 | 89 | 88 | 63 | 75 | 162 | 354 | 106 | 176 | 73 | 75 | 68 | | | | | | | | |
| 11 | 1,131 | 2.61-2.80 | 178 | 91 | 130 | 86 | 69 | 71 | 177 | 284 | 45 | 231 | 108 | 76 | 68 | | | | | | | | |
| 12 | 897 | 2.81-3.00 | 176 | 64 | 77 | 60 | 48 | 59 | 86 | 272 | 55 | 209 | 69 | 39 | 45 | | | | | | | | |
| 13 | 213 | 3.01-3.20 | 11 | 4 | 7 | 4 | 12 | 14 | 20 | 124 | 17 | 13 | 5 | 4 | 3 | | | | | | | | |
| 14 | 214 | 3.21-3.40 | 31 | 7 | 18 | 9 | 14 | 7 | 18 | 110 | | 34 | 8 | 13 | 6 | | | | | | | | |
| 15 | 60 | 3.41-3.60 | 8 | 1 | 10 | 1 | 2 | 4 | 9 | 25 | | 8 | 3 | 4 | 5 | | | | | | | | |
| 16 | 21 | 3.61-3.80 | 4 | 1 | 4 | 3 | 1 | | 5 | 3 | | 4 | 2 | 2 | 1 | | | | | | | | |
| 17 | 79 | 3.81-4.00 | 1 | | 2 | 1 | 1 | | 2 | 45 | 1 | 1 | | 1 | 1 | | | | | | | | |
| 18 | 12 | 4.41-4.60 | | | | | | | 5 | 7 | | | | | | | | | | | | | |
| | 5,196 | | 794 | 354 | 482 | 371 | 284 | 317 | 627 | 1,680 | 287 | 1,036 | 414 | 320 | 262 | | | | | | | | |
| | 950 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | 53 | 57 | 55 | 56 | | | | | | | | |
| | 6,146 | | | | | | | | | | | 1,089 | 471 | 384 | 318 | | | | | | | | |

a Rate and time cannot be stated, as they worked by the trip or mile, or combinations of these with day work.

EMPLOYEES IN TELEGRAPH AND ELECTRIC LIGHT SERVICE.

[For specific occupations combined in this group see page 69.]

| 1 | 30 | Under \$0.21 | 3 | 5 | 5 | 2 | | | 2 | 12 | 1 | 30 | | | | | | | | | | | | | |
|----|-------|--------------|-------|-----|-----|-----|-----|-----|-----|-------|----|-------|-----|-----|-----|--|--|--|--|--|--|--|--|--|--|
| 2 | 106 | \$0.21-.40 | 17 | 8 | 22 | 10 | 15 | 5 | 5 | 22 | 2 | 86 | 20 | | | | | | | | | | | | |
| 3 | 106 | .41-.60 | 24 | 7 | 8 | 8 | 12 | 6 | 5 | 36 | | 60 | 41 | 5 | | | | | | | | | | | |
| 4 | 151 | .61-.80 | 39 | 30 | 22 | 9 | 7 | 7 | 4 | 33 | | 99 | 17 | 35 | | | | | | | | | | | |
| 5 | 393 | .81-1.00 | 79 | 69 | 58 | 26 | 29 | 21 | 16 | 93 | 2 | 208 | 60 | 69 | 56 | | | | | | | | | | |
| 6 | 631 | 1.01-1.20 | 156 | 107 | 115 | 53 | 48 | 25 | 23 | 100 | 4 | 355 | 100 | 53 | 56 | | | | | | | | | | |
| 7 | 1,080 | 1.21-1.40 | 225 | 115 | 148 | 84 | 82 | 56 | 67 | 285 | 18 | 420 | 157 | 99 | 111 | | | | | | | | | | |
| 8 | 1,000 | 1.41-1.60 | 275 | 128 | 152 | 73 | 53 | 57 | 33 | 218 | 11 | 470 | 143 | 74 | 59 | | | | | | | | | | |
| 9 | 743 | 1.61-1.80 | 178 | 72 | 72 | 47 | 44 | 44 | 46 | 222 | 18 | 270 | 75 | 54 | 53 | | | | | | | | | | |
| 10 | 441 | 1.81-2.00 | 86 | 49 | 49 | 26 | 42 | 16 | 20 | 144 | 9 | 138 | 47 | 34 | 36 | | | | | | | | | | |
| 11 | 265 | 2.01-2.20 | 88 | 27 | 46 | 23 | 18 | 11 | 8 | 42 | 2 | 109 | 49 | 24 | 17 | | | | | | | | | | |
| 12 | 102 | 2.21-2.40 | 25 | 16 | 17 | 5 | 3 | 6 | 2 | 28 | | 39 | 14 | 9 | 3 | | | | | | | | | | |
| 13 | 51 | 2.41-2.60 | 9 | 6 | 9 | 3 | 5 | 3 | 3 | 12 | 1 | 13 | 7 | 5 | 3 | | | | | | | | | | |
| 14 | 68 | 2.61-2.80 | 18 | 11 | 10 | 4 | 2 | 1 | 4 | 15 | 3 | 23 | 11 | 9 | | | | | | | | | | | |
| 15 | 6 | 2.81-3.00 | 4 | | | | | | | | | 4 | 1 | | | | | | | | | | | | |
| 16 | 4 | 3.01-3.20 | | | | | | | | | | | 1 | | | | | | | | | | | | |
| 17 | 7 | 3.21-3.40 | | | | | | | | | | | 1 | 1 | | | | | | | | | | | |
| 18 | 4 | 3.61-3.80 | 1 | | 1 | 1 | | | | | | 1 | | 1 | | | | | | | | | | | |
| 19 | 5 | 4.01-4.20 | | | | | | | | | | | | | | | | | | | | | | | |
| | 5,193 | | 1,227 | 650 | 738 | 374 | 360 | 258 | 238 | 1,277 | 71 | 2,325 | 744 | 472 | 394 | | | | | | | | | | |

SUMMARY OF CLASSIFIED TIME AND EARNINGS FOR SIXTY SYSTEMS OR ROADS—Continued.

GROUPS OF RELATED OCCUPATIONS—continued.

CONDUCTORS AND PILOTS.

[For specific occupations combined in this group see page 69.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | |
|---|----------------------|----------------------|----------------------|----------------------|-----------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------------|
| 401 to 500 dolls. | 501 to 600 dolls. | 601 to 700 dolls. | 701 to 800 dolls. | 801 to 900 dolls. | 901 to 1000 dolls. | 1001 to 1100 dolls. | 1101 to 1200 dolls. | 1201 to 1300 dolls. | 1301 to 1400 dolls. | 1401 to 1500 dolls. | 1501 to 1600 dolls. | 1601 to 1700 dolls. | 1701 to 1800 dolls. | 1801 to 1900 dolls. | 1901 to 2000 dolls. | 2001 dolls and over |
| | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | 2 |
| | | | | | | | | | | | | | | | | 3 |
| | | | | | | | | | | | | | | | | 4 |
| | | | | | | | | | | | | | | | | 5 |
| | | | | | | | | | | | | | | | | 6 |
| | | | | | | | | | | | | | | | | 7 |
| | | | | | | | | | | | | | | | | 8 |
| | | | | | | | | | | | | | | | | 9 |
| | | | | | | | | | | | | | | | | 10 |
| | | | | | | | | | | | | | | | | 11 |
| | | | | | | | | | | | | | | | | 12 |
| | | | | | | | | | | | | | | | | 13 |
| | | | | | | | | | | | | | | | | 14 |
| | | | | | | | | | | | | | | | | 15 |
| | | | | | | | | | | | | | | | | 16 |
| | | | | | | | | | | | | | | | | 17 |
| | | | | | | | | | | | | | | | | 18 |
| 232 | 261 | 406 | 633 | 630 | 452 | 329 | 158 | 34 | 12 | 8 | | | | | | |
| 47 | 39 | 47 | 61 | 128 | 166 | 135 | 51 | 33 | 7 | 6 | 9 | | | | | |
| 279 | 300 | 453 | 694 | 758 | 618 | 464 | 209 | 67 | 19 | 14 | 9 | | | | | |

EMPLOYÉS IN TELEGRAPH AND ELECTRIC LIGHT SERVICE.

[For specific occupations combined in this group see page 69.]

| | | | | | | | | | | | | | | | | | |
|-----|-----|-----|-----|----|----|---|---|--|---|---|--|--|--|--|--|--|----|
| | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | 2 |
| | | | | | | | | | | | | | | | | | 3 |
| | | | | | | | | | | | | | | | | | 4 |
| | | | | | | | | | | | | | | | | | 5 |
| | | | | | | | | | | | | | | | | | 6 |
| | | | | | | | | | | | | | | | | | 7 |
| | | | | | | | | | | | | | | | | | 8 |
| | | | | | | | | | | | | | | | | | 9 |
| | | | | | | | | | | | | | | | | | 10 |
| | | | | | | | | | | | | | | | | | 11 |
| | | | | | | | | | | | | | | | | | 12 |
| | | | | | | | | | | | | | | | | | 13 |
| | | | | | | | | | | | | | | | | | 14 |
| | | | | | | | | | | | | | | | | | 15 |
| | | | | | | | | | | | | | | | | | 16 |
| | | | | | | | | | | | | | | | | | 17 |
| | | | | | | | | | | | | | | | | | 18 |
| | | | | | | | | | | | | | | | | | 19 |
| 541 | 406 | 138 | 107 | 35 | 16 | 2 | 7 | | 1 | 5 | | | | | | | |

SUMMARY OF CLASSIFIED TIME AND EARNINGS FOR SIXTY SYSTEMS OR ROADS—Continued.

GROUPS OF RELATED OCCUPATIONS—continued.

EMPLOYÉS IN SURVEYING AND CIVIL ENGINEERING SERVICE.

[For specific occupations combined in this group see page 70.]

| Number of employ-és. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | |
|----------------------|--|--|----------------|-----------------|------------------|-----------------|-----------------|-----------------|------------------|--------------------|---|-------------------|-------------------|-------------------|----|
| | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days. | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days. | 366 days and over. | 100 dolls. and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 dolls. | |
| 1 | 5 | \$0.61-\$0.80 | 1 | | | | 2 | | 2 | | | 2 | 1 | 2 | |
| 2 | 18 | .81- 1.00 | 7 | 4 | 2 | | 1 | 2 | | 1 | 1 | 13 | 2 | 2 | 1 |
| 3 | 5 | 1.01- 1.20 | 2 | 1 | 1 | | | | 1 | | | 4 | | | 1 |
| 4 | 75 | 1.21- 1.40 | 20 | 15 | 16 | 11 | 4 | 2 | 3 | 4 | | 45 | 17 | 6 | 3 |
| 5 | 117 | 1.41- 1.60 | 31 | 16 | 30 | 5 | 14 | 6 | 9 | 6 | | 58 | 21 | 13 | 11 |
| 6 | 61 | 1.61- 1.80 | 20 | 9 | 9 | 2 | 8 | 3 | 2 | 8 | | 35 | 3 | 8 | 5 |
| 7 | 61 | 1.81- 2.00 | 25 | 8 | 5 | 4 | 6 | 1 | 3 | 9 | | 33 | 6 | 3 | 5 |
| 8 | 8 | 2.01- 2.20 | 1 | | 1 | 1 | 1 | 1 | | 3 | | 1 | 1 | 1 | 1 |
| 9 | 18 | 2.21- 2.40 | 3 | 1 | 2 | 1 | 2 | 1 | 7 | 1 | | 4 | 1 | 2 | |
| 10 | 39 | 2.41- 2.60 | 5 | 3 | 10 | 5 | 5 | 1 | 4 | 6 | | 8 | 5 | 7 | 4 |
| 11 | 12 | 2.61- 2.80 | 1 | 1 | 1 | 2 | | 3 | 2 | 2 | | 2 | | 3 | |
| 12 | 23 | 2.81- 3.00 | 3 | 2 | 4 | | 1 | 3 | 3 | 7 | | 4 | 1 | 4 | |
| 13 | 1 | 3.01- 3.20 | | | | | | | | 1 | | | | | |
| 14 | 35 | 3.21- 3.40 | 2 | 2 | 3 | 4 | 3 | 2 | 7 | 11 | 1 | 2 | 3 | 2 | 4 |
| 15 | 1 | 3.41- 3.60 | | | | | | 1 | | | | | | | |
| 16 | 6 | 3.61- 3.80 | | | 1 | 1 | | | | 4 | | | | 1 | |
| 17 | 5 | 3.81- 4.00 | 1 | | | | 2 | 1 | 1 | | | 1 | | | |
| 18 | 18 | 4.01- 4.20 | 1 | 2 | | | | 3 | | 12 | | 1 | 2 | | |
| 19 | 1 | 4.21- 4.40 | | | | | | | | 1 | | | | | |
| 20 | 1 | 4.61- 4.80 | | | | | 1 | | | | | | | | |
| 21 | 11 | 4.81- 5.00 | 1 | 1 | 1 | 2 | 1 | 1 | | 4 | | 1 | | 1 | 1 |
| 22 | 3 | 5.41- 5.60 | | | | | | | | 3 | | | | | |
| 23 | 5 | 5.61- 5.80 | | 1 | | | 1 | 1 | | 1 | | | | 1 | |
| 24 | 1 | 6.01- 6.20 | | | | | | | | 1 | | | | | |
| 25 | 4 | 6.41- 6.60 | | | | | | | | 3 | | | | | |
| 534 | | | 124 | 66 | 86 | 41 | 53 | 28 | 39 | 94 | 3 | 214 | 63 | 56 | 36 |
| 1 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | | | | |
| 535 | | | | | | | | | | | | 214 | 63 | 56 | 36 |

a Rate and time cannot be stated, as this employé worked by the piece.

CHAPTER III.—TIME AND EARNINGS—ANALYSIS OF TABLES. 113

SUMMARY OF CLASSIFIED TIME AND EARNINGS FOR SIXTY SYSTEMS OR ROADS—Continued.

GROUPS OF RELATED OCCUPATIONS—continued.

EMPLOYÉS IN SURVEYING AND CIVIL ENGINEERING SERVICE.

[For specific occupations combined in this group see page 70.]

NUMBER EARNING THE AMOUNT STATED IN ONE YEAR.

| 401 to 500 dolls. | 501 to 600 dolls. | 601 to 700 dolls. | 701 to 800 dolls. | 801 to 900 dolls. | 901 to 1000 dolls. | 1001 to 1100 dolls. | 1101 to 1200 dolls. | 1201 to 1300 dolls. | 1301 to 1400 dolls. | 1401 to 1500 dolls. | 1501 to 1600 dolls. | 1601 to 1700 dolls. | 1701 to 1800 dolls. | 1801 to 1900 dolls. | 1901 to 2000 dolls. | 2001 to 2000 dolls. | 2001 dolls. and over |
|----------------------|----------------------|----------------------|----------------------|----------------------|-----------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|-------------------------------|
| | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | 2 |
| | | | | | | | | | | | | | | | | | 3 |
| | | | | | | | | | | | | | | | | | 4 |
| | | | | | | | | | | | | | | | | | 5 |
| | | | | | | | | | | | | | | | | | 6 |
| | | | | | | | | | | | | | | | | | 7 |
| | | | | | | | | | | | | | | | | | 8 |
| | | | | | | | | | | | | | | | | | 9 |
| | | | | | | | | | | | | | | | | | 10 |
| | | | | | | | | | | | | | | | | | 11 |
| | | | | | | | | | | | | | | | | | 12 |
| | | | | | | | | | | | | | | | | | 13 |
| | | | | | | | | | | | | | | | | | 14 |
| | | | | | | | | | | | | | | | | | 15 |
| | | | | | | | | | | | | | | | | | 16 |
| | | | | | | | | | | | | | | | | | 17 |
| | | | | | | | | | | | | | | | | | 18 |
| | | | | | | | | | | | | | | | | | 19 |
| | | | | | | | | | | | | | | | | | 20 |
| | | | | | | | | | | | | | | | | | 21 |
| | | | | | | | | | | | | | | | | | 22 |
| | | | | | | | | | | | | | | | | | a 1 |
| | | | | | | | | | | | | | | | | | b 1 |
| | | | | | | | | | | | | | | | | | c 3 |
| | | | | | | | | | | | | | | | | | 25 |
| 25 | 25 | 19 | 22 | 18 | 8 | 6 | 11 | 1 | 3 | 13 | 1 | 2 | 3 | | | | 5 |
| 1 | | | | | | | | | | | | | | | | | |
| 26 | 25 | 19 | 22 | 18 | 8 | 6 | 11 | 1 | 3 | 13 | 1 | 2 | 3 | | | | 5 |

a \$2,100.

b \$2,249.

c One \$2,100, one \$2,200, one \$2,400.

H. Ex. 336—8

SUMMARY OF CLASSIFIED TIME AND EARNINGS FOR SIXTY SYSTEMS OR ROADS—Continued.

GROUPS OF RELATED OCCUPATIONS—continued.

EMPLOYÉS IN ADMINISTRATIVE AND CLERICAL SERVICE, INCLUDING STATION AGENTS.

[For specific occupations combined in this group see page 70.]

| Number of employes. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | |
|---------------------|--|--|----------------|-----------------|------------------|-----------------|-----------------|-----------------|------------------|--------------------|----------------------|---|-------------------|-------------------|-------|-------|
| | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days. | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days. | 366 days and over. | 100 dolls. and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 dolls. | | |
| 1 | 141 | Under \$0.21 | 28 | 11 | 21 | 13 | 8 | 6 | 8 | 45 | 1 | 141 | ..... | ..... | ..... | ..... |
| 2 | 318 | \$0.21- .40 | 16 | 33 | 40 | 21 | 31 | 16 | 22 | 131 | 8 | 212 | 106 | ..... | ..... | ..... |
| 3 | 576 | .41- .60 | 54 | 57 | 66 | 50 | 58 | 46 | 26 | 204 | 15 | 285 | 262 | 29 | ..... | ..... |
| 4 | 563 | .61- .80 | 39 | 34 | 73 | 51 | 46 | 37 | 30 | 226 | 27 | 202 | 109 | 251 | ..... | ..... |
| 5 | 1,245 | .81- 1.00 | 128 | 118 | 141 | 117 | 100 | 73 | 67 | 462 | 39 | 418 | 213 | 305 | 309 | ..... |
| 6 | 902 | 1.01- 1.20 | 85 | 65 | 95 | 87 | 91 | 73 | 45 | 322 | 39 | 225 | 157 | 129 | ..... | ..... |
| 7 | 1,768 | 1.21- 1.40 | 165 | 123 | 181 | 165 | 135 | 123 | 89 | 693 | 94 | 379 | 278 | 186 | ..... | ..... |
| 8 | 1,656 | 1.41- 1.60 | 149 | 93 | 134 | 129 | 107 | 92 | 84 | 786 | 82 | 296 | 185 | 132 | ..... | ..... |
| 9 | 2,205 | 1.61- 1.80 | 181 | 158 | 218 | 150 | 132 | 109 | 122 | 1,041 | 94 | 409 | 231 | 156 | ..... | ..... |
| 10 | 1,926 | 1.81- 2.00 | 133 | 126 | 170 | 121 | 96 | 87 | 103 | 991 | 99 | 260 | 188 | 122 | ..... | ..... |
| 11 | 633 | 2.01- 2.20 | 25 | 28 | 49 | 30 | 33 | 26 | 35 | 376 | 31 | 53 | 44 | 34 | ..... | ..... |
| 12 | 492 | 2.21- 2.40 | 28 | 29 | 35 | 25 | 28 | 24 | 26 | 279 | 18 | 51 | 31 | 26 | ..... | ..... |
| 13 | 713 | 2.41- 2.60 | 39 | 38 | 53 | 39 | 47 | 40 | 31 | 400 | 26 | 66 | 49 | 39 | ..... | ..... |
| 14 | 454 | 2.61- 2.80 | 11 | 24 | 27 | 15 | 22 | 20 | 17 | 288 | 30 | 30 | 19 | 16 | ..... | ..... |
| 15 | 298 | 2.81- 3.00 | 11 | 9 | 28 | 18 | 28 | 24 | 20 | 151 | 9 | 17 | 14 | 17 | ..... | ..... |
| 16 | 67 | 3.01- 3.20 | 1 | 2 | 4 | 4 | 1 | 3 | 5 | 47 | ..... | 2 | 2 | 2 | ..... | ..... |
| 17 | 403 | 3.21- 3.40 | 11 | 14 | 32 | 28 | 12 | 21 | 15 | 254 | 16 | 20 | 13 | 23 | ..... | ..... |
| 18 | 37 | 3.41- 3.60 | ..... | ..... | 2 | 3 | 1 | 2 | ..... | 27 | 2 | ..... | ..... | 1 | ..... | ..... |
| 19 | 119 | 3.61- 3.80 | 2 | 6 | 9 | 7 | 8 | 8 | 3 | 68 | 8 | 2 | 5 | 4 | ..... | ..... |
| 20 | 64 | 3.81- 4.00 | 2 | 3 | 2 | 3 | 3 | 3 | 3 | 39 | 6 | 2 | 3 | 1 | ..... | ..... |
| 21 | 154 | 4.01- 4.20 | 2 | 7 | 12 | 5 | 8 | 11 | 10 | 94 | 5 | 2 | 7 | 5 | ..... | ..... |
| 22 | 12 | 4.21- 4.40 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | 9 | ..... | ..... | ..... | 1 | ..... | ..... |
| 23 | 39 | 4.41- 4.60 | ..... | ..... | 2 | 2 | 4 | ..... | ..... | 25 | 2 | ..... | ..... | 1 | ..... | ..... |
| 24 | 9 | 4.61- 4.80 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | 6 | ..... | ..... | ..... | ..... | ..... | ..... |
| 25 | 91 | 4.81- 5.00 | 2 | 4 | 6 | 5 | 6 | 2 | 5 | 57 | 4 | 2 | 4 | 2 | ..... | ..... |
| 26 | 2 | 5.01- 5.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 | ..... | ..... | ..... | ..... | ..... | ..... |
| 27 | 25 | 5.41- 5.60 | ..... | 1 | 6 | ..... | ..... | 1 | ..... | 14 | 2 | ..... | ..... | 2 | ..... | ..... |
| 28 | 15 | 5.61- 5.80 | ..... | ..... | 1 | 1 | ..... | 1 | ..... | 11 | ..... | ..... | ..... | ..... | ..... | ..... |
| 29 | 1 | 6.01- 6.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... |
| 30 | 4 | 6.21- 6.40 | ..... | 1 | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | 1 | ..... | ..... |
| 31 | 19 | 6.41- 6.60 | ..... | ..... | 2 | ..... | 2 | ..... | ..... | 15 | ..... | ..... | ..... | ..... | ..... | ..... |
| 32 | 1 | 6.61- 6.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... |
| 33 | 7 | 6.81- 7.00 | ..... | ..... | ..... | ..... | ..... | 1 | ..... | 6 | ..... | ..... | ..... | ..... | ..... | ..... |
| 34 | 3 | 7.21- 7.40 | ..... | ..... | ..... | ..... | ..... | 1 | ..... | 2 | ..... | ..... | ..... | ..... | ..... | ..... |
| 35 | 1 | 8.81- 9.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... |
| 14,963 | ..... | ..... | 1,112 | 985 | 1,410 | 1,089 | 1,010 | 855 | 769 | 7,075 | 658 | 3,074 | 1,921 | 1,484 | 1,090 | ..... |
| 1,056 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | 3,399 | 2,113 | 1,605 | 1,169 | 79 |
| 16,019 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |

a Rate and time cannot be stated, as they worked by the trip or commission, or combinations of these with day work.

SUMMARY OF CLASSIFIED TIME AND EARNINGS FOR SIXTY SYSTEMS OR ROADS—Continued.

GROUPS OF RELATED OCCUPATIONS—continued.

EMPLOYÉS IN ADMINISTRATIVE AND CLERICAL SERVICE, INCLUDING STATION AGENTS.

[For specific occupations combined in this group see page 70.]

NUMBER EARNING THE AMOUNT STATED IN ONE YEAR.

| 401 to 500 | 501 to 600 | 601 to 700 | 701 to 800 | 801 to 900 | 901 to 1000 | 1001 to 1100 | 1101 to 1200 | 1201 to 1300 | 1301 to 1400 | 1401 to 1500 | 1501 to 1600 | 1601 to 1700 | 1701 to 1800 | 1801 to 1900 | 1901 to 2000 | 2001 to 2000 | dolls and over. | |
|------------|------------|------------|------------|------------|-------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-----------------|-----|
| | | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | | 2 |
| | | | | | | | | | | | | | | | | | | 3 |
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| | | | | | | | | | | | | | | | | | | 6 |
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| | | | | | | | | | | | | | | | | | | 9 |
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| | | | | | | | | | | | | | | | | | | 11 |
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| | | | | | | | | | | | | | | | | | | 13 |
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| | | | | | | | | | | | | | | | | | | 15 |
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| | | | | | | | | | | | | | | | | | | 19 |
| | | | | | | | | | | | | | | | | | | 20 |
| | | | | | | | | | | | | | | | | | | 21 |
| | | | | | | | | | | | | | | | | | | 22 |
| | | | | | | | | | | | | | | | | | | 23 |
| | | | | | | | | | | | | | | | | | | 24 |
| | | | | | | | | | | | | | | | | | | 25 |
| | | | | | | | | | | | | | | | | | | 26 |
| | | | | | | | | | | | | | | | | | | 27 |
| | | | | | | | | | | | | | | | | | | 28 |
| | | | | | | | | | | | | | | | | | | a 5 |
| | | | | | | | | | | | | | | | | | | b 1 |
| | | | | | | | | | | | | | | | | | | c 1 |
| | | | | | | | | | | | | | | | | | | d 1 |
| | | | | | | | | | | | | | | | | | | e 6 |
| | | | | | | | | | | | | | | | | | | f 2 |
| | | | | | | | | | | | | | | | | | | g 1 |
| | | | | | | | | | | | | | | | | | | 35 |
| 1,601 | 1,970 | 909 | 1,024 | 668 | 292 | 226 | 281 | 73 | 83 | 112 | 18 | 24 | 62 | 5 | 20 | | | 31 |
| 97 | 75 | 55 | 36 | 37 | 12 | 9 | 2 | 7 | 1 | 1 | 1 | ..... | 1 | 2 | 1 | ..... | ..... | 32 |
| 1,698 | 2,045 | 964 | 1,060 | 705 | 304 | 235 | 283 | 80 | 84 | 113 | 14 | 24 | 63 | 7 | 21 | ..... | ..... | 33 |

a \$2,100. b \$2,200. c One \$2,278, one \$2,299, one \$2,300, one \$2,377, one \$2,395, nine \$2,400. d \$2,400.
e One \$2,484, one \$2,493, one \$2,499, three \$2,500. f \$2,700. g \$2,792. h One \$2,278, one \$2,377.

SUMMARY OF CLASSIFIED TIME AND EARNINGS FOR SIXTY SYSTEMS OR ROADS—Continued.

GROUPS OF RELATED OCCUPATIONS—continued.

EMPLOYÉS IN DEPOTS, STATIONS, YARDS, WAREHOUSES, ETC.

[For specific occupations combined in this group see pages 70 and 71.]

| Number of employ- ees. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | |
|---------------------------|--|--|----------------|-----------------|------------------|------------------|------------------|------------------|------------------|--------------------|----------------------|---|-------------------|-------------------|-------|-------|
| | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days. | 151 to 200 days. | 201 to 250 days. | 251 to 300 days. | 301 to 365 days. | 366 days and over. | 100 dolls. and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 dolls. | | |
| 1 | 183 | Under \$0.21 | 2 | 15 | 28 | 9 | 19 | 11 | 14 | 81 | 4 | 183 | ..... | ..... | ..... | ..... |
| 2 | 219 | \$0.21- .40 | 15 | 32 | 23 | 18 | 22 | 15 | 4 | 84 | 6 | 154 | 65 | ..... | ..... | ..... |
| 3 | 303 | .41- .60 | 65 | 36 | 35 | 29 | 18 | 24 | 13 | 78 | 5 | 182 | 105 | 16 | ..... | ..... |
| 4 | 387 | .61- .80 | 84 | 32 | 40 | 33 | 27 | 23 | 9 | 131 | 8 | 195 | 51 | 140 | 1 | ..... |
| 5 | 1,493 | .81- 1.00 | 318 | 172 | 204 | 131 | 100 | 74 | 80 | 386 | 28 | 711 | 231 | 224 | 322 | ..... |
| 6 | 4,329 | 1.01- 1.20 | 667 | 424 | 538 | 374 | 301 | 263 | 242 | 1,270 | 250 | 1,515 | 649 | 437 | 767 | ..... |
| 7 | 8,153 | 1.21- 1.40 | 1,886 | 761 | 998 | 653 | 495 | 470 | 404 | 2,171 | 315 | 3,253 | 1,100 | 683 | 709 | ..... |
| 8 | 4,372 | 1.41- 1.60 | 936 | 360 | 535 | 306 | 250 | 221 | 278 | 1,289 | 197 | 1,480 | 582 | 324 | 303 | ..... |
| 9 | 3,949 | 1.61- 1.80 | 864 | 331 | 445 | 316 | 230 | 230 | 325 | 1,093 | 115 | 1,294 | 464 | 318 | 289 | ..... |
| 10 | 1,814 | 1.81- 2.00 | 380 | 160 | 172 | 93 | 83 | 86 | 142 | 611 | 87 | 544 | 173 | 95 | 93 | ..... |
| 11 | 601 | 2.01- 2.20 | 137 | 52 | 63 | 28 | 25 | 27 | 45 | 203 | 21 | 186 | 60 | 31 | 25 | ..... |
| 12 | 387 | 2.21- 2.40 | 104 | 55 | 42 | 20 | 15 | 16 | 25 | 102 | 8 | 151 | 39 | 24 | 15 | ..... |
| 13 | 726 | 2.41- 2.60 | 228 | 90 | 101 | 52 | 46 | 28 | 23 | 154 | 14 | 284 | 105 | 55 | 37 | ..... |
| 14 | 599 | 2.61- 2.80 | 169 | 98 | 75 | 48 | 29 | 30 | 20 | 120 | 10 | 218 | 86 | 51 | 37 | ..... |
| 15 | 200 | 2.81- 3.00 | 29 | 15 | 18 | 14 | 17 | 9 | 13 | 83 | 2 | 40 | 13 | 9 | 11 | ..... |
| 16 | 29 | 3.01- 3.20 | 2 | 1 | 1 | 2 | 1 | 1 | 1 | 19 | 2 | 2 | 2 | ..... | ..... | ..... |
| 17 | 140 | 3.21- 3.40 | 6 | 8 | 8 | 6 | 11 | 8 | 6 | 81 | 6 | 9 | 7 | 5 | 6 | ..... |
| 18 | 10 | 3.41- 3.60 | 1 | ..... | 1 | ..... | ..... | 1 | ..... | 6 | 1 | 1 | 1 | ..... | ..... | ..... |
| 19 | 31 | 3.61- 3.80 | 1 | 2 | 2 | 1 | 1 | 1 | ..... | 18 | 5 | 1 | 2 | ..... | ..... | ..... |
| 20 | 20 | 3.81- 4.00 | 1 | ..... | ..... | 2 | 1 | 1 | ..... | 12 | 2 | 1 | ..... | ..... | ..... | ..... |
| 21 | 70 | 4.01- 4.20 | ..... | 4 | 7 | 4 | 1 | 5 | 1 | 48 | ..... | ..... | 4 | 3 | 4 | ..... |
| 22 | 7 | 4.21- 4.40 | 1 | ..... | ..... | 1 | 1 | 1 | ..... | 3 | ..... | ..... | ..... | ..... | ..... | ..... |
| 23 | 7 | 4.41- 4.60 | ..... | ..... | 1 | 2 | 1 | ..... | ..... | 3 | ..... | ..... | ..... | ..... | ..... | ..... |
| 24 | 3 | 4.61- 4.80 | ..... | ..... | ..... | ..... | ..... | 2 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... |
| 25 | 28 | 4.81- 5.00 | 1 | ..... | 4 | ..... | 3 | 1 | 2 | 17 | ..... | 1 | ..... | 3 | 1 | ..... |
| 26 | 1 | 5.01- 5.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... |
| 27 | 1 | 5.41- 5.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... |
| 28 | 5 | 5.61- 5.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... |
| 29 | 3 | 6.01- 6.20 | ..... | ..... | ..... | 1 | ..... | ..... | 1 | 3 | ..... | ..... | ..... | ..... | ..... | ..... |
| 30 | 1 | 6.61- 6.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 | ..... | ..... | ..... | ..... | ..... | ..... |
| 31 | 1 | 6.81- 7.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... |
| 32 | 1 | 7.01- 7.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... |
| 33 | 2 | 7.21- 7.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... |
| 34 | 1 | 8.21- 8.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... |
| 28,086 | (a) | ..... | 5,897 | 2,648 | 3,341 | 2,143 | 1,698 | 1,546 | 1,651 | 8,076 | 1,080 | 10,406 | 3,738 | 2,421 | 2,623 | ..... |
| 512 | (a) | ..... | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | 182 | 80 | 42 | 39 | ..... |
| 28,598 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 10,588 | 3,818 | 2,463 | 2,662 | ..... |

a Rate and time cannot be stated, as they worked by the trip, piece, or commission, or combinations of these with day work.

SUMMARY OF CLASSIFIED TIME AND EARNINGS FOR SIXTY SYSTEMS OR ROADS—Continued.

• GROUPS OF RELATED OCCUPATIONS—continued.

EMPLOYÉS IN DEPOTS, STATIONS, YARDS, WAREHOUSES, ETC.

[For specific occupations combined in this group see pages 70 and 71.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | |
|---|----------------------------|----------------------------|----------------------------|----------------------------|-----------------------------|------------------------------|------------------------------|------------------------------|------------------------------|------------------------------|------------------------------|------------------------------|------------------------------|------------------------------|------------------------------|------------------------------|
| 401 to 500 dolls. | 501 to 600 dolls. | 601 to 700 dolls. | 701 to 800 dolls. | 801 to 900 dolls. | 901 to 1000 dolls. | 1001 to 1100 dolls. | 1101 to 1200 dolls. | 1201 to 1300 dolls. | 1301 to 1400 dolls. | 1401 to 1500 dolls. | 1501 to 1600 dolls. | 1601 to 1700 dolls. | 1701 to 1800 dolls. | 1801 to 1900 dolls. | 1901 to 2000 dolls. | 2001 dolls and over |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 4 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 5 |
| 5 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 6 |
| 915 | 45 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 7 |
| 2,149 | 251 | 8 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 8 |
| 699 | 943 | 41 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 9 |
| 334 | 1,012 | 232 | 6 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 10 |
| 81 | 210 | 406 | 203 | 9 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 11 |
| 22 | 33 | 124 | 108 | 7 | 5 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 12 |
| 8 | 20 | 27 | 50 | 52 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 13 |
| 36 | 22 | 15 | 36 | 121 | 23 | 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 14 |
| 22 | 16 | 24 | 14 | 26 | 72 | 32 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 15 |
| 9 | 11 | 6 | 7 | 11 | 10 | 71 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 16 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 17 |
| 3 | 7 | 3 | 6 | 5 | 3 | 4 | 80 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 18 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 19 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 20 |
| 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 21 |
| 1 | 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 22 |
| 2 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 23 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 24 |
| 2 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 25 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 26 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 27 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | a 1 28 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | b 2 29 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | a 1 30 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | c 1 31 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | d 1 32 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | e 2 33 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | f 1 34 |
| 4,289 | 2,576 | 890 | 433 | 239 | 124 | 111 | 105 | 13 | 26 | 57 | 3 | 6 | 16 | ..... | 1 | 9 |
| 41 | 23 | 66 | 24 | 9 | 5 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 4,330 | 2,599 | 956 | 457 | 248 | 129 | 112 | 105 | 13 | 26 | 57 | 3 | 6 | 16 | ..... | 1 | 9 |

a \$2,100. b \$2,195. c \$2,499. d \$2,237. e One \$2,125, one \$2,300. f \$3,000.

SUMMARY OF CLASSIFIED TIME AND EARNINGS FOR SIXTY SYSTEMS OR ROADS—Continued.

GROUPS OF RELATED OCCUPATIONS—continued.

EMPLOYÉS CONSTRUCTING ROADS, TRACKS, ETC.

[For specific occupations combined in this group see page 71.]

| Number of employ- és. | Groups of actual daily earnings or daily ratenearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | |
|--------------------------|---|--|----------------|-----------------|------------------|------------------|------------------|------------------|------------------|--------------------|----------------------|---|-------------------|-------------------|--------|--------|-------|-------|
| | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days. | 151 to 200 days. | 201 to 250 days. | 251 to 300 days. | 301 to 365 days. | 366 days and over. | 100 dolls. and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 dolls. | | | | |
| 1 | 7 | Under \$0.21 | 1 | | 3 | | | | | 1 | | 2 | | | 7 | | | |
| 2 | 14 | \$0.21- .40 | 2 | 3 | 4 | 1 | 3 | | | 1 | | | | | 14 | | | |
| 3 | 365 | .41- .60 | 146 | 52 | 51 | 16 | 27 | 28 | | | | 18 | | | 278 | 85 | 2 | |
| 4 | 1,275 | .61- .80 | 482 | 226 | 235 | 154 | 65 | 44 | 31 | 35 | | | | | 1,068 | 159 | 48 | |
| 5 | 3,270 | .81- 1.00 | 1,563 | 564 | 535 | 187 | 156 | 120 | 68 | 71 | 6 | | | | 2,681 | 348 | 180 | 61 |
| 6 | 35,153 | 1.01- 1.20 | 11,055 | 5,168 | 6,011 | 3,421 | 2,384 | 2,132 | 2,554 | 2,344 | 84 | | | | 21,080 | 5,784 | 3,837 | 4,165 |
| 7 | 75,147 | 1.21- 1.40 | 8,863 | 3,670 | 3,856 | 2,145 | 1,424 | 1,086 | 1,068 | 2,897 | 138 | | | | 15,014 | 3,713 | 1,953 | 1,644 |
| 8 | 12,154 | 1.41- 1.60 | 4,270 | 1,449 | 1,757 | 1,100 | 639 | 442 | 514 | 1,962 | 21 | | | | 6,467 | 1,803 | 947 | 580 |
| 9 | 1,795 | 1.61- 1.80 | 407 | 223 | 241 | 159 | 123 | 109 | 131 | 390 | 12 | | | | 682 | 260 | 149 | 135 |
| 10 | 865 | 1.81- 2.00 | 336 | 84 | 72 | 43 | 37 | 29 | 36 | 209 | 19 | | | | 424 | 69 | 46 | 37 |
| 11 | 226 | 2.01- 2.20 | 12 | 11 | 28 | 15 | 21 | 15 | 14 | 107 | 3 | | | | 21 | 29 | 14 | 19 |
| 12 | 137 | 2.21- 2.40 | 31 | 20 | 4 | 8 | 7 | 10 | 4 | 51 | 2 | | | | 48 | 7 | 6 | 6 |
| 13 | 232 | 2.41- 2.60 | 31 | 10 | 11 | 7 | 9 | 19 | 7 | 137 | 1 | | | | 38 | 11 | 5 | 7 |
| 14 | 90 | 2.61- 2.80 | 3 | 2 | 8 | 3 | 5 | 5 | 7 | 53 | 4 | | | | 5 | 4 | 5 | 3 |
| 15 | 58 | 2.81- 3.00 | 5 | 6 | 5 | 4 | 3 | 2 | 2 | 30 | 1 | | | | 7 | 4 | 5 | 4 |
| 16 | 7 | 3.01- 3.20 | | | | | | | | 1 | | | | | | | | |
| 17 | 31 | 3.21- 3.40 | | | 1 | 2 | 3 | 2 | 1 | 22 | | | | | | | 1 | 1 |
| 18 | 18 | 3.41- 3.60 | 1 | | 2 | 1 | 1 | 1 | 1 | 11 | | | | | 1 | | 2 | |
| 19 | 8 | 3.61- 3.80 | | | 1 | 1 | 1 | | | 5 | | | | | | | | 1 |
| 20 | 8 | 3.81- 4.00 | | 3 | | | | | 1 | 2 | | | | | | 3 | | |
| 21 | 4 | 4.01- 4.20 | | 1 | | | | 1 | | | | | | | | | | |
| 22 | 3 | 4.21- 4.40 | | | | | 1 | | | | | | | | | 1 | | |
| 23 | 4 | 4.41- 4.60 | | | | | | | | 2 | | | | | | | | |
| 24 | 3 | 4.81- 5.00 | | | | | 1 | | | | | | | | | | | |
| 80,874 | | | 27,208 | 11,492 | 12,825 | 7,270 | 4,908 | 4,045 | 4,472 | 8,362 | 292 | | | | 47,835 | 12,280 | 7,200 | 6,663 |
| 82 | | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | | | | 34 | 26 | 8 | 8 |
| 80,956 | | | | | | | | | | | | | | | 47,869 | 12,306 | 7,208 | 6,671 |

a Rate and time cannot be stated, as they worked by the piece or trip, or combinations of these with day work.

EMPLOYÉS ALONG ROADS, TRACKS, ETC.

[For specific occupations combined in this group see page 72.]

| | | | | | | | | | | | | | | | | | | |
|-------|-----|--------------|-----|-----|-----|-----|----|----|-----|-----|----|--|--|--|-----|-----|-----|-----|
| 1 | 3 | Under \$0.21 | 1 | 1 | | | | | | 1 | | | | | 3 | | | |
| 2 | 16 | \$0.21- .40 | 2 | 4 | 1 | 2 | | 2 | | 5 | | | | | 11 | 3 | 2 | |
| 3 | 26 | .41- .60 | 2 | | 2 | | | 5 | | 1 | 13 | | | | 10 | 15 | 1 | |
| 4 | 18 | .61- .80 | | 6 | 1 | 1 | | | 2 | 1 | 7 | | | | 8 | 3 | 7 | |
| 5 | 281 | .81- 1.00 | 28 | 24 | 34 | 32 | 6 | 9 | 132 | 7 | | | | | 87 | 37 | 23 | 132 |
| 6 | 856 | 1.01- 1.20 | 40 | 60 | 85 | 59 | 34 | 42 | 55 | 470 | 11 | | | | 168 | 95 | 81 | 417 |
| 7 | 261 | 1.21- 1.40 | 22 | 18 | 33 | 17 | 12 | 14 | 11 | 128 | 6 | | | | 57 | 33 | 21 | 24 |
| 8 | 90 | 1.41- 1.60 | 12 | 9 | 10 | 6 | 4 | 7 | 9 | 28 | 5 | | | | 23 | 13 | 4 | 9 |
| 9 | 62 | 1.61- 1.80 | 8 | 5 | 14 | 9 | 2 | 3 | | 21 | | | | | 16 | 17 | 5 | 3 |
| 10 | 123 | 1.81- 2.00 | 15 | 10 | 19 | 22 | 12 | 8 | 4 | 30 | 3 | | | | 26 | 17 | 24 | 11 |
| 11 | 14 | 2.01- 2.20 | 2 | | | | | 1 | | 8 | 1 | | | | 2 | | | 1 |
| 12 | 29 | 2.21- 2.40 | 5 | 3 | 6 | 3 | | | 3 | 9 | | | | | 8 | 4 | 4 | 1 |
| 13 | 9 | 2.41- 2.60 | | 1 | 1 | | | | | 6 | | | | | 1 | | 2 | |
| 14 | 1 | 3.61- 3.80 | | | | | | | | 1 | | | | | | | | |
| 15 | 1 | 3.81- 4.00 | | | | | | | | 1 | | | | | | | | |
| 1,790 | | | 137 | 141 | 206 | 153 | 76 | 89 | 95 | 860 | 33 | | | | 420 | 237 | 174 | 598 |

SUMMARY OF CLASSIFIED TIME AND EARNINGS FOR SIXTY SYSTEMS OR ROADS—Continued.

GROUPS OF RELATED OCCUPATIONS—continued.

EMPLOYÉS CONSTRUCTING ROADS, TRACKS, ETC.

[For specific occupations combined in this group see page 71.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | |
|---|-------------------|-------------------|-------------------|-------------------|--------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|
| 401 to 500 dolls. | 501 to 600 dolls. | 601 to 700 dolls. | 701 to 800 dolls. | 801 to 900 dolls. | 901 to 1000 dolls. | 1001 to 1100 dolls. | 1101 to 1200 dolls. | 1201 to 1300 dolls. | 1301 to 1400 dolls. | 1401 to 1500 dolls. | 1501 to 1600 dolls. | 1601 to 1700 dolls. | 1701 to 1800 dolls. | 1801 to 1900 dolls. | 1901 to 2000 dolls. | 2001 dolls and over |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 4 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 5 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 6 |
| 281 | 6 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 7 |
| 2,753 | 70 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 8 |
| 1,250 | 1,097 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 9 |
| 143 | 355 | 4 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 10 |
| 28 | 69 | 133 | 50 | 3 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 11 |
| 16 | 11 | 41 | 71 | 4 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 12 |
| 6 | 7 | 9 | 18 | 29 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 13 |
| 7 | 15 | 8 | 63 | 76 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 14 |
| 3 | 3 | 4 | 5 | 8 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 15 |
| ..... | 3 | 2 | ..... | 3 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 16 |
| ..... | ..... | ..... | ..... | ..... | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 17 |
| 1 | 1 | 3 | 1 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 18 |
| 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 19 |
| 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 20 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 21 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 22 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 23 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 24 |
| 4,498 | 1,639 | 275 | 216 | 124 | 45 | 47 | 36 | 3 | 6 | 3 | 1 | 2 | 1 | ..... | ..... | ..... |
| 3 | ..... | 1 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 4,501 | 1,639 | 276 | 216 | 125 | 45 | 47 | 36 | 3 | 6 | 4 | 1 | 2 | 1 | ..... | ..... | ..... |

EMPLOYÉS ALONG ROADS, TRACKS, ETC.

[For specific occupations combined in this group see page 72.]

| | | | | | | | | | | | | | | | | | |
|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 4 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 5 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 6 |
| 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 7 |
| 95 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 8 |
| 123 | 3 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 9 |
| 14 | 23 | 4 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 10 |
| ..... | 16 | 5 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 11 |
| 9 | 16 | 17 | 13 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 12 |
| ..... | 2 | ..... | 9 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 13 |
| ..... | 1 | 3 | 7 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 14 |
| ..... | ..... | ..... | 3 | 3 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 15 |
| | | | | | | | | | | | | | | | | | |
| 243 | 51 | 29 | 32 | 4 | ..... | ..... | ..... | ..... | ..... | 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... |

SUMMARY OF CLASSIFIED TIME AND EARNINGS FOR SIXTY SYSTEMS OR ROADS—Continued.

GROUPS OF RELATED OCCUPATIONS—continued.

EMPLOYÉS OF SCOWS, FERRIES, ETC.

[For specific occupations combined in this group see page 72.]

| Number of employ- ees. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | |
|---------------------------|--|--|----------------|-----------------|------------------|-----------------|-----------------|-----------------|------------------|--------------------|----------------------|---|-------------------|-------------------|-----|----|----|----|
| | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days. | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days. | 366 days and over. | 100 dolls. and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 dolls. | | | | |
| 1 | 2 | \$0.21-.40 | | | 1 | | | | | | | 1 | | | | | | |
| 2 | 109 | .41-.60 | 78 | 12 | 8 | 4 | 3 | 1 | | | | 1 | | | 2 | | | |
| 3 | 12 | .61-.80 | 4 | 4 | 1 | | | | | | | 1 | | | 103 | 4 | 2 | |
| 4 | 36 | .81-1.00 | 9 | 3 | 10 | 2 | 1 | 2 | | | | 4 | 4 | | 9 | 2 | 1 | |
| 5 | 69 | 1.01-1.20 | 14 | 10 | 14 | 7 | 9 | 2 | 1 | | | 4 | 4 | | 22 | 4 | 3 | 7 |
| 6 | 53 | 1.21-1.40 | 25 | 13 | 6 | 3 | | 2 | 1 | | | 3 | | | 35 | 12 | 9 | 11 |
| 7 | 62 | 1.41-1.60 | 15 | 7 | 14 | 5 | 3 | 2 | 5 | | | 9 | 2 | | 43 | 4 | 2 | 2 |
| 8 | 34 | 1.61-1.80 | 3 | 4 | 6 | 2 | 1 | | 2 | | | 14 | 2 | | 29 | 12 | 4 | 4 |
| 9 | 114 | 1.81-2.00 | 15 | 5 | 14 | 11 | 5 | 4 | 6 | | | 38 | 16 | | 21 | 14 | 10 | 5 |
| 10 | 3 | 2.01-2.20 | | | | | | | | | | 3 | | | | | | |
| 11 | 9 | 2.21-2.40 | 4 | | | | | 1 | 2 | | | 1 | 1 | | 4 | | | |
| 12 | 3 | 2.41-2.60 | 1 | 1 | | | | | | | | 1 | 1 | | 2 | | | |
| 13 | 2 | 2.61-2.80 | | | | | | | 1 | | | 1 | | | | | | |
| 14 | 10 | 2.81-3.00 | 2 | 2 | 1 | 1 | 2 | | | | | 2 | | | 3 | 1 | | 1 |
| 15 | 11 | 3.01-3.20 | | | 1 | 1 | 2 | | | | | 4 | 3 | | | | 1 | 1 |
| 16 | 1 | 3.21-3.40 | | | | | 1 | | | | | 1 | | | | | | 1 |
| 17 | 1 | 3.41-3.60 | | | | | | | | | | 1 | | | | | | |
| 18 | 11 | 3.61-3.80 | 1 | | | | 1 | 2 | | | | 4 | 3 | | 1 | | | |
| 19 | 1 | 3.81-4.00 | | | | | | | | | | 1 | | | | | | |
| 20 | 3 | 4.81-5.00 | | | 1 | 1 | | | | | | 1 | | | | | 1 | |
| 546 | | | 171 | 61 | 77 | 38 | 30 | 18 | 24 | | | 91 | 36 | | 285 | 57 | 35 | 31 |
| 1 | (a) | | (a) | (a) | (a) | (a) | (a) | (a) | (a) | | | (a) | (a) | | 1 | | | |
| 547 | | | | | | | | | | | | | | | 286 | 57 | 35 | 31 |

a Rate and time cannot be stated, as this employé worked by commission.

EMPLOYÉS ON WHARVES, DOCKS, ETC.

[For specific occupations combined in this group see page 72.]

| | | | | | | | | | | | | | | | | | | |
|-------|-----|--------------|-----|-----|-----|-----|-----|-----|-----|--|--|-----|-----|--|-----|-----|-----|-----|
| 1 | 1 | Under \$0.21 | | | | | | | | | | | | | | | | |
| 2 | 4 | \$0.61-.80 | 2 | | | | | | | | | 1 | | | 1 | | | |
| 3 | 79 | .81-1.00 | 15 | 15 | 20 | 10 | 4 | 1 | 6 | | | 8 | | | 2 | | | |
| 4 | 93 | 1.01-1.20 | 29 | 18 | 17 | 9 | 7 | 7 | 2 | | | 8 | | | 51 | 13 | 7 | 8 |
| 5 | 178 | 1.21-1.40 | 73 | 15 | 24 | 9 | 8 | 15 | 18 | | | 4 | | | 61 | 14 | 13 | 5 |
| 6 | 241 | 1.41-1.60 | 89 | 32 | 44 | 11 | 14 | 10 | 19 | | | 13 | 3 | | 105 | 16 | 16 | 23 |
| 7 | 360 | 1.61-1.80 | 47 | 21 | 41 | 86 | 9 | 12 | 39 | | | 29 | 2 | | 129 | 34 | 17 | 15 |
| 8 | 566 | 1.81-2.00 | 278 | 71 | 142 | 19 | 27 | 13 | 5 | | | 104 | 1 | | 77 | 60 | 64 | 10 |
| 9 | 7 | 2.01-2.20 | 1 | 2 | 1 | | | | | | | 11 | | | 352 | 143 | 17 | 33 |
| 10 | 10 | 2.21-2.40 | | | | | | | | | | 3 | | | 2 | 2 | | |
| 11 | 155 | 2.41-2.60 | 131 | 4 | 4 | 2 | 6 | 2 | 1 | | | 3 | | | 1 | | | 4 |
| 12 | 8 | 2.61-2.80 | 3 | | | 1 | 2 | 1 | | | | 5 | | | 135 | 3 | 2 | 4 |
| 13 | 9 | 2.81-3.00 | 1 | | | 1 | 1 | 1 | | | | 1 | | | 3 | | 1 | |
| 14 | 11 | 3.21-3.40 | 1 | 1 | 1 | 1 | 1 | | | | | 5 | | | 1 | | 1 | 1 |
| 15 | 1 | 3.41-3.60 | | | 2 | 1 | 1 | 1 | | | | 4 | | | 1 | 2 | 1 | 1 |
| 16 | 5 | 3.81-4.00 | | 1 | | | | 2 | 1 | | | 1 | | | 1 | | | |
| 17 | 1 | 4.01-4.20 | | | | | | | | | | 1 | | | | | | |
| 18 | 1 | 4.81-5.00 | | | | | | 1 | | | | | | | | | | |
| 1,730 | | | 662 | 180 | 298 | 153 | 82 | 63 | 92 | | | 196 | 6 | | 922 | 287 | 141 | 104 |
| 17 | (a) | | (a) | (a) | (a) | (a) | (a) | (a) | (a) | | | (a) | (a) | | 11 | 1 | 1 | 1 |
| 1,747 | | | | | | | | | | | | | | | 933 | 288 | 142 | 105 |

a Rate and time cannot be stated, as they worked by the piece.

SUMMARY OF CLASSIFIED TIME AND EARNINGS FOR SIXTY SYSTEMS OR ROADS—Continued.

GROUPS OF RELATED OCCUPATIONS—continued.

EMPLOYÉS OF SCOWS, FERRIES, ETC.

[For specific occupations combined in this group see page 72.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | |
|---|----------------------|----------------------|----------------------|----------------------|-----------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------------|
| 401 to 500 dolls. | 501 to 600 dolls. | 601 to 700 dolls. | 701 to 800 dolls. | 801 to 900 dolls. | 901 to 1000 dolls. | 1001 to 1100 dolls. | 1101 to 1200 dolls. | 1201 to 1300 dolls. | 1301 to 1400 dolls. | 1401 to 1500 dolls. | 1501 to 1600 dolls. | 1601 to 1700 dolls. | 1701 to 1800 dolls. | 1801 to 1900 dolls. | 1901 to 2000 dolls. | 2001 dolls and over |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 4 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 5 |
| 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 6 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 7 |
| ..... | 8 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 8 |
| ..... | 14 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 9 |
| 7 | 6 | 23 | 28 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 10 |
| ..... | ..... | 1 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 11 |
| 2 | 1 | ..... | ..... | ..... | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 12 |
| ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 13 |
| ..... | ..... | 1 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 14 |
| 2 | ..... | ..... | ..... | ..... | ..... | 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 15 |
| ..... | 1 | 1 | ..... | ..... | ..... | ..... | ..... | 7 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 16 |
| ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 17 |
| ..... | 1 | 1 | 1 | ..... | ..... | 1 | ..... | ..... | 1 | 6 | ..... | ..... | ..... | ..... | ..... | 18 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | 19 |
| ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | 20 |
| 21 | 32 | 31 | 31 | 3 | 3 | 1 | 7 | 2 | 6 | ..... | ..... | ..... | ..... | 1 | ..... | ..... |
| 21 | 32 | 31 | 31 | 3 | 3 | 1 | 7 | 2 | 6 | ..... | ..... | ..... | ..... | 1 | ..... | ..... |

EMPLOYÉS ON WHARVES, DOCKS, ETC.

[For specific occupations combined in this group see page 72.]

| | | | | | | | | | | | | | | | | | |
|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 4 |
| 15 | 1 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 5 |
| 41 | 4 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 6 |
| 54 | 84 | 11 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 7 |
| 5 | 9 | 5 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 8 |
| ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 9 |
| ..... | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 10 |
| 3 | 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 11 |
| 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 12 |
| ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 13 |
| ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 14 |
| ..... | 1 | 1 | ..... | ..... | ..... | ..... | 1 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 15 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 16 |
| ..... | ..... | 2 | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 17 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | 18 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 19 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 20 |
| 120 | 104 | 24 | 9 | 10 | 3 | 1 | 2 | 2 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | ..... | 1 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 120 | 104 | 25 | 11 | 10 | 3 | 1 | 2 | 2 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |

SUMMARY OF CLASSIFIED TIME AND EARNINGS FOR SIXTY SYSTEMS OR ROADS—Continued.

GROUPS OF RELATED OCCUPATIONS—continued.

EMPLOYÉS OF REPAIR SHOPS.

[For specific occupations combined in this group see page 72.]

| Number of employ- ees. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | |
|---------------------------|--|--|-------------------------|--------------------------|---------------------------|--------------------------|--------------------------|--------------------------|---------------------------|-----------------------------|---|----------------------------|----------------------------|----------------------------|
| | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 151 days. | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days. | 366 days and over. | 100 dolls. and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 dolls. |
| 1 | 3 | \$0.41-\$0.60 | 3 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| 2 | 16 | .61-.80 | 13 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| 3 | 27 | .81-1.00 | 9 | 5 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| 4 | 355 | 1.01-1.20 | 61 | 39 | 52 | 34 | 25 | 18 | 29 | 70 | 27 | 135 | 66 | |
| 5 | 1,030 | 1.21-1.40 | 164 | 127 | 154 | 118 | 80 | 83 | 90 | 178 | 36 | 370 | 200 | |
| 6 | 763 | 1.41-1.60 | 82 | 81 | 112 | 62 | 61 | 44 | 100 | 184 | 37 | 207 | 106 | |
| 7 | 331 | 1.61-1.80 | 48 | 36 | 47 | 27 | 22 | 17 | 32 | 91 | 11 | 89 | 49 | |
| 8 | 440 | 1.81-2.00 | 53 | 47 | 65 | 43 | 30 | 31 | 57 | 101 | 13 | 102 | 69 | |
| 9 | 69 | 2.01-2.20 | 5 | 5 | 6 | 5 | 10 | 4 | 18 | 16 | ..... | 10 | 5 | |
| 10 | 37 | 2.21-2.40 | 1 | 3 | 2 | 1 | 4 | 1 | 10 | 13 | 2 | 4 | ..... |  |
| 11 | 14 | 2.41-2.60 | 3 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 4 | ..... |  |
| 12 | 8 | 2.61-2.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| 13 | 6 | 2.81-3.00 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| 14 | 1 | 3.21-3.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| 15 | 2 | 2.61-3.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| 16 | 1 | 4.41-4.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| 3,103 | ..... | ..... | 443 | 345 | 441 | 293 | 238 | 200 | 341 | 672 | 130 | 955 | 503 | |
| 125 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | 25 | 20 | |
| 3,228 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 980 | 523 | |

a Rate and time cannot be stated, as they worked by the day and piece combined.

ENGINEEMEN (AND ENGINEERS RUNNING TRAINS) AND HOSTLERS.

[For specific occupations combined in this group see page 72.]

| | | | | | | | | | | | | | |
|-------|-------|---------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| 1 | 1 | \$0.61-\$0.80 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 2 | 11 | .81-1.00 | 4 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 3 | 62 | 1.01-1.20 | 12 | 5 | 4 | 5 | 3 | 6 | 1 | 18 | 8 | 20 | 2 |
| 4 | 233 | 1.21-1.40 | 49 | 13 | 33 | 16 | 9 | 9 | 13 | 60 | 31 | 84 | 27 |
| 5 | 255 | 1.41-1.60 | 59 | 27 | 19 | 18 | 11 | 10 | 16 | 73 | 22 | 91 | 26 |
| 6 | 221 | 1.61-1.80 | 39 | 15 | 27 | 9 | 15 | 16 | 19 | 60 | 21 | 64 | 21 |
| 7 | 172 | 1.81-2.00 | 37 | 13 | 20 | 18 | 14 | 10 | 9 | 40 | 11 | 51 | 21 |
| 8 | 113 | 2.01-2.20 | 24 | 15 | 21 | 12 | 3 | 8 | 5 | 21 | 4 | 36 | 23 |
| 9 | 265 | 2.21-2.40 | 41 | 26 | 41 | 38 | 19 | 18 | 19 | 40 | 23 | 64 | 33 |
| 10 | 394 | 2.41-2.60 | 59 | 28 | 51 | 40 | 24 | 22 | 37 | 97 | 36 | 78 | 43 |
| 11 | 508 | 2.61-2.80 | 79 | 35 | 38 | 22 | 28 | 24 | 54 | 157 | 71 | 99 | 31 |
| 12 | 510 | 2.81-3.00 | 68 | 28 | 38 | 26 | 37 | 36 | 66 | 161 | 50 | 84 | 28 |
| 13 | 128 | 3.01-3.20 | 7 | 3 | 11 | 10 | 18 | 20 | 22 | 30 | 7 | 8 | 6 |
| 14 | 251 | 3.21-3.40 | 19 | 14 | 16 | 10 | 18 | 22 | 46 | 89 | 17 | 21 | 15 |
| 15 | 1,057 | 3.41-3.60 | 59 | 27 | 38 | 32 | 33 | 62 | 143 | 444 | 219 | 65 | 26 |
| 16 | 59 | 3.61-3.80 | 6 | 1 | 7 | 6 | 2 | 2 | 15 | 19 | 1 | 6 | 1 |
| 17 | 511 | 3.81-4.00 | 65 | 25 | 45 | 29 | 28 | 30 | 65 | 178 | 46 | 65 | 25 |
| 18 | 11 | 4.01-4.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 19 | 47 | 4.21-4.40 | 2 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 20 | 16 | 4.41-4.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 21 | 3 | 4.61-4.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 22 | 51 | 4.81-5.00 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 23 | 22 | 5.01-5.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 24 | 4 | 5.21-5.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 25 | 1 | 5.61-5.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 4,906 | ..... | ..... | 630 | 280 | 419 | 297 | 275 | 336 | 564 | 1,534 | 571 | 846 | 340 |
| 2,945 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | 167 | 95 |
| 7,851 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1,013 | 435 |

a Rate and time cannot be stated, as they worked by the mile, trip, or piece, or combinations of these with day work.

SUMMARY OF CLASSIFIED TIME AND EARNINGS FOR SIXTY SYSTEMS OR ROADS—Continued.

GROUPS OF RELATED OCCUPATIONS—continued.

EMPLOYÉS OF REPAIR SHOPS.

[For specific occupations combined in this group see page 72.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | |
|---|------------|------------|------------|------------|-------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-----------------------|
| 401 to 500 | 501 to 600 | 601 to 700 | 701 to 800 | 801 to 900 | 901 to 1000 | 1001 to 1100 | 1101 to 1200 | 1201 to 1300 | 1301 to 1400 | 1401 to 1500 | 1501 to 1600 | 1601 to 1700 | 1701 to 1800 | 1801 to 1900 | 1901 to 2000 | 2001 to 2000 and over |
| 44 | 4 | | | | | | | | | | | | | | | 1 |
| 182 | 29 | 8 | | | | | | | | | | | | | | 2 |
| 164 | 122 | 14 | | | | | | | | | | | | | | 3 |
| 31 | 92 | 15 | | | | | | | | | | | | | | 4 |
| 27 | 69 | 76 | | | | | | | | | | | | | | 5 |
| 2 | 11 | 14 | | | | | | | | | | | | | | 6 |
| 4 | 2 | 10 | | | | | | | | | | | | | | 7 |
| | | | | | | | | | | | | | | | | 8 |
| 1 | | | | | | | | | | | | | | | | 9 |
| | | | | | | | | | | | | | | | | 10 |
| | | | | | | | | | | | | | | | | 11 |
| | | | | | | | | | | | | | | | | 12 |
| | | | | | | | | | | | | | | | | 13 |
| | | | | | | | | | | | | | | | | 14 |
| | | | | | | | | | | | | | | | | 15 |
| | | | | | | | | | | | | | | | | 16 |
| | | | | | | | | | | | | | | | | |
| 455 | 329 | 138 | 58 | 10 | | 7 | 3 | 3 | | 1 | | | | | | |
| 26 | 19 | 7 | | | | | | | | | | | | | | |
| 481 | 348 | 145 | 58 | 10 | 7 | 3 | 3 | | 1 | | | | | | | |

ENGINEEMEN (AND ENGINEERS RUNNING TRAINS) AND HOSTLERS.

[For specific occupations combined in this group see page 72.]

| | | | | | | | | | | | | | | | | | | |
|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|----|----|----|-----|----|-----|
| 14 | 1 | | | | | | | | | | | | | | | | 1 | |
| 71 | 19 | | | | | | | | | | | | | | | | 2 | |
| 30 | 67 | 7 | | | | | | | | | | | | | | | 3 | |
| 23 | 36 | 39 | 9 | | | | | | | | | | | | | | 4 | |
| 8 | 12 | 26 | 21 | | | | | | | | | | | | | | 5 | |
| 7 | 6 | 10 | 15 | | | | | | | | | | | | | | 6 | |
| 12 | 20 | 22 | 20 | 21 | 13 | 2 | | | | | | | | | | | 7 | |
| 16 | 19 | 27 | 47 | 54 | 32 | 11 | 2 | | | | | | | | | | 8 | |
| 21 | 19 | 16 | 39 | 80 | 99 | 43 | 17 | 2 | | | | | | | | | 9 | |
| 24 | 21 | 23 | 35 | 61 | 78 | 69 | 31 | 11 | 4 | | | | | | | | 10 | |
| 3 | 13 | 13 | 13 | 14 | 21 | 13 | 5 | 2 | 1 | | | | | | | | 11 | |
| 8 | 12 | 13 | 13 | 23 | 30 | 52 | 31 | 15 | 2 | 1 | | | | | | | 12 | |
| 18 | 21 | 21 | 20 | 44 | 73 | 150 | 182 | 196 | 53 | 48 | | | | | | | 13 | |
| 3 | 4 | 1 | | 1 | 3 | 14 | 13 | 4 | 2 | 1 | | | | | | | 14 | |
| 16 | 14 | 13 | 15 | 16 | 14 | 18 | 78 | 93 | 48 | 25 | | | | | | | 15 | |
| | | | | | | | | | | | | | | | | | | 16 |
| | | | | | | | | | | | | | | | | | | 17 |
| | | | | | | | | | | | | | | | | | | 18 |
| | | | | | | | | | | | | | | | | | | 19 |
| 2 | | 1 | 1 | 2 | 2 | 1 | 5 | 3 | 0 | 0 | 5 | 2 | | | 1 | | 20 | |
| | | | | | | | | | | | | | | | | | | 21 |
| | | | | | | | | | | | | | | | | | | 22 |
| 2 | | | | 2 | 4 | 6 | 3 | 7 | 8 | 4 | 5 | 3 | 3 | | | | 23 | |
| | | | | | | | | | | | | | | | | | | 24 |
| | | | | | | | | | | | | | | | | | | 25 |
| | | | | | | | | | | | | | | | | | | b 1 |
| 278 | 286 | 232 | 260 | 319 | 377 | 388 | 374 | 344 | 134 | 92 | 44 | 45 | 18 | 14 | 7 | 12 | | |
| 64 | 78 | 87 | 106 | 187 | 213 | 344 | 412 | 307 | 219 | 171 | 109 | 100 | 56 | 27 | 9 | c 4 | | |
| 342 | 364 | 319 | 366 | 506 | 590 | 732 | 786 | 651 | 353 | 263 | 153 | 145 | 74 | 41 | 16 | 16 | | |

α One \$2,006, one \$2,014, one \$2,021, one \$2,022, one \$2,027, one \$2,042, one \$2,077, one \$2,089, one \$2,121, one \$2,196, one \$2,327.
 β \$2,100.
 c One \$2,016, one \$2,091, one \$2,094, one \$2,268.

REPORT OF THE COMMISSIONER OF LABOR.

SUMMARY OF CLASSIFIED TIME AND EARNINGS FOR SIXTY SYSTEMS OR ROADS—Continued.

GROUPS OF RELATED OCCUPATIONS—continued.

ENGINEERS, STATIONARY.

[For specific occupations combined in this group see page 72.]

| | Number of employees. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | |
|-------|----------------------|--|--|----------------|-----------------|------------------|------------------|------------------|------------------|------------------|--------------------|---|-------------------|-------------------|-------------------|-------|-------|-------|
| | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days. | 151 to 200 days. | 201 to 250 days. | 251 to 300 days. | 301 to 365 days. | 366 days and over. | 100 dolls. and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 dolls. | | | |
| 1 | 1 | \$0.21-\$0.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 2 | 2 | .41-.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 3 | 1 | .61-.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 4 | 12 | .81-1.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 5 | 11 | 1.01-1.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 6 | 52 | 1.21-1.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 7 | 78 | 1.41-1.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 8 | 72 | 1.61-1.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 9 | 72 | 1.81-2.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 10 | 26 | 2.01-2.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 11 | 41 | 2.21-2.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 12 | 28 | 2.41-2.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 13 | 12 | 2.61-2.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 14 | 7 | 2.81-3.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 15 | 6 | 3.01-3.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 16 | 3 | 3.21-3.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 17 | 3 | 3.41-3.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 18 | 1 | 3.61-3.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 19 | 17 | 3.81-4.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 20 | 1 | 4.61-4.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 21 | 1 | 4.81-5.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 22 | 1 | 6.81-7.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 448 | ..... | ..... | 63 | 22 | 34 | 24 | 23 | 18 | 26 | 189 | 49 | 92 | 34 | 30 | 24 | ..... | ..... | ..... |
| 7 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | 2 | 1 | ..... | ..... | ..... | ..... | ..... |
| 455 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 94 | 35 | 30 | 24 | ..... | ..... | ..... |

a Rate and time cannot be stated, as they worked by the ton, discharging coal.

FIREMEN, STATIONARY.

[For specific occupations combined in this group see page 73.]

| | Number of employees. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days. | 151 to 200 days. | 201 to 250 days. | 251 to 300 days. | 301 to 365 days. | 366 days and over. | 100 dolls. and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 dolls. |
|-------|----------------------|--|-------------------|----------------|-----------------|------------------|------------------|------------------|------------------|------------------|--------------------|----------------------|-------------------|-------------------|-------------------|
| 1 | 7 | Under \$0.21 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 2 | 8 | \$0.21-.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 3 | 4 | .41-.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 4 | 2 | .61-.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 5 | 1 | .81-1.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 6 | 21 | 1.01-1.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 7 | 41 | 1.21-1.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 8 | 228 | 1.41-1.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 9 | 146 | 1.61-1.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 10 | 21 | 1.81-2.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 11 | 2 | 2.01-2.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 12 | 2 | 2.21-2.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 13 | 2 | 2.41-2.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 485 | ..... | ..... | 125 | 45 | 49 | 51 | 34 | 30 | 35 | 89 | 24 | 197 | 68 | 42 | 37 |
| 103 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | 13 | 6 | 11 | 15 |
| 588 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 210 | 74 | 53 | 52 |

a Rate and time cannot be stated, as they worked by the piece or received premiums, or combinations of these with day work.

SUMMARY OF CLASSIFIED TIME AND EARNINGS FOR SIXTY SYSTEMS OR ROADS—Continued.

GROUPS OF RELATED OCCUPATIONS—continued.

ENGINEERS, STATIONARY.

[For specific occupations combined in this group see page 72.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | |
|---|-------------------|-------------------|-------------------|-------------------|--------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|-------|
| 401 to 500 dolls. | 501 to 600 dolls. | 601 to 700 dolls. | 701 to 800 dolls. | 801 to 900 dolls. | 901 to 1000 dolls. | 1001 to 1100 dolls. | 1101 to 1200 dolls. | 1201 to 1300 dolls. | 1301 to 1400 dolls. | 1401 to 1500 dolls. | 1501 to 1600 dolls. | 1601 to 1700 dolls. | 1701 to 1800 dolls. | 1801 to 1900 dolls. | 1901 to 2000 dolls. | 2001 dolls and over | |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 4 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 5 |
| 8 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 6 |
| 31 | 5 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 7 |
| 12 | 24 | 6 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 8 |
| 4 | 18 | 17 | 5 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 9 |
| 4 | 10 | 20 | 13 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 10 |
| 1 | 2 | 1 | 17 | 1 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 11 |
| 1 | 3 | 9 | 5 | 5 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 12 |
| 1 | ..... | ..... | 5 | 7 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 13 |
| 1 | ..... | ..... | 2 | 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 14 |
| 1 | ..... | ..... | 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 15 |
| ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 16 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 17 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 18 |
| 1 | ..... | 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 19 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 20 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 21 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | α.1 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 22 |
| 65 | 62 | 54 | 49 | 15 | 4 | 2 | 6 | 7 | 1 | 1 | ..... | 1 | ..... | ..... | ..... | ..... | 1 |
| ..... | ..... | ..... | ..... | 1 | ..... | 3 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 65 | 62 | 54 | 49 | 16 | 4 | 5 | 6 | 7 | 1 | 1 | ..... | 1 | ..... | ..... | ..... | ..... | 1 |

α \$2,395.

FIREMEN, STATIONARY.

[For specific occupations combined in this group see page 72.]

| | | | | | | | | | | | | | | | | | | |
|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 4 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 5 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 6 |
| 1 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 7 |
| 9 | 6 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 8 |
| 21 | 33 | 3 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 9 |
| 17 | 22 | 7 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 10 |
| 4 | 2 | 5 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 11 |
| ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 12 |
| ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 13 |
| ..... | ..... | ..... | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 52 | 66 | 17 | 6 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 12 | 18 | 16 | 6 | 3 | ..... | 1 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 64 | 84 | 33 | 12 | 3 | ..... | 1 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |

SUMMARY OF CLASSIFIED TIME AND EARNINGS FOR SIXTY SYSTEMS OR ROADS—Continued.

GROUPS OF RELATED OCCUPATIONS—continued.

FIREMEN ON TRAINS.

[For specific occupations combined in this group see page 73.]

| Number of employ- ees. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | |
|---------------------------|---|--|-------------------------|--------------------------|---------------------------|--------------------------|--------------------------|--------------------------|---------------------------|-----------------------------|-------------------------------|---|----------------------------|----------------------------|-----|
| | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days. | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days. | 366 days and over. | 100 dolls. and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 dolls. | |
| 1 | 1 | \$0.41-\$0.60 | | | 1 | | | | | | | 1 | | | |
| 2 | 1 | .61-.80 | 1 | | | | | | | | | 1 | | | |
| 3 | 73 | .81-1.00 | 40 | 14 | 8 | 5 | 2 | 1 | | 2 | 1 | 63 | 6 | 1 | 3 |
| 4 | 57 | 1.01-1.20 | 6 | 6 | 8 | 4 | 7 | 5 | 8 | 10 | 3 | 16 | 11 | 10 | 14 |
| 5 | 252 | 1.21-1.40 | 113 | 23 | 29 | 18 | 11 | 8 | 10 | 19 | 16 | 157 | 31 | 17 | 13 |
| 6 | 1,095 | 1.41-1.60 | 361 | 131 | 164 | 95 | 67 | 72 | 85 | 94 | 26 | 555 | 164 | 93 | 93 |
| 7 | 1,942 | 1.61-1.80 | 402 | 157 | 201 | 131 | 141 | 128 | 150 | 434 | 198 | 594 | 203 | 160 | 154 |
| 8 | 922 | 1.81-2.00 | 166 | 72 | 82 | 55 | 81 | 68 | 76 | 237 | 85 | 243 | 80 | 59 | 85 |
| 9 | 234 | 2.01-2.20 | 40 | 18 | 40 | 21 | 13 | 23 | 24 | 34 | 21 | 55 | 38 | 22 | 15 |
| 10 | 642 | 2.21-2.40 | 249 | 51 | 84 | 53 | 52 | 34 | 40 | 64 | 15 | 296 | 76 | 44 | 55 |
| 11 | 133 | 2.41-2.60 | 28 | 12 | 19 | 19 | 16 | 16 | 18 | 5 | | 37 | 16 | 12 | 15 |
| 12 | 24 | 2.61-2.80 | 4 | 3 | 6 | 1 | | 1 | | 8 | 1 | 5 | 8 | | 1 |
| 13 | 2 | 2.81-3.00 | 1 | 1 | | | | | | | | 1 | 1 | | |
| 14 | 2 | 3.01-3.20 | 1 | | | | | | | 1 | | 1 | | | |
| 15 | 1 | 3.41-3.60 | | | 1 | | | | | | | | | 1 | |
| | 5,381 | | 1,412 | 493 | 643 | 402 | 390 | 356 | 411 | 908 | 366 | 2,025 | 634 | 419 | 448 |
| | 3,913 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | 783 | 390 | 263 | 251 |
| | 9,294 | | | | | | | | | | | 2,808 | 1,024 | 682 | 699 |

a Rate and time cannot be stated, as they worked by the mile or trip, or combinations of these with day work.

INSPECTORS AND EXAMINERS.

[For specific occupations combined in this group see page 73.]

| | | | | | | | | | | | | | | | |
|----|-------|---------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| 1 | 2 | \$0.21-\$0.40 | | | | 1 | | 1 | | | | 2 | | | |
| 2 | 4 | .41-.60 | | | | | | 2 | 1 | | | 2 | 2 | | |
| 3 | 5 | .61-.80 | | | | | | | | | 5 | | | 5 | |
| 4 | 16 | .81-1.00 | 2 | 2 | 3 | 1 | 1 | 3 | | | 4 | 7 | 4 | 2 | 3 |
| 5 | 218 | 1.01-1.20 | 7 | 17 | 23 | 17 | 9 | 16 | 12 | 85 | 32 | 41 | 29 | 19 | 47 |
| 6 | 412 | 1.21-1.40 | 44 | 31 | 50 | 35 | 35 | 21 | 22 | 140 | 34 | 95 | 66 | 45 | 37 |
| 7 | 633 | 1.41-1.60 | 40 | 26 | 65 | 52 | 51 | 40 | 47 | 237 | 65 | 84 | 85 | 73 | 50 |
| 8 | 285 | 1.61-1.80 | 26 | 15 | 33 | 37 | 27 | 19 | 24 | 163 | 41 | 46 | 45 | 38 | 22 |
| 9 | 311 | 1.81-2.00 | 22 | 15 | 30 | 12 | 18 | 17 | 19 | 153 | 25 | 37 | 30 | 14 | 20 |
| 10 | 68 | 2.01-2.20 | 1 | 3 | 2 | 4 | 9 | 3 | 2 | 40 | 4 | 4 | 2 | 4 | 8 |
| 11 | 47 | 2.21-2.40 | 7 | 2 | 1 | 1 | | | 3 | 28 | 5 | 9 | | 2 | |
| 12 | 54 | 2.41-2.60 | 3 | 3 | 7 | 5 | 4 | | 5 | 25 | 2 | 4 | 8 | 5 | 3 |
| 13 | 24 | 2.61-2.80 | 1 | 2 | 1 | 1 | 1 | 1 | 2 | 13 | 2 | 3 | | | |
| 14 | 19 | 2.81-3.00 | 1 | 2 | 4 | 3 | 1 | 3 | 1 | 4 | | 2 | 3 | 2 | 3 |
| 15 | 1 | 3.01-3.20 | | | | | | | | 1 | | | | | |
| 16 | 17 | 3.21-3.40 | | 3 | 4 | 5 | 2 | | | 3 | | 3 | 2 | 2 | 4 |
| 17 | 1 | 3.41-3.60 | | | | | | | | 1 | | | | | |
| 18 | 3 | 3.61-3.80 | | | | | | | | 1 | 2 | | | | |
| 19 | 2 | 4.01-4.20 | | | | | | | | 1 | | | | | |
| 20 | 2 | 4.81-5.00 | | | | 1 | | | 1 | | | | | | |
| | 2,224 | | 154 | 121 | 223 | 175 | 170 | 125 | 139 | 904 | 213 | 339 | 276 | 213 | 197 |
| | 4 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | 2 | | | |
| | 2,228 | | | | | | | | | | | 341 | 276 | 213 | 197 |

a Rate and time cannot be stated, as they worked by the day and piece combined.

SUMMARY OF CLASSIFIED TIME AND EARNINGS FOR SIXTY SYSTEMS OR ROADS—Continued.

GROUPS OF RELATED OCCUPATIONS—continued.

LAMPMEN, LIGHT TENDERS, ETC.

[For specific occupations combined in this group see page 73.]

| Number of employ- ees. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | |
|---------------------------|---|--|------------------------|-------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---|-----------------------------|-----------------------------|-----------------------------|
| | | 25 days and under | 26 to 50 days | 51 to 100 days | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 350 days | 351 to 400 days | 401 to 450 days | 100 dollars and under | 101 to 200 dollars | 201 to 300 dollars | 301 to 400 dollars |
| 1 | 248 | Under \$0.21 | 5 | 33 | 40 | 16 | 19 | 34 | 8 | 89 | 4 | 248 | | | |
| 2 | 50 | \$0.21- .40 | 1 | 6 | 12 | 2 | 2 | 4 | 2 | 21 | | 42 | 8 | | |
| 3 | 16 | .41- .60 | 1 | 3 | | | 1 | 2 | 4 | 2 | | 6 | 9 | 1 | |
| 4 | 7 | .61- .80 | | 1 | | 1 | | 1 | | | | 2 | 2 | 3 | |
| 5 | 24 | .81- 1.00 | 3 | 2 | 5 | 2 | 1 | 2 | 1 | 8 | | 10 | 3 | 4 | |
| 6 | 46 | 1.01- 1.20 | 9 | 2 | 8 | 3 | 2 | 3 | 2 | 17 | | 15 | 9 | 3 | |
| 7 | 62 | 1.21- 1.40 | 7 | 4 | 9 | 5 | 5 | 4 | 2 | 23 | 3 | 19 | 7 | 5 | |
| 8 | 14 | 1.41- 1.60 | | 1 | | 1 | | 1 | | 11 | | 1 | 1 | | |
| 9 | 9 | 1.61- 1.80 | | 1 | 1 | | 1 | 1 | | 5 | | 2 | | 1 | |
| 10 | 2 | 2.41- 2.60 | | | | | | | | 1 | 1 | | | | |
| | 478 | | 26 | 53 | 75 | 31 | 32 | 54 | 17 | 182 | 8 | 345 | 39 | 16 | |
| | 23 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | 23 | | 28 | |
| | 501 | | | | | | | | | | | 368 | 39 | 16 | |
| | | | | | | | | | | | | | | 28 | |

a Rate and time cannot be stated, as they worked by the piece.

MASONS, BRICKLAYERS, ETC.

[For specific occupations combined in this group see page 73.]

| | | | | | | | | | | | | | | |
|----|-------|---------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-------|-----|-----|
| 1 | 6 | \$0.81-\$1.00 | 2 | | 3 | 1 | | | | | | 5 | 1 | |
| 2 | 124 | 1.01- 1.20 | 51 | 30 | 15 | 8 | 8 | 12 | | | | 93 | 13 | 18 |
| 3 | 164 | 1.21- 1.40 | 63 | 30 | 17 | 7 | 11 | 10 | 21 | 2 | 3 | 104 | 16 | 14 |
| 4 | 776 | 1.41- 1.60 | 323 | 149 | 151 | 54 | 44 | 30 | 13 | 12 | | 540 | 114 | 67 |
| 5 | 143 | 1.61- 1.80 | 32 | 12 | 26 | 12 | 28 | 17 | 7 | 8 | 1 | 49 | 23 | 24 |
| 6 | 140 | 1.81- 2.00 | 39 | 13 | 19 | 13 | 14 | 16 | 20 | 6 | | 52 | 19 | 13 |
| 7 | 9 | 2.01- 2.20 | 2 | | 1 | 1 | | 1 | 2 | 2 | | 2 | 1 | |
| 8 | 88 | 2.21- 2.40 | 28 | 9 | 9 | 4 | 11 | 12 | 14 | 1 | | 35 | 11 | 2 |
| 9 | 313 | 2.41- 2.60 | 101 | 24 | 44 | 24 | 35 | 48 | 23 | 13 | 1 | 119 | 35 | 24 |
| 10 | 249 | 2.61- 2.80 | 69 | 36 | 51 | 34 | 25 | 14 | 13 | 7 | | 84 | 47 | 32 |
| 11 | 325 | 2.81- 3.00 | 135 | 40 | 49 | 28 | 18 | 29 | 16 | 10 | | 146 | 44 | 34 |
| 12 | 5 | 3.01- 3.20 | 1 | 1 | | 1 | 1 | | | 1 | | 1 | 1 | |
| 13 | 28 | 3.21- 3.40 | 7 | 1 | 1 | 4 | 2 | 8 | 3 | 2 | | 7 | 2 | |
| 14 | 61 | 3.41- 3.60 | 30 | 10 | 10 | 2 | | 6 | 2 | 1 | | 30 | 12 | 4 |
| 15 | 1 | 3.61- 3.80 | 1 | | | | | | | | | 1 | | |
| 16 | 38 | 3.81- 4.00 | 18 | 5 | 4 | 5 | 2 | 1 | 2 | 1 | | 18 | 5 | 3 |
| 17 | 1 | 4.01- 4.20 | | | | | | | | 1 | | | | |
| 18 | 2 | 4.41- 4.60 | | 1 | 1 | | | | | | | | 1 | 1 |
| 19 | 2 | 5.41- 5.60 | 2 | | | | | | | | | 2 | | |
| | 2,475 | | 904 | 361 | 401 | 198 | 199 | 204 | 156 | 67 | 5 | 1,288 | 345 | 236 |
| | 9 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | | 1 | 179 |
| | 2,484 | | | | | | | | | | | 1,288 | 346 | 237 |
| | | | | | | | | | | | | | | 180 |

a Rate and time cannot be stated, as they worked by the piece.

SUMMARY OF CLASSIFIED TIME AND EARNINGS FOR SIXTY SYSTEMS
OR ROADS—Continued.

GROUPS OF RELATED OCCUPATIONS—continued.

LAMPMEN, LIGHT TENDERS, ETC.

[For specific occupations combined in this group see page 73.]

NUMBER EARNING THE AMOUNT STATED IN ONE YEAR.

| 401 to 500 dolls. | 501 to 600 dolls. | 601 to 700 dolls. | 701 to 800 dolls. | 801 to 900 dolls. | 901 to 1000 dolls. | 1001 to 1100 dolls. | 1101 to 1200 dolls. | 1201 to 1300 dolls. | 1301 to 1400 dolls. | 1401 to 1500 dolls. | 1501 to 1600 dolls. | 1601 to 1700 dolls. | 1701 to 1800 dolls. | 1801 to 1900 dolls. | 1901 to 2000 dolls. | 2001 dolls and over | |
|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|-----------------------------|------------------------------|------------------------------|------------------------------|------------------------------|------------------------------|------------------------------|------------------------------|------------------------------|------------------------------|------------------------------|------------------------------|----|
| | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | 2 |
| | | | | | | | | | | | | | | | | | 3 |
| | | | | | | | | | | | | | | | | | 4 |
| | | | | | | | | | | | | | | | | | 5 |
| | | | | | | | | | | | | | | | | | 6 |
| 7 | | | | | | | | | | | | | | | | | 7 |
| 21 | 4 | | | | | | | | | | | | | | | | 8 |
| 3 | 8 | | | | | | | | | | | | | | | | 9 |
| | 4 | 1 | | | | | | | | | | | | | | | 10 |
| | | | | | 2 | | | | | | | | | | | | |
| 31 | 16 | 1 | | | 2 | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| 31 | 16 | 1 | | | 2 | | | | | | | | | | | | |

MASONS, BRICKLAYERS, ETC.

[For specific occupations combined in this group see page 73.]

| | | | | | | | | | | | | | | | | | |
|-----|-----|----|----|----|----|---|---|--|--|---|---|--|--|--|--|--|----|
| | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | 2 |
| 5 | | 1 | | | | | | | | | | | | | | | 3 |
| 20 | 2 | | | | | | | | | | | | | | | | 4 |
| 10 | 6 | 2 | 1 | | | | | | | | | | | | | | 5 |
| 18 | 18 | 4 | 1 | | | | | | | | | | | | | | 6 |
| 1 | 2 | 2 | | | | | | | | | | | | | | | 7 |
| 14 | 7 | 11 | 2 | | | | | | | | | | | | | | 8 |
| 28 | 42 | 21 | 15 | 6 | | 1 | | | | | | | | | | | 9 |
| 14 | 18 | 12 | 10 | 7 | 1 | | | | | | | | | | | | 10 |
| 18 | 11 | 20 | 17 | 8 | 9 | 1 | | | | | | | | | | | 11 |
| 1 | | | | | | | | | | | | | | | | | 12 |
| 2 | 1 | 4 | 5 | 2 | 2 | | | | | | | | | | | | 13 |
| 1 | | | 5 | 2 | | 2 | | | | | | | | | | | 14 |
| | | | | | | | | | | | | | | | | | 15 |
| 3 | 2 | | 2 | 1 | | 1 | 1 | | | 1 | | | | | | | 16 |
| | | | | | | | | | | 1 | | | | | | | 17 |
| | | | | | | | | | | | | | | | | | 18 |
| | | | | | | | | | | | | | | | | | 19 |
| 135 | 109 | 77 | 58 | 26 | 12 | 5 | 3 | | | 2 | | | | | | | |
| | | | 2 | 2 | | | | | | 2 | | | | | | | |
| 135 | 109 | 77 | 60 | 28 | 12 | 5 | 3 | | | 2 | 2 | | | | | | |

SUMMARY OF CLASSIFIED TIME AND EARNINGS FOR SIXTY SYSTEMS OR ROADS—Continued.

GROUPS OF RELATED OCCUPATIONS—continued.

METALWORKERS.

[For specific occupations combined in this group see pages 73 and 74.]

| | Number of employ- és. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | |
|--------|--------------------------|---|--|-------------------------|--------------------------|---------------------------|--------------------------|--------------------------|--------------------------|---------------------------|-----------------------------|-------------------------------|---|----------------------------|----------------------------|-------|-------|-------|
| | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days. | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days. | 366 days and over. | 100 dolls. and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 dolls. | | | |
| 1 | 11 | \$0.21-\$0.40 | 5 | 3 | 1 | | | | | 1 | | | | | 10 | 1 | | |
| 2 | 134 | .41-.60 | 11 | 13 | 11 | 22 | 12 | 11 | 37 | 16 | 1 | | | | 63 | 68 | 3 | |
| 3 | 626 | .61-.80 | 54 | 45 | 81 | 78 | 46 | 67 | 139 | 98 | 18 | | | | 236 | 185 | 194 | 11 |
| 4 | 630 | .81-1.00 | 40 | 51 | 84 | 57 | 65 | 54 | 145 | 116 | 18 | | | | 176 | 130 | 232 | 88 |
| 5 | 2,458 | 1.01-1.20 | 374 | 249 | 419 | 290 | 207 | 160 | 309 | 339 | 111 | | | | 957 | 500 | 292 | 536 |
| 6 | 3,787 | 1.21-1.40 | 727 | 410 | 625 | 389 | 283 | 245 | 524 | 492 | 92 | | | | 1,478 | 683 | 416 | 636 |
| 7 | 2,886 | 1.41-1.60 | 508 | 267 | 370 | 257 | 210 | 167 | 464 | 542 | 101 | | | | 901 | 417 | 287 | 242 |
| 8 | 1,724 | 1.61-1.80 | 160 | 140 | 193 | 170 | 137 | 119 | 360 | 388 | 57 | | | | 331 | 220 | 190 | 134 |
| 9 | 1,765 | 1.81-2.00 | 280 | 163 | 166 | 125 | 112 | 105 | 349 | 410 | 55 | | | | 445 | 171 | 123 | 111 |
| 10 | 1,094 | 2.01-2.20 | 94 | 69 | 102 | 63 | 60 | 74 | 297 | 292 | 43 | | | | 153 | 96 | 67 | 57 |
| 11 | 2,310 | 2.21-2.40 | 283 | 210 | 235 | 182 | 128 | 129 | 572 | 493 | 78 | | | | 442 | 235 | 174 | 119 |
| 12 | 1,199 | 2.41-2.60 | 168 | 86 | 124 | 89 | 55 | 70 | 285 | 307 | 35 | | | | 223 | 101 | 91 | 58 |
| 13 | 781 | 2.61-2.80 | 99 | 79 | 84 | 55 | 39 | 41 | 127 | 225 | 32 | | | | 135 | 83 | 56 | 40 |
| 14 | 324 | 2.81-3.00 | 19 | 21 | 29 | 23 | 18 | 20 | 44 | 133 | 17 | | | | 30 | 28 | 12 | 18 |
| 15 | 32 | 3.01-3.20 | 1 | 1 | 1 | | | 4 | | 3 | 22 | | | | 1 | 2 | | |
| 16 | 116 | 3.21-3.40 | 9 | 10 | 12 | 3 | 4 | 10 | 10 | 58 | | | | | 13 | 13 | 4 | 3 |
| 17 | 69 | 3.41-3.60 | 5 | 8 | 4 | 5 | 5 | 13 | 15 | 13 | 1 | | | | 8 | 5 | 3 | 4 |
| 18 | 33 | 3.61-3.80 | 1 | 1 | 2 | 1 | 3 | 1 | 3 | 16 | 5 | | | | 1 | 1 | 2 | |
| 19 | 23 | 3.81-4.00 | 1 | 1 | 2 | 1 | 1 | 4 | 2 | 11 | | | | | 1 | 1 | | 2 |
| 20 | 18 | 4.01-4.20 | 1 | | 1 | 1 | 1 | 2 | | 12 | | | | | 1 | | 1 | |
| 21 | 2 | 4.21-4.40 | | | | 1 | | 1 | | | | | | | | | | |
| 22 | 6 | 4.41-4.60 | | | | | | | | 6 | | | | | | | | |
| 23 | 2 | 4.61-4.80 | | | | | | 1 | | 1 | | | | | | | | |
| 24 | 9 | 4.81-5.00 | | | 1 | | | | | 2 | | | | | | | | |
| 25 | 1 | 5.21-5.40 | | | | | | | | 1 | | | | | | | | |
| 26 | 6 | 5.41-5.60 | | | | | | | | 5 | 1 | | | | | | | |
| 27 | 1 | 5.61-5.80 | | | | | | | | 1 | | | | | | | | |
| 28 | 1 | 6.01-6.20 | | | | | | | | 1 | | | | | | | | |
| 29 | 5 | 6.41-6.60 | | 1 | | 1 | | | | 3 | | | | | | 1 | | |
| 30 | 3 | 7.21-7.40 | | 1 | 1 | | | | 1 | | | | | | | | 1 | |
| 31 | 2 | 8.21-8.40 | | | | | | | | 2 | | | | | | | | |
| 32 | 1 | 9.41-9.60 | | | | | | | | 1 | | | | | | | | |
| 20,059 | | | 2,840 | 1,829 | 2,548 | 1,813 | 1,390 | 1,296 | 3,667 | 4,010 | 666 | | | | 5,610 | 2,941 | 2,148 | 2,059 |
| 2,521 | (a) | | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | | | | 508 | 288 | 274 | 276 |
| 23,580 | | | | | | | | | | | | | | | 6,118 | 3,229 | 2,422 | 2,335 |

a Rate and time cannot be stated, as they worked by the piece, or day and piece combined.

MINERS, QUARRYMEN, ETC.

[For specific occupations combined in this group see page 74.]

| | | | | | | | | | | | | | | | | | | |
|-------|-----|---------------|-----|-----|-----|-----|----|----|----|----|----|--|--|--|-----|-----|-----|----|
| 1 | 5 | \$0.81-\$1.00 | 1 | 1 | | | 2 | | | 1 | | | | | 2 | 2 | 1 | |
| 2 | 260 | 1.01-1.20 | 70 | 38 | 50 | 31 | 21 | 33 | 13 | 2 | 2 | | | | 142 | 60 | 43 | 13 |
| 3 | 417 | 1.21-1.40 | 109 | 60 | 109 | 44 | 22 | 26 | 28 | 14 | 5 | | | | 230 | 92 | 31 | 45 |
| 4 | 51 | 1.41-1.60 | 10 | 9 | 14 | 5 | 6 | 4 | 2 | 1 | | | | | 25 | 11 | 8 | 4 |
| 5 | 278 | 1.61-1.80 | 152 | 41 | 28 | 20 | 10 | 9 | 12 | 4 | 2 | | | | 199 | 30 | 19 | 10 |
| 6 | 27 | 1.81-2.00 | 5 | 3 | 2 | 5 | | 4 | 5 | 3 | | | | | 8 | 2 | 5 | |
| 7 | 8 | 2.21-2.40 | | 2 | | 1 | 1 | 1 | 1 | 2 | | | | | 2 | | 1 | 1 |
| 8 | 12 | 2.41-2.60 | | 3 | 4 | | | | 2 | 2 | 1 | | | | 2 | 4 | 1 | |
| 9 | 1 | 2.81-3.00 | | | | | | | 1 | | | | | | | | | |
| 10 | 1 | 3.41-3.60 | | | | | | | 1 | | | | | | | | | |
| 1,060 | | | 347 | 157 | 207 | 108 | 60 | 79 | 64 | 28 | 10 | | | | 610 | 201 | 109 | 73 |

SUMMARY OF CLASSIFIED TIME AND EARNINGS FOR SIXTY SYSTEMS OR ROADS—Continued.

GROUPS OF RELATED OCCUPATIONS—continued.

METALWORKERS.

[For specific occupations combined in this group see pages 73 and 74.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | |
|---|------------|------------|------------|------------|-------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|----------------------|
| 401 to 500 | 501 to 600 | 601 to 700 | 701 to 800 | 801 to 900 | 901 to 1000 | 1001 to 1100 | 1101 to 1200 | 1201 to 1300 | 1301 to 1400 | 1401 to 1500 | 1501 to 1600 | 1601 to 1700 | 1701 to 1800 | 1801 to 1900 | 1901 to 2000 | 2001 dolls and over. |
| | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | 2 |
| | | | | | | | | | | | | | | | | 3 |
| | | | | | | | | | | | | | | | | 4 |
| | | | | | | | | | | | | | | | | 5 |
| | | | | | | | | | | | | | | | | 6 |
| | | | | | | | | | | | | | | | | 7 |
| | | | | | | | | | | | | | | | | 8 |
| | | | | | | | | | | | | | | | | 9 |
| | | | | | | | | | | | | | | | | 10 |
| | | | | | | | | | | | | | | | | 11 |
| | | | | | | | | | | | | | | | | 12 |
| | | | | | | | | | | | | | | | | 13 |
| | | | | | | | | | | | | | | | | 14 |
| | | | | | | | | | | | | | | | | 15 |
| | | | | | | | | | | | | | | | | 16 |
| | | | | | | | | | | | | | | | | 17 |
| | | | | | | | | | | | | | | | | 18 |
| | | | | | | | | | | | | | | | | 19 |
| | | | | | | | | | | | | | | | | 20 |
| | | | | | | | | | | | | | | | | 21 |
| | | | | | | | | | | | | | | | | 22 |
| | | | | | | | | | | | | | | | | 23 |
| | | | | | | | | | | | | | | | | 24 |
| | | | | | | | | | | | | | | | | 25 |
| | | | | | | | | | | | | | | | | 26 |
| | | | | | | | | | | | | | | | | a 1 |
| | | | | | | | | | | | | | | | | b 1 |
| | | | | | | | | | | | | | | | | c 3 |
| | | | | | | | | | | | | | | | | c 3 |
| | | | | | | | | | | | | | | | | d 2 |
| | | | | | | | | | | | | | | | | e 1 |
| | | | | | | | | | | | | | | | | e 1 |
| | | | | | | | | | | | | | | | | 8 |
| | | | | | | | | | | | | | | | | f 2 |
| | | | | | | | | | | | | | | | | 8 |
| | | | | | | | | | | | | | | | | 10 |
| 2,088 | 1,508 | 1,551 | 1,038 | 506 | 303 | 147 | 80 | 17 | 20 | 12 | 5 | 6 | 4 | ..... | 8 | 8 |
| 345 | 228 | 179 | 156 | 144 | 64 | 27 | 14 | 7 | 6 | 1 | 2 | ..... | ..... | ..... | ..... | f 2 |
| 2,433 | 1,736 | 1,730 | 1,194 | 650 | 367 | 174 | 94 | 24 | 26 | 13 | 7 | 6 | 4 | ..... | 8 | 10 |

a \$2,100. b \$2,280. c \$2,400. d One \$2,500, one \$3,000. e \$3,499. f One \$2,828, one \$2,846.

MINERS, QUARRYMEN, ETC.

[For specific occupations combined in this group see page 74.]

| | | | | | | | | | | | | | | | | |
|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 4 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 5 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 6 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 7 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 8 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 9 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 10 |
| 35 | 17 | 8 | 5 | 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |

SUMMARY OF CLASSIFIED TIME AND EARNINGS FOR SIXTY SYSTEMS OR ROADS—Continued.

GROUPS OF RELATED OCCUPATIONS—continued.

PAINTERS, DECORATORS, UPHOLSTERERS, ETC.

[For specific occupations combined in this group see page 75.]

| | Number of emp- loy- ees. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | |
|-------|--------------------------------|--|--|-------------------------|--------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|-----------------------------|------------------------------|---|---------------------------|---------------------------|-------|-------|
| | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days. | 151 to 200 days. | 201 to 250 days. | 251 to 300 days. | 301 to 365 days. | 366 days and over. | 100 doll. and under | 101 to 200 doll. | 201 to 300 doll. | 301 to 400 doll. | | |
| 1 | 10 | \$0.41-\$0.60 | ..... | 1 | 3 | 1 | 2 | ..... | 3 | ..... | ..... | ..... | ..... | 7 | 3 | ..... | ..... |
| 2 | 19 | .61-.80 | ..... | 1 | 2 | 1 | 3 | ..... | 2 | ..... | ..... | ..... | ..... | 4 | 5 | 10 | ..... |
| 3 | 30 | .81-1.00 | ..... | 3 | 4 | 7 | 3 | ..... | 3 | ..... | ..... | ..... | ..... | 6 | 8 | ..... | 2 |
| 4 | 80 | 1.01-1.20 | 26 | 15 | 6 | 5 | 6 | ..... | 6 | 12 | ..... | ..... | ..... | 14 | 6 | 8 | ..... |
| 5 | 229 | 1.21-1.40 | 33 | 15 | 38 | 20 | 19 | 33 | 48 | 20 | ..... | ..... | ..... | 46 | 10 | 8 | 16 |
| 6 | 325 | 1.41-1.60 | 52 | 41 | 63 | 40 | 20 | 14 | 55 | 39 | 3 | ..... | ..... | 73 | 34 | 39 | 59 |
| 7 | 342 | 1.61-1.80 | 50 | 38 | 55 | 28 | 19 | 29 | 82 | 36 | 1 | ..... | ..... | 118 | 68 | 30 | 24 |
| 8 | 431 | 1.81-2.00 | 86 | 33 | 45 | 43 | 29 | 30 | 117 | 47 | 1 | ..... | ..... | 100 | 53 | 29 | 26 |
| 9 | 178 | 2.01-2.20 | 17 | 10 | 26 | 12 | 8 | 14 | 57 | 34 | 5 | ..... | ..... | 119 | 45 | 43 | 29 |
| 10 | 283 | 2.21-2.40 | 31 | 16 | 39 | 19 | 26 | 22 | 87 | 43 | ..... | ..... | ..... | 27 | 24 | 12 | 8 |
| 11 | 119 | 2.41-2.60 | 21 | 9 | 12 | 8 | 5 | 6 | 22 | 36 | ..... | ..... | ..... | 41 | 40 | 19 | 19 |
| 12 | 38 | 2.61-2.80 | 1 | 2 | 3 | 1 | 1 | 2 | 9 | 18 | 1 | ..... | ..... | 29 | 8 | 7 | 7 |
| 13 | 39 | 2.81-3.00 | 9 | 4 | 5 | 4 | 3 | ..... | 7 | 6 | 1 | ..... | ..... | 2 | 2 | 2 | 1 |
| 14 | 2 | 3.01-3.20 | ..... | ..... | ..... | ..... | ..... | ..... | 2 | ..... | ..... | ..... | ..... | 9 | 6 | 3 | 4 |
| 15 | 7 | 3.21-3.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 16 | 6 | 3.41-3.60 | 1 | ..... | 1 | ..... | ..... | ..... | ..... | 4 | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| 17 | 1 | 3.61-3.80 | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 1 |
| 18 | 1 | 3.81-4.00 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... |
| 19 | 2 | 4.81-5.00 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... |
| 2,142 |  |  | ..... | 332 | 189 | 305 | 186 | 144 | 161 | 521 | 291 | 13 | ..... | 592 | 304 | 211 | 196 |
| 263 | | | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | ..... | 28 | 28 | 24 | 22 |
| 2,405 |  |  | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 620 | 332 | 235 | 218 |

a Rate and time cannot be stated, as they worked by contract, piece, or premium, or combinations of these with day work.

WOODWORKERS.

[For specific occupations combined in this group see page 75.]

| | | | | | | | | | | | | | | | | | |
|--------|-------|---------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| 1 | 4 | \$0.41-\$0.60 | 1 | 2 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 4 | ..... | ..... | ..... |
| 2 | 28 | .61-.80 | 7 | 5 | 7 | 5 | 2 | 1 | 1 | ..... | ..... | ..... | ..... | 24 | 3 | 1 | ..... |
| 3 | 117 | .81-1.00 | 23 | 23 | 16 | 8 | 8 | 14 | 17 | 8 | ..... | ..... | ..... | 62 | 19 | 29 | 7 |
| 4 | 187 | 1.01-1.20 | 39 | 34 | 38 | 26 | 19 | 15 | 9 | 6 | 1 | ..... | ..... | 110 | 37 | 26 | 11 |
| 5 | 572 | 1.21-1.40 | 212 | 85 | 110 | 44 | 21 | 22 | 39 | 36 | 3 | ..... | ..... | 355 | 96 | 31 | 52 |
| 6 | 1,660 | 1.41-1.60 | 516 | 226 | 230 | 139 | 120 | 105 | 180 | 123 | 21 | ..... | ..... | 824 | 241 | 160 | 140 |
| 7 | 1,877 | 1.61-1.80 | 333 | 200 | 271 | 151 | 142 | 129 | 388 | 221 | 42 | ..... | ..... | 581 | 277 | 157 | 160 |
| 8 | 2,808 | 1.81-2.00 | 413 | 291 | 378 | 260 | 200 | 195 | 626 | 429 | 16 | ..... | ..... | 703 | 386 | 260 | 210 |
| 9 | 718 | 2.01-2.20 | 44 | 34 | 64 | 41 | 43 | 55 | 241 | 191 | 5 | ..... | ..... | 68 | 68 | 40 | 35 |
| 10 | 1,785 | 2.21-2.40 | 250 | 237 | 246 | 160 | 118 | 134 | 319 | 310 | 11 | ..... | ..... | 439 | 241 | 161 | 118 |
| 11 | 557 | 2.41-2.60 | 118 | 45 | 60 | 50 | 24 | 26 | 99 | 128 | 7 | ..... | ..... | 147 | 56 | 42 | 37 |
| 12 | 197 | 2.61-2.80 | 17 | 19 | 14 | 18 | 6 | 12 | 28 | 82 | 1 | ..... | ..... | 20 | 25 | 9 | 13 |
| 13 | 206 | 2.81-3.00 | 57 | 12 | 34 | 23 | 10 | 13 | 17 | 38 | 2 | ..... | ..... | 65 | 13 | 24 | 21 |
| 14 | 8 | 3.01-3.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 15 | 59 | 3.21-3.40 | 5 | 7 | 5 | 6 | 3 | 3 | 8 | 21 | 1 | ..... | ..... | 8 | 4 | 3 | 4 |
| 16 | 13 | 3.41-3.60 | ..... | 1 | 2 | 3 | 2 | 2 | 2 | 1 | ..... | ..... | ..... | ..... | 2 | 1 | 1 |
| 17 | 3 | 3.61-3.80 | ..... | 1 | ..... | ..... | ..... | ..... | 1 | 1 | ..... | ..... | ..... | ..... | 1 | ..... | ..... |
| 18 | 7 | 3.81-4.00 | ..... | 1 | 1 | 1 | ..... | ..... | ..... | 2 | ..... | ..... | ..... | ..... | 1 | 1 | ..... |
| 19 | 7 | 4.01-4.20 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | 6 | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| 20 | 3 | 4.81-5.00 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | 2 | ..... | ..... | ..... | ..... | 1 | ..... | ..... |
| 10,816 |  |  | ..... | 2,035 | 1,224 | 1,478 | 935 | 719 | 727 | 1,977 | 1,611 | 110 | ..... | 3,410 | 1,471 | 946 | 809 |
| 971 | | | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | ..... | 145 | 107 | 96 | 76 |
| 11,787 |  |  | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3,555 | 1,578 | 1,042 | 885 |

a Rate and time cannot be stated, as they worked by contract, or piece, or combinations of these with day work.

CHAPTER III.—TIME AND EARNINGS—ANALYSIS OF TABLES. 133

SUMMARY OF CLASSIFIED TIME AND EARNINGS FOR SIXTY SYSTEMS OR ROADS—Continued.

GROUPS OF RELATED OCCUPATIONS—continued.

PAINTERS, DECORATORS, UPHOLSTERERS, ETC.

[For specific occupations combined in this group see page 75.]

NUMBER EARNING THE AMOUNT STATED IN ONE YEAR.

| 401 to 500 dolls. | 501 to 600 dolls. | 601 to 700 dolls. | 701 to 800 dolls. | 801 to 900 dolls. | 901 to 1000 dolls. | 1001 to 1100 dolls. | 1101 to 1200 dolls. | 1201 to 1300 dolls. | 1301 to 1400 dolls. | 1401 to 1500 dolls. | 1501 to 1600 dolls. | 1601 to 1700 dolls. | 1701 to 1800 dolls. | 1801 to 1900 dolls. | 1901 to 2000 dolls. | 2001 dolls and over |
|-------------------|-------------------|-------------------|-------------------|-------------------|--------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 4 |
| 21 | 1 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 5 |
| 75 | 10 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 6 |
| 58 | 69 | 4 | 3 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 7 |
| 33 | 121 | 36 | 4 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 8 |
| 13 | 22 | 68 | 3 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 9 |
| 20 | 20 | 85 | 35 | 4 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 10 |
| 4 | 1 | 9 | 38 | 16 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 11 |
| ..... | 2 | 2 | 6 | 15 | 5 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 12 |
| 2 | 1 | ..... | ..... | ..... | 7 | 1 | 6 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 13 |
| ..... | ..... | ..... | ..... | ..... | ..... | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 14 |
| ..... | ..... | ..... | ..... | ..... | ..... | 4 | 3 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 15 |
| ..... | ..... | ..... | ..... | ..... | ..... | 1 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 16 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 17 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 18 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 19 |
| 226 | 247 | 206 | 89 | 44 | 14 | 12 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 25 | 42 | 47 | 38 | 7 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 251 | 289 | 253 | 127 | 51 | 15 | 12 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |

WOODWORKERS.

[For specific occupations combined in this group see page 75.]

| | | | | | | | | | | | | | | | | | |
|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 |
| 3 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 4 |
| 35 | 2 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 5 |
| 225 | 58 | 10 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 6 |
| 291 | 347 | 42 | 22 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 7 |
| 198 | 686 | 333 | 25 | 2 | 4 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 8 |
| 51 | 99 | 311 | 42 | 4 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 9 |
| 109 | 115 | 366 | 196 | 38 | 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 10 |
| 14 | 20 | 43 | 131 | 55 | 11 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 11 |
| 5 | 8 | 8 | 18 | 56 | 29 | 6 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 12 |
| 6 | 7 | 7 | 10 | 18 | 19 | 14 | 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 13 |
| ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 14 |
| 4 | 2 | 2 | 2 | 5 | 3 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 15 |
| 1 | 2 | 1 | 1 | 1 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 16 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 17 |
| 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 18 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 19 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 20 |
| 943 | 1,347 | 1,124 | 449 | 181 | 71 | 34 | 19 | 4 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 84 | 154 | 203 | 76 | 24 | 5 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 1,027 | 1,501 | 1,327 | 525 | 205 | 76 | 34 | 20 | 4 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |

SUMMARY OF CLASSIFIED TIME AND EARNINGS FOR SIXTY SYSTEMS OR ROADS—Continued.

GROUPS OF RELATED OCCUPATIONS—concluded.

WOOD AND COAL HANDLERS.

[For specific occupations combined in this group see page 75.]

| Number of employ- és. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | |
|--------------------------|---|--|-------------------------|--------------------------|---------------------------|--------------------------|--------------------------|--------------------------|---------------------------|-----------------------------|-------------------------------|---|----------------------------|----------------------------|-------|-------|
| | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days. | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days. | 366 days and over. | 100 dolls. and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 dolls. | | |
| 1 | 2 | \$0.21-.40 | ----- | ----- | 1 | ----- | ----- | ----- | ----- | ----- | ----- | 1 | ----- | ----- | ----- | ----- |
| 2 | 15 | .41-.60 | 7 | 5 | 1 | ----- | ----- | ----- | ----- | ----- | ----- | 18 | 2 | ----- | ----- | ----- |
| 3 | 2 | .61-.80 | ----- | ----- | ----- | ----- | 1 | ----- | ----- | ----- | ----- | ----- | 1 | 1 | ----- | ----- |
| 4 | 85 | .81-1.00 | 39 | 11 | 20 | 4 | 1 | 3 | 1 | 7 | 1 | 70 | 5 | 3 | 6 | ----- |
| 5 | 667 | 1.01-1.20 | 257 | 85 | 100 | 44 | 34 | 26 | 26 | 53 | 42 | 414 | 86 | 51 | 51 | ----- |
| 6 | 1,437 | 1.21-1.40 | 743 | 220 | 177 | 86 | 50 | 26 | 24 | 81 | 30 | 1,085 | 147 | 66 | 36 | ----- |
| 7 | 697 | 1.41-1.60 | 353 | 69 | 78 | 21 | 31 | 20 | 19 | 85 | 21 | 464 | 50 | 38 | 25 | ----- |
| 8 | 91 | 1.61-1.80 | 49 | 3 | 6 | 10 | 6 | 4 | 1 | 10 | 2 | 54 | 5 | 10 | 8 | ----- |
| 9 | 309 | 1.81-2.00 | 138 | 46 | 54 | 34 | 26 | 4 | 1 | 5 | 1 | 184 | 52 | 34 | 25 | ----- |
| 10 | 2 | 2.01-2.20 | 1 | ----- | ----- | ----- | ----- | ----- | ----- | 1 | ----- | 1 | ----- | ----- | ----- | ----- |
| 11 | 3 | 2.21-2.40 | ----- | ----- | ----- | 1 | ----- | ----- | ----- | 1 | ----- | ----- | ----- | 1 | ----- | ----- |
| 12 | 1 | 2.61-2.80 | 1 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 1 | ----- | ----- | ----- | ----- |
| 13 | 18 | 2.81-3.00 | ----- | 1 | 4 | 9 | ----- | ----- | ----- | ----- | ----- | ----- | 2 | 3 | 6 | ----- |
| 3,329 | ----- | ----- | 1,588 | 440 | 441 | 209 | 153 | 82 | 74 | 245 | 97 | 2,287 | 351 | 207 | 157 | ----- |
| 52 | (a) | ----- | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | 30 | 8 | 4 | 1 | ----- |
| 3,381 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 2,317 | 359 | 211 | 158 | ----- |

a Rate and time cannot be stated, as they worked by the day and piece combined.

SUMMARY OF CLASSIFIED TIME AND EARNINGS FOR SIXTY SYSTEMS OR ROADS—Continued.

GROUPS OF RELATED OCCUPATIONS—concluded.

WOOD AND COAL HANDLERS.

[For specific occupations combined in this group see page 75.]

NUMBER EARNING THE AMOUNT STATED IN ONE YEAR.

| 401 to 500 dolls. | 501 to 600 dolls. | 601 to 700 dolls. | 701 to 800 dolls. | 801 to 900 dolls. | 901 to 1000 dolls. | 1001 to 1100 dolls. | 1101 to 1200 dolls. | 1201 to 1300 dolls. | 1301 to 1400 dolls. | 1401 to 1500 dolls. | 1501 to 1600 dolls. | 1601 to 1700 dolls. | 1701 to 1800 dolls. | 1801 to 1900 dolls. | 1901 to 2000 dolls. | 2001 dolls and over |
|----------------------|----------------------|----------------------|----------------------|----------------------|-----------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------------|
| | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | 2 |
| | | | | | | | | | | | | | | | | 3 |
| | | | | | | | | | | | | | | | | 4 |
| | 1 | | | | | | | | | | | | | | | 5 |
| | 61 | 4 | | | | | | | | | | | | | | 6 |
| | 85 | 18 | | | | | | | | | | | | | | 7 |
| | 61 | 56 | 3 | | | | | | | | | | | | | 8 |
| | 1 | 8 | 3 | 1 | 1 | | | | | | | | | | | 9 |
| | 7 | 1 | 1 | 5 | | | | | | | | | | | | 10 |
| | | | 1 | | | | | | | | | | | | | 11 |
| | | 1 | | 1 | | | | | | | | | | | | 12 |
| | | | | | | | | | | | | | | | | 13 |
| | 7 | | | | | | | | | | | | | | | |
| 223 | 88 | 7 | 8 | 1 | | | | | | | | | | | | |
| 3 | 6 | | | | | | | | | | | | | | | |
| 226 | 94 | 7 | 8 | 1 | | | | | | | | | | | | |

SUMMARY OF CLASSIFIED TIME AND EARNINGS FOR SIXTY SYSTEMS OR ROADS—Continued.

GROUPS OF RELATED OCCUPATIONS—TOTALS.

[For specific occupations combined in each of these groups see pages 69 to 75.]

| Groups of related occupations. | Number of employees. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | |
|--|--------------------------|--|----------------|-----------------|------------------|------------------|------------------|------------------|------------------|--------------------|
| | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days. | 151 to 200 days. | 201 to 250 days. | 251 to 300 days. | 301 to 365 days. | 366 days and over. |
| Brakemen and flagmen..... | 22,217 a 3,737 | 6,946 | 2,795 | 3,259 | 1,886 | 1,313 | 1,144 | 1,437 | 2,970 | 467 |
| Cleaners, wipers, etc..... | 6,535 a 48 | 1,227 | 753 | 1,030 | 618 | 481 | 362 | 400 | 1,308 | 356 |
| Conductors and pilots..... | 5,196 a 950 | 794 | 354 | 482 | 371 | 284 | 317 | 627 | 1,680 | 287 |
| Employés in telegraph and electric light service. | 5,193 | 1,227 | 650 | 738 | 374 | 360 | 258 | 238 | 1,277 | 71 |
| Employés in surveying and civil engineering service. | 534 a 1 | 124 | 66 | 86 | 41 | 53 | 28 | 39 | 94 | 3 |
| Employés in administr. and clerical service, including station agents. | 14,963 a 1,056 | 1,112 | 985 | 1,410 | 1,089 | 1,010 | 855 | 769 | 7,075 | 658 |
| Employés in depots, stations, yards, warehouses, etc. | 28,086 a 512 | 5,897 | 2,648 | 3,341 | 2,143 | 1,698 | 1,546 | 1,651 | 8,076 | 1,086 |
| Employés constructing roads, tracks, etc. | 80,874 a 82 | 27,208 | 11,492 | 12,825 | 7,270 | 4,908 | 4,045 | 4,472 | 8,362 | 292 |
| Employés along roads, tracks, etc. | 1,790 | 137 | 141 | 206 | 153 | 76 | 89 | 95 | 860 | 33 |
| Employés of scows, ferries, etc..... | 546 a 1 | 171 | 61 | 77 | 38 | 30 | 18 | 24 | 91 | 36 |
| Employés on wharves, docks, etc. | 1,730 a 17 | 662 | 180 | 296 | 153 | 82 | 63 | 92 | 196 | 6 |
| Employés of repair shops..... | 3,103 a 125 | 443 | 345 | 441 | 293 | 238 | 200 | 341 | 672 | 130 |
| Enginemen (and engineers running trains) and hostlers. | 4,906 a 2,945 | 630 | 280 | 419 | 297 | 275 | 336 | 564 | 1,534 | 571 |
| Engineers, stationary..... | 448 a 7 | 63 | 22 | 34 | 24 | 23 | 18 | 26 | 189 | 49 |
| Firemen, stationary..... | 485 a 103 | 125 | 45 | 49 | 54 | 34 | 30 | 35 | 89 | 24 |
| Firemen on trains..... | 5,381 a 3,913 | 1,412 | 493 | 643 | 402 | 390 | 356 | 411 | 908 | 366 |
| Inspectors and examiners..... | 2,224 a 4 | 154 | 121 | 223 | 175 | 170 | 125 | 139 | 904 | 213 |
| Lampmen, light tenders, etc..... | 478 a 23 | 26 | 53 | 75 | 31 | 32 | 54 | 17 | 182 | 8 |
| Masons, bricklayers, etc..... | 2,475 a 9 | 904 | 361 | 401 | 198 | 199 | 204 | 136 | 67 | 5 |
| Metalworkers..... | 20,059 a 2,521 | 2,840 | 1,829 | 2,548 | 1,813 | 1,390 | 1,296 | 3,667 | 4,011 | 666 |
| Miners, quarrymen, etc..... | 1,060 | 347 | 157 | 207 | 108 | 60 | 79 | 64 | 28 | 10 |
| Painters, decorators, upholsterers, etc. | 2,142 a 263 | 332 | 189 | 305 | 186 | 144 | 161 | 521 | 291 | 13 |
| Woodworkers..... | 10,816 a 971 | 2,035 | 1,224 | 1,478 | 935 | 719 | 727 | 1,977 | 1,611 | 110 |
| Wood and coal handlers, etc..... | 3,329 a 52 | 1,588 | 440 | 441 | 209 | 153 | 82 | 74 | 245 | 97 |
| All employés..... | 224,570 17,340 (a) | 56,404 (a) | 25,684 (a) | 31,014 (a) | 18,861 (a) | 14,122 (a) | 12,393 (a) | 17,816 (a) | 42,719 (a) | 5,557 (a) |
| Total..... | 241,910 | | | | | | | | | |

a Time cannot be stated, as they worked by the mile, trip, piece, contract, or commission, or combinations of these with day work.

CHAPTER III.—TIME AND EARNINGS—ANALYSIS OF TABLES. 137

SUMMARY OF CLASSIFIED TIME AND EARNINGS FOR SIXTY SYSTEMS OR ROADS—Continued.

GROUPS OF RELATED OCCUPATIONS—TOTALS—continued.

[For specific occupations combined in each of these groups see pages 69 to 75.]

| Groups of related occupations. | NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | |
|--|---|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|------------------------------|
| | 100 dolls. and under. | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 dolls. | 401 to 500 dolls. | 501 to 600 dolls. | 601 to 700 dolls. | 701 to 800 dolls. | 801 to 900 dolls. | 901 to 1,000 dolls. |
| Brakemen and flagmen | 10,432 1,272 | 3,371 566 | 1,958 330 | 1,645 270 | 1,486 269 | 1,902 442 | 1,074 373 | 255 184 | 72 29 | 21 2 |
| Cleaners, wipers, etc. | 2,752 4 | 1,126 10 | 739 9 | 792 4 | 802 8 | 270 10 | 40 3 | 6 | 8 ..... | ..... |
| Conductors and pilots | 1,036 53 | 414 57 | 329 55 | 262 56 | 232 47 | 261 39 | 406 47 | 633 61 | 630 128 | 452 166 |
| Employés in telegraph and elec- tric light service. | 2,325 | 744 | 472 | 394 | 541 | 406 | 138 | 107 | 35 | 16 |
| Employés in surveying and civil engineering service. | 214 | 63 | 56 | 36 | 25 | 25 | 19 | 22 | 18 | 8 |
| Employés in administr. and clerical service, including station agents. | 3,074 325 | 1,921 192 | 1,484 121 | 1,090 79 | 1,601 97 | 1,970 75 | 909 55 | 1,024 36 | 668 27 | 292 12 |
| Employés in depots, stations, yards, warehouses, etc. | 10,406 182 | 3,738 80 | 2,421 42 | 2,023 39 | 4,289 41 | 2,576 23 | 830 66 | 433 24 | 239 9 | 124 5 |
| Employés constructing roads, tracks, etc. | 47,835 34 | 12,280 26 | 7,200 8 | 6,663 8 | 4,498 3 | 1,639 | 275 1 | 216 | 124 1 | 45 |
| Employés along roads, tracks, etc. | 420 | 237 | 174 | 598 | 243 | 51 | 29 | 32 | 4 | ..... |
| Employés of scows, ferries, etc. | 285 1 | 57 | 35 | 31 | 21 | 32 | 31 | 31 | 3 | 3 |
| Employés on wharves, docks, etc. | 922 11 | 287 1 | 141 1 | 104 1 | 120 | 104 | 24 1 | 9 2 | 10 | 3 |
| Employés of repair shops. | 955 25 | 503 20 | 318 15 | 323 13 | 455 26 | 329 19 | 138 7 | 58 | 10 | 7 |
| Enginemen (and engineers run- ning trains) and hostlers. | 846 167 | 340 95 | 267 92 | 229 98 | 278 64 | 286 78 | 232 87 | 260 106 | 319 187 | 377 213 |
| Engineers, stationary | 92 2 | 34 1 | 30 | 24 | 65 | 62 | 54 | 49 | 15 1 | 4 |
| Firemen, stationary | 197 13 | 68 6 | 42 11 | 37 15 | 52 12 | 66 18 | 17 6 | 6 6 | 3 | ..... ..... |
| Firemen on trains | 2,025 783 | 634 390 | 419 263 | 448 251 | 410 353 | 572 656 | 581 619 | 200 332 | 65 166 | 21 85 |
| Inspectors and examiners | 339 2 | 276 | 213 | 197 | 345 | 433 | 210 2 | 131 | 46 | 17 |
| Lampmen, light tenders, etc. | 345 23 | 39 | 16 | 28 | 31 | 16 | 1 ..... | ..... ..... | ..... ..... | 2 |
| Masons, bricklayers, etc. | 1,288 1 | 345 1 | 236 1 | 179 1 | 135 | 109 | 77 | 58 2 | 26 2 | 12 |
| Metalworkers | 5,610 508 | 2,941 288 | 2,148 274 | 2,059 276 | 2,088 345 | 1,508 228 | 1,551 179 | 1,038 156 | 506 144 | 303 64 |
| Miners, quarrymen, etc. | 610 | 201 | 109 | 73 | 35 | 17 | 8 | 5 | 1 | 1 |
| Painters, decorators, upholsterers, etc. | 592 28 | 304 28 | 211 24 | 196 22 | 226 25 | 247 42 | 206 47 | 89 38 | 44 7 | 14 1 |
| Woodworkers | 3,410 145 | 1,471 107 | 946 96 | 809 76 | 943 84 | 1,347 154 | 1,124 203 | 449 76 | 181 24 | 71 5 |
| Wood and coal handlers, etc. | 2,287 30 | 351 8 | 207 4 | 157 1 | 223 3 | 88 6 | 7 | 8 | 1 ..... | ..... |
| All employés | 98,297 3,608 | 31,745 1,876 | 20,171 1,346 | 18,997 1,210 | 19,144 1,378 | 14,316 1,790 | 8,041 1,706 | 5,119 1,023 | 3,025 738 | 1,793 553 |
| Total | 101,905 | 33,621 | 21,517 | 20,207 | 20,522 | 16,106 | 9,747 | 6,142 | 3,763 | 2,346 |

SUMMARY OF CLASSIFIED TIME AND EARNINGS FOR SIXTY SYSTEMS OR ROADS—Continued.

GROUPS OF RELATED OCCUPATIONS—TOTALS—concluded.

[For specific occupations combined in each of these groups see pages 69 to 75.]

| Groups of related occupations. | NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | |
|--|---|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|------------------------|
| | 1,001 to 1,100 dolls. | 1,101 to 1,200 dolls. | 1,201 to 1,300 dolls. | 1,301 to 1,400 dolls. | 1,401 to 1,500 dolls. | 1,501 to 1,600 dolls. | 1,601 to 1,700 dolls. | 1,701 to 1,800 dolls. | 1,801 to 1,900 dolls. | 1,901 to 2,000 dolls. | 2,000 dolls. and over. |
| Brakemen and flagmen..... | 1 | | | | | | | | | | |
| Cleaners, wipers, etc..... | | | | | | | | | | | |
| Conductors and pilots..... | 329 135 | 158 51 | 34 33 | 12 7 | 8 6 | | 9 | | | | |
| Employés in telegraph and electric light service. | 2 | 7 | | 1 | 5 | | | | | | |
| Employés in surveying and civil engineering service. | 6 | 11 | 1 | 3 | 13 | 1 | 2 | 3 | | 3 | 5 |
| Employés in administrative and clerical service, including station agents. | 226 9 | 281 2 | 73 7 | 83 1 | 112 1 | 13 1 | 24 | 62 1 | 5 2 | 20 1 | 31 2 |
| Employés in depots, stations, yards, warehouses, etc. | 111 1 | 105 | 13 | 26 | 57 | 3 | 6 | 16 | | 1 | 9 |
| Employés constructing roads, tracks, etc. | 47 | 36 | 3 | 6 | 1 | 1 | 2 | 1 | | | |
| Employés along roads, tracks, etc. | | | | 1 | 1 | | | | | | |
| Employés of scows, ferries, etc. | 1 | 7 | 2 | 6 | | | | | 1 | | |
| Employés on wharves, docks, etc. | 1 | 2 | 2 | | 1 | | | | | | |
| Employés of repair shops.. | 3 | 3 | | 1 | | | | | | | |
| Enginemen (and engineers running trains) and hostlers. | 388 344 | 374 412 | 344 307 | 134 219 | 92 171 | 44 109 | 45 100 | 18 56 | 14 27 | 7 9 | 12 4 |
| Engineers, stationary..... | 2 3 | 6 | 7 | 1 | 1 | | 1 | | | | 1 |
| Firemen, stationary..... | 1 | 2 | | | | | | | | | |
| Firemen on trains..... | 3 14 | 3 1 | | | | | | | | | |
| Inspectors and examiners.. | 7 | 5 | | 4 | 1 | | | | | | |
| Lampmen, light tenders, etc. | | | | | | | | | | | |
| Masons, bricklayers, etc... | 5 | 3 | | 2 | 2 | | | | | | |
| Metalworkers..... | 147 27 | 80 14 | 17 7 | 20 6 | 12 1 | 5 2 | 6 | 4 | | 8 | 8 2 |
| Miners, quarrymen, etc..... | | | | | | | | | | | |
| Painters, decorators, upholsterers, etc. | 12 | | 1 | | | | | 1 | | | |
| Woodworkers..... | 34 | 19 1 | 4 | | 6 | | | 2 | | | |
| Wood and coal handlers, etc. | | | | | | | | | | | |
| All employés..... | 1,925 534 | 1,100 483 | 500 355 | 298 235 | 314 180 | 67 121 | 86 100 | 107 57 | 20 29 | 39 10 | 66 8 |
| Total..... | 1,859 | 1,583 | 855 | 533 | 494 | 188 | 186 | 164 | 49 | 49 | 74 |

CHAPTER III.—TIME AND EARNINGS—ANALYSIS OF TABLES. 139

SUMMARY OF CLASSIFIED TIME AND EARNINGS FOR SIXTY SYSTEMS OR ROADS—Continued.

GROUPS OF RELATED OCCUPATIONS—PERCENTAGES.

[For specific occupations combined in each of these groups see pages 69 to 75. The percentages on this page are based on those employes only (see preceding table, page 136) who were paid wholly by the day.]

| Groups of related occupations. | Number of employes. | PER CENT. OF EMPLOYÉS EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | |
|--|---------------------|---|----------------|-----------------|------------------|------------------|------------------|------------------|------------------|--------------------|--|
| | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days. | 151 to 200 days. | 201 to 250 days. | 250 to 300 days. | 301 to 365 days. | 366 days and over. | |
| Brakemen and flagmen..... | 25,954 | 31.2 | 12.6 | 14.7 | 8.5 | 5.9 | 5.1 | 6.5 | 13.4 | 2.1 | |
| Cleaners, wipers, etc..... | 6,583 | 18.8 | 11.5 | 15.8 | 9.5 | 7.4 | 5.5 | 6.1 | 20.0 | 5.4 | |
| Conductors and pilots..... | 6,146 | 15.3 | 6.8 | 9.3 | 7.1 | 5.5 | 6.1 | 12.1 | 32.3 | 5.5 | |
| Employés in telegraph and electric light service. | 5,193 | 23.6 | 12.5 | 14.2 | 7.2 | 6.9 | 5.0 | 4.6 | 24.0 | 1.4 | |
| Employés in surveying and civil engineering service. | 535 | 23.2 | 12.4 | 16.1 | 7.7 | 9.9 | 5.2 | 7.3 | 17.0 | 0.6 | |
| Employés in administrative and clerical service, including station agents. | 16,019 | 7.4 | 6.6 | 9.4 | 7.3 | 6.8 | 5.7 | 5.1 | 47.3 | 4.4 | |
| Employés in depots, stations, yards, warehouses, etc. | 28,598 | 21.0 | 9.4 | 11.9 | 7.0 | 6.0 | 5.5 | 5.9 | 28.8 | 3.9 | |
| Employés constructing roads, tracks, etc. | 80,956 | 33.6 | 14.2 | 15.9 | 9.0 | 6.1 | 5.0 | 5.5 | 10.3 | 0.4 | |
| Employés along roads, tracks, etc... | 1,790 | 7.7 | 7.9 | 11.5 | 8.6 | 4.2 | 5.0 | 5.3 | 48.0 | 1.8 | |
| Employés of scows, ferries, etc..... | 547 | 31.3 | 11.2 | 14.1 | 6.9 | 5.5 | 3.3 | 4.4 | 16.7 | 6.6 | |
| Employés on wharves, docks, etc... | 1,747 | 38.3 | 10.4 | 17.1 | 8.9 | 4.7 | 3.6 | 5.3 | 11.3 | 0.4 | |
| Employés of repair shops..... | 3,228 | 14.3 | 11.1 | 14.2 | 9.4 | 7.7 | 6.4 | 11.0 | 21.7 | 4.2 | |
| Enginemen (and engineers running trains) and hostlers. | 7,851 | 12.8 | 5.7 | 8.5 | 6.1 | 5.6 | 6.9 | 11.5 | 31.3 | 11.6 | |
| Engineers, stationary..... | 455 | 14.1 | 4.9 | 7.6 | 5.4 | 5.1 | 4.0 | 5.8 | 42.2 | 10.9 | |
| Firemen, stationary..... | 588 | 25.8 | 9.3 | 10.1 | 11.1 | 7.0 | 6.2 | 7.2 | 18.4 | 4.9 | |
| Firemen on trains..... | 9,294 | 26.2 | 9.2 | 12.0 | 7.5 | 7.2 | 6.6 | 7.6 | 16.9 | 6.8 | |
| Inspectors and examiners..... | 2,228 | 6.9 | 5.4 | 10.0 | 7.9 | 7.6 | 5.6 | 6.3 | 40.7 | 9.6 | |
| Lampmen, light tenders, etc..... | 501 | 5.4 | 11.1 | 15.7 | 6.5 | 6.7 | 11.3 | 3.5 | 38.1 | 1.7 | |
| Masons, bricklayers, etc..... | 2,484 | 36.5 | 14.6 | 16.2 | 8.0 | 8.0 | 8.3 | 5.5 | 2.7 | 0.2 | |
| Metalworkers..... | 22,580 | 14.2 | 9.1 | 12.7 | 9.0 | 6.9 | 6.5 | 18.3 | 20.0 | 3.3 | |
| Miners, quarrymen, etc.... | 1,060 | 32.7 | 14.8 | 19.5 | 10.2 | 5.7 | 7.5 | 6.0 | 2.6 | 1.0 | |
| Painters, decorators, upholsterers, etc. | 2,405 | 15.5 | 8.9 | 14.2 | 8.7 | 6.7 | 7.5 | 24.3 | 13.6 | 0.6 | |
| Woodworkers..... | 11,787 | 18.8 | 11.3 | 13.7 | 8.6 | 6.7 | 6.7 | 18.3 | 14.9 | 1.0 | |
| Wood and coal handlers..... | 3,381 | 47.7 | 13.2 | 13.2 | 6.3 | 4.6 | 2.5 | 2.2 | 7.4 | 2.9 | |
| All employés..... | 241,910 | 25.1 | 11.5 | 13.8 | 8.4 | 6.3 | 5.5 | 7.9 | 19.0 | 2.5 | |

SUMMARY OF CLASSIFIED TIME AND EARNINGS FOR SIXTY SYSTEMS OR ROADS—Continued.

GROUPS OF RELATED OCCUPATIONS—PERCENTAGES—continued.

[For specific occupations combined in each of these groups see pages 69 to 75. The percentages on this page are based on all employés (see preceding table, pages 136 to 138), whether paid by the day or otherwise.]

| Groups of related occupations. | PER CENT. OF EMPLOYÉS EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | |
|--|--|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|-----------------------------|
| | 100 dols. and under. | 101 to 200 dols. | 201 to 300 dols. | 301 to 400 dols. | 401 to 500 dols. | 501 to 600 dols. | 601 to 700 dols. | 701 to 800 dols. | 801 to 900 dols. | 901 to 1,000 dols. |
| Brakemen and flagmen | 45.1 | 15.2 | 8.8 | 7.4 | 6.7 | 9.0 | 5.6 | 1.7 | 0.4 | 0.1 |
| Cleaners, wipers, etc | 41.9 | 17.3 | 11.4 | 12.1 | 12.3 | 4.2 | 0.6 | 0.1 | 0.1 | ..... |
| Conductors and pilots | 17.7 | 7.7 | 6.2 | 5.2 | 4.5 | 4.9 | 7.4 | 11.3 | 12.3 | 10.1 |
| Employés in telegraph and electric light service. | 44.8 | 14.3 | 9.1 | 7.6 | 10.4 | 7.8 | 2.7 | 2.1 | 0.7 | 0.3 |
| Employés in surveying and civil engineering service. | 40.0 | 11.8 | 10.5 | 6.7 | 4.8 | 4.7 | 3.5 | 4.1 | 3.3 | 1.5 |
| Employés in administrative and clerical service, including station agents. | 21.2 | 13.2 | 10.0 | 7.3 | 10.6 | 12.8 | 6.0 | 6.6 | 4.4 | 1.9 |
| Employés in depots, stations, yards, warehouses, etc. | 37.0 | 13.4 | 8.6 | 9.3 | 15.1 | 9.1 | 3.3 | 1.6 | 0.9 | 0.5 |
| Employés constructing roads, tracks, etc. | 59.1 | 15.2 | 8.9 | 8.2 | 5.6 | 2.0 | 0.3 | 0.3 | 0.2 | 0.1 |
| Employés along roads, tracks, etc... | 23.5 | 13.2 | 9.7 | 33.4 | 13.6 | 2.8 | 1.6 | 1.8 | 0.2 | ..... |
| Employés of scows, ferries, etc..... | 52.3 | 10.4 | 6.4 | 5.7 | 3.8 | 5.8 | 5.7 | 5.7 | 0.5 | 0.5 |
| Employés on wharves, docks, etc.... | 53.4 | 16.5 | 8.1 | 5.9 | 6.9 | 6.0 | 1.4 | 0.6 | 0.6 | 0.2 |
| Employés of repair shops..... | 30.4 | 16.2 | 10.3 | 10.4 | 14.9 | 10.8 | 4.5 | 1.8 | 0.3 | 0.2 |
| Enginemen (and engineers running trains) and hostlers. | 12.9 | 5.5 | 4.6 | 4.2 | 4.4 | 4.6 | 4.1 | 4.7 | 6.4 | 7.5 |
| Engineers, stationary | 20.7 | 7.7 | 6.6 | 5.3 | 14.3 | 13.6 | 11.9 | 10.8 | 3.5 | 0.9 |
| Firemen, stationary | 35.7 | 12.6 | 9.0 | 8.9 | 10.9 | 14.3 | 5.6 | 2.0 | 0.5 | ..... |
| Firemen on trains | 30.2 | 11.0 | 7.3 | 7.5 | 8.2 | 13.2 | 12.9 | 5.7 | 2.5 | 1.2 |
| Inspectors and examiners | 15.3 | 12.4 | 9.6 | 8.8 | 15.5 | 19.4 | 9.5 | 5.9 | 2.1 | 0.8 |
| Lampmen, light tenders, etc | 73.4 | 7.8 | 3.2 | 5.6 | 6.2 | 3.2 | 0.2 | ..... | ..... | 0.4 |
| Masons, bricklayers, etc | 51.9 | 13.9 | 9.5 | 7.3 | 5.4 | 4.4 | 3.1 | 2.4 | 1.1 | 0.5 |
| Metalworkers | 27.1 | 14.3 | 10.7 | 10.3 | 10.8 | 7.7 | 7.7 | 5.3 | 2.9 | 1.6 |
| Miners, quarrymen, etc | 57.5 | 19.0 | 10.3 | 6.9 | 3.3 | 1.6 | 0.7 | 0.5 | 0.1 | 0.1 |
| Painters, decorators, upholsterers, etc. | 25.8 | 13.8 | 9.8 | 9.0 | 10.4 | 12.0 | 10.5 | 5.3 | 2.1 | 0.6 |
| Woodworkers | 30.2 | 13.4 | 8.8 | 7.5 | 8.7 | 12.7 | 11.3 | 4.5 | 1.7 | 0.6 |
| Wood and coal handlers | 68.5 | 10.6 | 6.3 | 4.7 | 6.7 | 2.8 | 0.2 | 0.2 | 0.0 | ..... |
| All employés | 42.1 | 13.9 | 8.9 | 8.3 | 8.5 | 6.7 | 4.0 | 2.5 | 1.6 | 1.0 |

CHAPTER III.—TIME AND EARNINGS—ANALYSIS OF TABLES. 141

SUMMARY OF CLASSIFIED TIME AND EARNINGS FOR SIXTY SYSTEMS OR ROADS—Concluded.

GROUPS OF RELATED OCCUPATIONS—PERCENTAGES—concluded.

[For specific occupations combined in each of these groups see pages 69 to 75. The percentages on this page are based on all employes (see preceding table, pages 136 to 138) whether paid by the day or otherwise.]

| Groups of related occupations. | PER CENT. OF EMPLOYÉS EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | |
|--|--|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|------------------------|
| | 1,001 to 1,100 dolls. | 1,101 to 1,200 dolls. | 1,201 to 1,300 dolls. | 1,301 to 1,400 dolls. | 1,401 to 1,500 dolls. | 1,501 to 1,600 dolls. | 1,601 to 1,700 dolls. | 1,701 to 1,800 dolls. | 1,801 to 1,900 dolls. | 1,901 to 2,000 dolls. | 2,001 dolls. and over. |
| Brakemen and flagmen..... | 0.0 | | | | | | | | | | |
| Cleaners, wipers, etc..... | | | | | | | | | | | |
| Conductors and pilots..... | 7.6 | 3.4 | 1.1 | 0.3 | 0.2 | 0.1 | | | | | |
| Employés in telegraph and electric light service. | 0.0 | 0.1 | | 0.0 | 0.1 | | | | | | |
| Employés in surveying and civil engineering service. | 1.1 | 2.1 | 0.2 | 0.6 | 2.4 | 0.2 | 0.4 | 0.6 | | 0.6 | 0.9 |
| Employés in administrative and clerical service, including station agents. | 1.5 | 1.8 | 0.5 | 0.5 | 0.7 | 0.1 | 0.1 | 0.4 | 0.1 | 0.1 | 0.2 |
| Employés in depots, stations, yards, warehouses, etc. | 0.4 | 0.4 | 0.0 | 0.1 | 0.2 | 0.0 | 0.0 | 0.1 | | 0.0 | 0.0 |
| Employés constructing roads, tracks, etc. | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | |
| Employés along roads, tracks, etc. | | | | 0.1 | 0.1 | | | | | | |
| Employés of scows, ferries, etc | 0.2 | 1.3 | 0.4 | 1.1 | | | | | 0.2 | | |
| Employés on wharves, docks, etc. | 0.1 | 0.1 | 0.1 | | 0.1 | | | | | | |
| Employés of repair shops.... | 0.1 | 0.1 | | 0.0 | | | | | | | |
| Enginemen (and engineers running trains) and hostlers. | 9.3 | 10.0 | 8.3 | 4.5 | 3.4 | 2.0 | 1.8 | 0.9 | 0.5 | 0.2 | 0.2 |
| Engineers, stationary..... | 1.1 | 1.3 | 1.5 | 0.2 | 0.2 | | 0.2 | | | | 0.2 |
| Firemen, stationary..... | 0.2 | 0.3 | | | | | | | | | |
| Firemen on trains..... | 0.2 | 0.1 | | | | | | | | | |
| Inspectors and examiners.... | 0.3 | 0.2 | | 0.2 | 0.0 | | | | | | |
| Lampmen, light tenders, etc.. | | | | | | | | | | | |
| Masons, bricklayers, etc..... | 0.2 | 0.1 | | 0.1 | 0.1 | | | | | | |
| Metalworkers..... | 0.8 | 0.4 | 0.1 | 0.1 | 0.1 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.1 |
| Miners, quarrymen, etc..... | | | | | | | | | | | |
| Painters, decorators, upholsterers, etc. | 0.5 | | 0.1 | | | | | 0.1 | | | |
| Woodworkers..... | 0.3 | 0.2 | 0.0 | | 0.1 | | | 0.0 | | | |
| Wood and coal handlers..... | | | | | | | | | | | |
| All employés..... | 0.8 | 0.7 | 0.3 | 0.2 | 0.2 | 0.1 | 0.1 | 0.1 | 0.0 | 0.0 | 0.0 |

The tables just given are so clear that extended analysis need not be entered into. The last of these tables shows by percentages of time and earnings (by groups of occupations), the relation of each group to the whole number of employés in all respects, not only as to time worked, but earnings for the year. The numerical importance of each class differs from the economic importance. Out of the whole 241,910 persons employed during the year covered, 49,245 are trainmen—brakemen and flagmen, conductors and pilots, enginemen (with engineers running trains) and hostlers, and firemen on trains, aggregating this number. The remainder are laborers of various grades. Trainmen thus constitute about 20 per cent. of the whole number of individuals. Taking the average number of men employed on the roads of the whole country during the year—689,912, approximately, as given by the Interstate Commerce Commission—and the trainmen, switchmen, and flagmen constitute 22 per cent. of the whole number.

From the table given of daily rates of pay and annual earnings in leading occupations for sixty systems or roads, an interesting summary is drawn, which will now follow. In this table the occupations and the number of roads to which the occupations apply are given. This little recapitulation offers some interesting comparisons with the whole number of persons employed, as already given. Take baggagemen as an illustration: The average daily pay of baggagemen on the sixty roads under consideration is \$1.51, and 62 per cent. receive less than \$1.62 per day. Looking at conductors, we find the average daily rate of pay is \$2.63, and 89 per cent. of them all receive \$2 a day and over; while for engineers, \$3.22½ represents the average daily pay, and 93.9 per cent. receive over \$2 per day.

SUMMARY OF DAILY RATES OF PAY OF EMPLOYÉES IN LEADING OCCUPATIONS OF SIXTY SYSTEMS OR ROADS.

[Employés paid by the mile, trip, piece, contract, or commission are excluded.—The occupations noted as included under the several titles on pages 84 to 107 are here also included.]

| Occupation. | Under \$1. 01. | | \$.01 to \$1.60. | | \$.61 to \$1.80. | | \$.81 to \$2. | | \$.01 and over. | | Total persons. | Average rate. |
|---------------------------------|----------------|-----------|------------------|-----------|------------------|-----------|---------------|-----------|-----------------|-----------|----------------|---------------|
| | Num-ber. | Per-cent. | Num-ber. | Per-cent. | Num-ber. | Per-cent. | Num-ber. | Per-cent. | Num-ber. | Per-cent. | | |
| Baggagemasters (35 roads). | 105 | 9.5 | 407 | 36.9 | 198 | 17.9 | 223 | 20.7 | 166 | 15.0 | 1,104 | \$1.63 |
| Baggagemen (18 roads). | 87 | 8.8 | 526 | 53.2 | 195 | 19.7 | 101 | 10.2 | 80 | 8.1 | 989 | 1.51 |
| Blacksmiths (43 roads). | 1 | 0.1 | 142 | 9.9 | 178 | 12.4 | 288 | 20.1 | 826 | 57.5 | 1,435 | 2.19 |
| Brakemen (58 roads). | 139 | 0.7 | 4,065 | 20.2 | 8,392 | 41.7 | 6,651 | 33.1 | 870 | 4.3 | 20,117 | 1.78 |
| Carpenters (51 roads). | 5 | 0.1 | 1,125 | 13.6 | 1,647 | 19.9 | 2,579 | 31.1 | 2,921 | 35.3 | 8,277 | 1.98 |
| Conductors (56 roads). | 7 | 0.1 | 32 | 0.6 | 80 | 1.6 | 434 | 8.4 | 4,631 | 89.3 | 5,184 | 2.63 |
| Engineers (54 roads). | 4 | 0.1 | 45 | 1.5 | 60 | 2.0 | 74 | 2.5 | 2,791 | 93.9 | 2,974 | 8.22½ |
| Enginemmen (15 roads). | 1 | 0.1 | 26 | 2.6 | 9 | 0.9 | 10 | 1.0 | 952 | 95.4 | 998 | 3.19 |
| Firemen (59 roads) .. | 75 | 1.3 | 1,605 | 28.1 | 2,072 | 36.2 | 932 | 16.3 | 1,033 | 18.1 | 5,717 | 1.79½ |
| Flagmen (31 roads) .. | 795 | 40.0 | 848 | 42.6 | 112 | 5.6 | 214 | 10.8 | 20 | 1.0 | 1,989 | 1.13 |
| Foremen (56 roads) .. | 6 | 0.1 | 3,729 | 52.6 | 634 | 8.9 | 549 | 7.8 | 2,167 | 30.6 | 7,085 | 1.88 |
| Laborers (58 roads) .. | 4,910 | 5.5 | 80,575 | 90.1 | 3,175 | 3.5 | 621 | 0.7 | 143 | 0.2 | 89,429 | 1.26 |
| Machinists (40 roads). | 24 | 0.5 | 268 | 5.9 | 593 | 13.2 | 665 | 14.8 | 2,956 | 65.6 | 4,506 | 2.18 |
| Masons (28 roads) .. | 6 | 0.4 | 94 | 10.8 | 47 | 5.4 | 64 | 7.3 | 669 | 76.5 | 874 | 2.45½ |
| Painters (38 roads) .. | 109 | 2.5 | 338 | 21.4 | 306 | 19.3 | 402 | 25.4 | 531 | 33.5 | 1,583 | 1.95 |
| Switchmen (30 roads). | 520 | 12.3 | 2,305 | 54.7 | 650 | 15.6 | 310 | 7.5 | 1,065 | 25.0 | 4,262 | 1.50½ |
| Telegraph operators (38 roads). | | | | | | | | | 410 | 9.9 | 4,216 | 1.43½ |

SUMMARY OF ANNUAL EARNINGS OF EMPLOYÉES IN LEADING OCCUPATIONS OF SIXTY SYSTEMS OR ROADS.

[Employés paid by the mile, trip, piece, contract, or commission are included.—The occupations noted as included under the several titles on pages 84 to 107 are here also included.]

| Occupation. | Under \$100. | | \$101 to \$300. | | \$301 to \$600. | | \$601 to \$900. | | \$.01 and over. | | Total persons. | Average earnings. |
|---------------------------------|--------------|-----------|-----------------|-----------|-----------------|-----------|-----------------|-----------|-----------------|-----------|----------------|-------------------|
| | Num-ber. | Per-cent. | Num-ber. | Per-cent. | Num-ber. | Per-cent. | Num-ber. | Per-cent. | Num-ber. | Per-cent. | | |
| Baggagemasters (36 roads). | 239 | 19.0 | 243 | 10.3 | 472 | 37.4 | 291 | 23.1 | 15 | 1.2 | 1,260 | \$394 |
| Baggagemen (18 roads). | 301 | 29.7 | 205 | 20.2 | 390 | 38.5 | 118 | 11.6 | ..... | ..... | 1,014 | 311 |
| Blacksmiths (43 roads). | 278 | 16.2 | 258 | 15.0 | 507 | 29.5 | 620 | 36.1 | 55 | 3.2 | 1,718 | 467 |
| Brakemen (58 roads). | 11,062 | 46.7 | 5,605 | 23.6 | 5,185 | 21.9 | 1,831 | 7.7 | 16 | 0.1 | 23,699 | 212 |
| Carpenters (51 roads). | 2,260 | 26.3 | 2,003 | 23.3 | 2,752 | 32.1 | 1,536 | 17.9 | 32 | 0.4 | 8,583 | 330 |
| Conductors (56 roads). | 1,080 | 17.6 | 854 | 13.9 | 897 | 14.6 | 1,904 | 31.1 | 1,399 | 22.8 | 6,134 | 575 |
| Engineers (55 roads). | 1,550 | 9.9 | 464 | 8.4 | 530 | 9.6 | 799 | 14.4 | 3,197 | 57.7 | 5,540 | 957 |
| Enginemmen (15 roads). | 148 | 11.0 | 124 | 9.2 | 165 | 12.2 | 288 | 20.4 | 626 | 46.3 | 1,351 | 787 |
| Firemen (60 roads) .. | 2,966 | 30.7 | 1,791 | 18.5 | 2,810 | 29.1 | 1,978 | 20.4 | 127 | 1.3 | 9,672 | 337 |
| Flagmen (31 roads) .. | 652 | 30.9 | 592 | 28.0 | 786 | 37.2 | 80 | 3.8 | 1 | 0.1 | 2,111 | 244 |
| Foremen (56 roads) .. | 1,001 | 14.1 | 1,273 | 18.0 | 3,098 | 43.7 | 1,135 | 16.0 | 579 | 8.2 | 7,086 | 463 |
| Laborers (58 roads) .. | 54,834 | 60.9 | 21,868 | 24.3 | 13,285 | 14.7 | 116 | 0.1 | 1 | 0.0 | 90,104 | 124 |
| Machinists (40 roads). | 1,026 | 20.6 | 953 | 19.1 | 1,208 | 24.2 | 1,565 | 31.4 | 232 | 4.7 | 4,984 | 431 |
| Masons (28 roads) .. | 390 | 44.7 | 204 | 23.4 | 197 | 23.5 | 80 | 9.1 | 3 | 0.3 | 874 | 227 |
| Painters (38 roads) .. | 427 | 24.4 | 388 | 22.2 | 588 | 33.6 | 340 | 19.4 | 7 | 0.4 | 1,750 | 248 |
| Switchmen (30 roads). | 1,579 | 37.0 | 859 | 20.2 | 1,552 | 36.4 | 255 | 6.0 | 17 | 0.4 | 4,262 | 264 |
| Telegraph operators (38 roads). | 1,714 | 40.7 | 1,043 | 24.7 | 1,224 | 29.0 | 214 | 5.1 | 21 | 0.5 | 4,216 | 235 |

The question very naturally arises, when considering these tables, what are the different rates of pay and earnings for different parts of the United States, and how do the different rates and earnings for different parts compare with the rates and earnings for the whole? It was for this purpose that the groupings stated in the first chapter were made, and reference to the map in connection with what is now being said will show the comparisons of rates for the different parts of the country.

From the large tables, which enter fully into details, the following brief table has been constructed. This table shows for each group separately and for all combined the average daily rate of pay, the average time actually employed, and the average annual earnings actually paid in each leading occupation.

AVERAGE DAILY RATE AND AVERAGE ACTUAL ANNUAL TIME AND EARNINGS IN LEADING OCCUPATIONS OF SIXTY SYSTEMS OR ROADS.

[Employés paid by the mile, trip, piece, contract, or commission are excluded.—The occupations noted as included under the several titles on pages 84 to 107 are here also included.]

| Occupation. | GROUP I. | | | GROUP II. | | | GROUP III. | | | GROUP IV. | | |
|----------------------|-------------|----------------|------------------|-------------|----------------|------------------|-------------|----------------|------------------|-------------|----------------|------------------|
| | Daily rate. | Days employed. | Annual earnings. | Daily rate. | Days employed. | Annual earnings. | Daily rate. | Days employed. | Annual earnings. | Daily rate. | Days employed. | Annual earnings. |
| Baggagemasters | \$1.78 | 247 | \$440 | \$1.58½ | 230 | \$364 | \$1.32 | 119 | \$157 | \$1.46½ | 255 | \$373 |
| Baggagemen | 1.67 | 241 | 402 | 1.46 | 255 | 371 | 1.42 | 45 | 64 | 1.61 | 153 | 246 |
| Blacksmiths | 2.36½ | 227 | 535 | 2.06 | 218 | 448 | 2.39 | 131 | 312 | 2.25½ | 196 | 443 |
| Brakemen | 1.80 | 140 | 251 | 1.73 | 129 | 223 | 1.26 | 61 | 77 | 1.86½ | 93 | 174 |
| Carpenters | 2.14½ | 192 | 412 | 1.89½ | 172 | 325 | 2.10½ | 113 | 238 | 1.92½ | 165 | 317 |
| Conductors | 2.82 | 239 | 675 | 2.54 | 221 | 561 | 2.58½ | 144 | 373 | 2.61½ | 190 | 496 |
| Engineers | 3.32½ | 257 | 890 | 3.15 | 231 | 728 | 2.91 | 148 | 429 | 3.07½ | 273 | 839 |
| Enginemen | 3.24 | 277 | 897 | 3.20½ | 241 | 773 | 1.52 | 313 | 475 | 2.27 | 232 | 527 |
| Firemen | 1.89 | 210 | 397 | 1.72 | 153 | 263 | 1.29½ | 90 | 116 | 1.79½ | 167 | 300 |
| Flagmen | 1.24½ | 231 | 287 | 1.16½ | 211 | 245 | 1.89½ | 47 | 42 | .97½ | 196 | 191 |
| Foremen | 2.33½ | 268 | 627 | 1.81 | 279 | 506 | 1.66 | 241 | 401 | 1.81½ | 270 | 489 |
| Laborers | 1.51 | 118 | 178 | 1.23½ | 115 | 142 | .88 | 65 | 57 | 1.21½ | 96 | 117 |
| Machinists | 2.23 | 241 | 558 | 2.05 | 206 | 423 | 2.70½ | 125 | 337 | 2.25½ | 174 | 393 |
| Masons | 2.19 | 117 | 257 | 2.44 | 100 | 244 | 3.00 | 15 | 45 | 2.76 | 75 | 207 |
| Painters | 2.01½ | 180 | 362 | 1.88 | 177 | 332 | 2.02½ | 33 | 66 | 1.91½ | 165 | 316 |
| Switchmen | 1.78 | 241 | 429 | 1.27 | 253 | 322 | 1.11 | 144 | 160 | 1.53½ | 167 | 257 |
| Telegraph operators. | 1.42½ | 181 | 257 | 1.34½ | 209 | 280 | 1.50½ | 125 | 188 | 1.47 | 199 | 292 |

| Occupation. | GROUP V. | | | GROUP VI. | | | GROUP VII. | | | ALL GROUPS. | | |
|----------------------|-------------|----------------|------------------|-------------|----------------|------------------|-------------|----------------|------------------|-------------|----------------|------------------|
| | Daily rate. | Days employed. | Annual earnings. | Daily rate. | Days employed. | Annual earnings. | Daily rate. | Days employed. | Annual earnings. | Daily rate. | Days employed. | Annual earnings. |
| Baggagemasters | \$1.10 | 149 | \$164 | \$1.79 | 69 | \$123 | \$2.00½ | 191 | \$383 | \$1.63 | 233 | \$380 |
| Baggagemen | 1.49½ | 146 | 218 | 1.55 | 173 | 268 | 1.94½ | 106 | 206 | 1.51 | 201 | 302 |
| Blacksmiths | 2.67 | 128 | 342 | 2.26½ | 259 | 587 | 3.11½ | 160 | 498 | 2.19 | 207 | 453 |
| Brakemen | 1.95 | 72 | 140 | 1.75½ | 62 | 109 | 1.96 | 80 | 156 | 1.78 | 113 | 202 |
| Carpenters | 2.32½ | 114 | 266 | 2.14 | 115 | 247 | 3.07 | 100 | 307 | 1.98 | 164 | 326 |
| Conductors | 2.92½ | 136 | 397 | 2.85½ | 184 | 524 | 3.00 | 179 | 537 | 2.63 | 207 | 545 |
| Engineers | 3.55 | 201 | 712 | 2.79½ | 175 | 489 | ..... | ..... | ..... | 3.22½ | 237 | 765 |
| Enginemen ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3.19 | 242 | 773 |
| Firemen | 2.04 | 120 | 245 | 1.90½ | 94 | 179 | ..... | ..... | ..... | 1.79½ | 155 | 279 |
| Flagmen ..... | ..... | ..... | ..... | 1.02½ | 132 | 136 | 1.64½ | 107 | 176 | 1.13 | 206 | 233 |
| Foremen | 1.88½ | 149 | 280 | 1.78½ | 183 | 327 | 2.40½ | 213 | 525 | 1.88 | 246 | 463 |
| Laborers | 1.21 | 54 | 66 | 1.30 | 52 | 68 | 1.87½ | 74 | 139 | 1.26 | 98 | 123 |
| Machinists | 2.69 | 113 | 304 | 2.43½ | 165 | 402 | 3.06½ | 159 | 487 | 2.18 | 193 | 421 |
| Masons | 2.54½ | 35 | 89 | 3.00 | 12 | 36 | ..... | ..... | ..... | 2.45½ | 93 | 227 |
| Machinists | 2.42½ | 150 | 364 | 1.72 | 149 | 258 | 2.81½ | 136 | 383 | 1.95 | 170 | 331 |
| Painters | 2.30½ | 67 | 154 | 2.15½ | 77 | 165 | 2.20 | 35 | 77 | 1.50½ | 176 | 264 |
| Switchmen | 1.67½ | 71 | 119 | 1.38½ | 127 | 176 | 2.09½ | 124 | 260 | 1.43½ | 164 | 235 |

The comparisons to be made from this table are exceedingly interesting and valuable. A glance shows the highest daily rate of pay to be in group VII (the Pacific states), and the next highest in group V (the southwestern states); but in group I (the New England states), which stands third in daily rate, the greatest steadiness of employment is found, the average number of days employed in the year being noticeable higher than in any other group; as a result of comparatively high pay and steady work, the annual earnings for the New England group are considerably above any of the others. Next below this group may

be placed group II (the middle Atlantic states), the daily rate and the days employed both being a little lower, the daily pay, however, differing not much from that of group IV (the central northern states) or from group VI (the northwestern states), in both of which, and particularly the latter, the days employed are less. Lowest of all, both in regard to rate of pay and steadiness of work, stands group III (the central south Atlantic and Gulf states). Considering the last three columns, where all the groups are combined, we see the daily rate of \$3.22½ paid to engineers, \$3.19 to enginemen, \$2.63 to conductors, \$2.45½ to masons, \$2.19 to blacksmiths, \$2.18 to machinists, \$1.98 to carpenters, \$1.95 to painters, \$1.88 to foremen, \$1.79½ to firemen, \$1.78 to brakemen, \$1.63 to baggagemasters, \$1.51 to baggagemen, \$1.50½ to switchmen, \$1.43½ to telegraph operators, \$1.26 to laborers, and \$1.13 to flagmen. The annual earnings of these several classes run from \$773 for enginemen down to \$123 for laborers.

These figures are exceedingly interesting, and, from their perfectly scientific nature, very valuable, for they are the result of as perfect a classification as can possibly be made from the actual payrolls of the roads involved.

The railroad men may inquire how they compare, so far as rates of pay and average annual earnings are concerned, with their comrades in Great Britain. At the close of this volume will be found a table, taken from the official returns, of the rates of wages paid to railway servants on the principal lines in Great Britain, compiled by the Amalgamated Society of Railway Servants of England, Ireland, Scotland, and Wales. A brief summary of that table is here appended; its daily rates can be compared with those of this country on the preceding page, but its theoretical earnings must be compared with those for the United States on pages 147 to 159.

AVERAGE DAILY RATES AND THEORETICAL AVERAGE ANNUAL EARNINGS IN GREAT BRITAIN AND THE UNITED STATES COMPARED.

| GREAT BRITAIN. | | | UNITED STATES. | | |
|--------------------------------|-------------|------------------------------|-----------------------------|-------------|------------------------------|
| Occupations. | Daily rate. | Theoretical annual earnings. | Occupations. | Daily rate. | Theoretical annual earnings. |
| Engineers and drivers..... | \$1. 46 | \$457. 00 | Engineers and enginemen.... | \$3. 22 | \$1, 007. 00 |
| Firemen..... | . 91 | 285. 00 | Firemen..... | 1. 79½ | 562. 00 |
| Guards, passenger and goods... | . 97 | 304. 00 | Conductors..... | 2. 63 | 824. 00 |
| Shunters..... | . 85 | 266. 00 | Switchmen..... | 1. 50½ | 471. 00 |
| Signalmen..... | . 81 | 254. 00 | Flagmen..... | 1. 13 | 354. 00 |

The wages of guards on British roads and of conductors on American roads are not fairly comparable, because the conductor of an American road is responsible financially and for the proper movement of his train under telegraphic instructions. The British guard is not so responsible. The compensation of an American passenger conductor is, therefore, much larger, relatively, than that of a British guard.

H. Ex. 265—10

Since the report from which the figures for Great Britain are drawn was published there have been some concessions made to railway men in England; for instance, the men in the employ of the Southeastern railway company have been granted the following concessions:

Sunday duty to be in future time and a quarter, and no Sunday time to be taken to make up sixty hours on week days. Ten hours for week days, and eight hours after sixty hours have been worked. When men are called upon to come on duty and not required afterward, they are to have five hours, which was previously two and one-half hours.

Pay.—Drivers are to have, first year, \$1.34 per day, and firemen, 85 cents; second year, \$1.46 and 91 cents; third year, \$1.58 and 97 cents; fourth year, \$1.70 and \$1.03; fifth year, \$1.70 for drivers and \$1.10 per day for firemen when passed for drivers. In the sixth and seventh years engine drivers are to get respectively \$1.70 and \$1.83 per day. After ten years' driving 10 per cent. of the men to get \$1.95 per day, and they must be men of good character.

One free pass per year for each man. Privilege tickets are to be granted to each man and his wife and family once a month, and if abused in any way, the first time to pay full fare and forfeit the right to these for twelve months, and the second time to be dismissed from the service. In case any man does not get sixty hours per week he is to complain to the foreman.

The general time employed in England is practically eleven hours, and there are differences of rates of pay at commencement of service, the rise being gradual up to a maximum. This is true in many respects in regard to the pay of certain classes of railway labor in this country, especially as to enginemens and conductors.

THE DISTRIBUTION OF LABOR.

One of the most interesting features which attracts the attention under a close examination of the analytical tables which have been given and the study of the general tables is the great variation between the number of men actually employed during a year, as individuals, and the number of men which would be necessary to accomplish like results, provided full time was worked by each. In order to ascertain this variation two tables have been evolved and are given herewith. The first relates to the selected occupations used in the foregoing tables, for which occupations there are shown the number of different or individual employés on the various roads, the total days employed, the total earnings, the average days employed, and the average earnings. In parallel columns with these facts are shown, firstly, the number of employés which would be necessary, if working on full time of three hundred and thirteen days, to accomplish the same results as were accomplished by the whole number of individual employés who worked during the year, and, secondly, what the average earnings would have been for each of such necessary employés. The second table shows the same facts and conditions, with average daily rates added, for all the employés on the whole sixty systems or roads. These tables are as follows:

CHAPTER III.—TIME AND EARNINGS—ANALYSIS OF TABLES. 147

ACTUAL AND THEORETICAL CONDITIONS COMPARED IN LEADING OCCUPATIONS OF SIXTY SYSTEMS OR ROADS.

[Employés paid by the mile, trip, piece, contract, or commission are excluded.—The occupations noted as included under the several titles on pages 84 to 107 are here also included.]

BAGGAGEMASTERS.

| Road number. | Actual condition. Employés and results. | | | | | Condition if the necessary positions were filled continuously by the same employés through a working year of 313 days. | |
|--------------|---|----------------------|-----------------|------------------------|-------------------|--|------------------------------|
| | Different employés. | Total days employed. | Total earnings. | Average days employed. | Average earnings. | Necessary employés. | Consequent average earnings. |
| 2 | 34 | 6,698 | \$10,574 | 107 | \$311 | 21.40 | \$494 |
| 3 | 3 | 588 | 861 | 196 | 287 | 1.88 | 458 |
| 4 | 181 | 45,434 | 70,353 | 251 | 389 | 145.16 | 485 |
| 5 | 10 | 2,060 | 3,410 | 206 | 341 | 6.58 | 518 |
| 7 | 136 | 34,704 | 63,184 | 255 | 465 | 110.88 | 570 |
| 11 | 88 | 21,158 | 40,206 | 240 | 457 | 67.60 | 595 |
| 12 | 6 | 1,398 | 2,556 | 233 | 426 | 4.47 | 572 |
| 13 | 2 | 660 | 866 | 330 | 428 | 2.11 | 406 |
| 16 | 30 | 7,575 | 9,060 | 253 | 302 | 24.20 | 374 |
| 20 | 89 | 20,412 | 37,788 | 229 | 424 | 65.21 | 579 |
| 21 | 24 | 3,864 | 5,280 | 161 | 220 | 12.35 | 428 |
| 22 | 1 | 313 | 360 | 313 | 360 | 1.00 | 360 |
| 23 | 9 | 657 | 1,008 | 73 | 112 | 2.10 | 480 |
| 29 | 12 | 1,164 | 1,860 | 97 | 155 | 3.72 | 500 |
| 31 | 17 | 2,533 | 2,788 | 149 | 164 | 8.09 | 345 |
| 34 | 51 | 16,473 | 21,471 | 323 | 421 | 52.63 | 408 |
| 35 | 140 | 35,560 | 60,760 | 254 | 434 | 113.61 | 535 |
| 36 | 4 | 896 | 1,260 | 224 | 315 | 2.86 | 440 |
| 38 | 8 | 1,528 | 3,064 | 191 | 383 | 4.88 | 628 |
| 39 | 141 | 38,073 | 54,708 | 270 | 388 | 121.64 | 450 |
| 40 | 3 | 786 | 1,581 | 262 | 527 | 2.51 | 630 |
| 41 | 5 | 1,510 | 3,025 | 302 | 605 | 4.82 | 627 |
| 43 | 25 | 3,075 | 5,925 | 123 | 237 | 9.82 | 603 |
| 44 | 26 | 4,290 | 7,436 | 165 | 286 | 13.71 | 543 |
| 45 | 2 | 316 | 544 | 158 | 272 | 1.01 | 339 |
| 46 | 8 | 1,064 | 2,496 | 133 | 312 | 3.40 | 734 |
| 47 | 2 | 244 | 360 | 122 | 180 | 0.78 | 462 |
| 48 | 6 | 1,122 | 1,716 | 187 | 286 | 3.58 | 479 |
| 49 | 6 | 702 | 1,236 | 117 | 206 | 2.24 | 551 |
| 50 | 13 | 546 | 546 | 42 | 42 | 1.74 | 313 |
| 53 | 6 | 882 | 1,128 | 147 | 188 | 2.82 | 400 |
| 55 | 3 | 342 | 504 | 114 | 168 | 1.09 | 461 |
| 56 | 1 | 140 | 140 | 140 | 140 | 0.45 | 313 |
| 57 | 3 | 6 | 12 | 2 | 4 | 0.02 | 626 |
| 58 | 9 | 620 | 1,111 | 69 | 123 | 1.98 | 561 |
| | 1,104 | 257,393 | 419,147 | 233 | 380 | 822.34 | 510 |

BAGGAGEMEN.

| | | | | | | | |
|----|-----|---------|---------|-----|------|--------|-------|
| 1 | 4 | 264 | \$384 | 66 | \$66 | 0.84 | \$455 |
| 4 | 11 | 2,057 | 3,124 | 187 | 284 | 6.57 | 475 |
| 13 | 51 | 8,874 | 15,555 | 174 | 305 | 28.35 | 549 |
| 15 | 3 | 351 | 522 | 117 | 174 | 1.12 | 465 |
| 16 | 63 | 16,191 | 22,176 | 257 | 352 | 51.73 | 429 |
| 18 | 44 | 7,744 | 12,716 | 176 | 289 | 24.74 | 514 |
| 20 | 8 | 2,000 | 3,464 | 250 | 433 | 6.39 | 542 |
| 21 | 25 | 1,125 | 1,600 | 45 | 64 | 3.59 | 445 |
| 22 | 3 | 942 | 1,623 | 314 | 541 | 3.01 | 539 |
| 30 | 2 | 366 | 180 | 183 | 90 | 1.17 | 154 |
| 31 | 160 | 23,360 | 34,880 | 146 | 218 | 74.63 | 467 |
| 33 | 14 | 2,198 | 2,534 | 157 | 181 | 7.02 | 361 |
| 34 | 323 | 88,825 | 130,492 | 275 | 404 | 283.79 | 480 |
| 35 | 27 | 6,210 | 10,205 | 230 | 378 | 19.84 | 514 |
| 36 | 45 | 8,190 | 13,275 | 182 | 295 | 26.17 | 507 |
| 38 | 27 | 2,862 | 5,562 | 106 | 206 | 9.14 | 608 |
| 39 | 105 | 13,965 | 21,000 | 133 | 200 | 44.62 | 471 |
| 58 | 74 | 12,802 | 19,832 | 173 | 268 | 40.90 | 485 |
| | 989 | 198,326 | 299,125 | 201 | 302 | 633.63 | 472 |

ACTUAL AND THEORETICAL CONDITIONS COMPARED IN LEADING OCCUPATIONS OF SIXTY SYSTEMS OR ROADS—Continued.

[Employés paid by the mile, trip, piece, contract or commission are excluded.—The occupations noted as included under the several titles on pages 84 to 107 are here also included.]

BLACKSMITHS.

| Road number. | Actual condition. Employés and results. | | | | | Condition if the necessary positions were filled continuously by the same employés through a working year of 313 days. | |
|--------------|---|----------------------|-----------------|------------------------|-------------------|--|------------------------------|
| | Different employés. | Total days employed. | Total earnings. | Average days employed. | Average earnings. | Necessary employés. | Consequent average earnings. |
| 1 | 4 | 324 | \$808 | 81 | \$202 | 1.04 | \$781 |
| 2 | 9 | 2,196 | 5,391 | 244 | 599 | 7.02 | 768 |
| 3 | 1 | 306 | 765 | 306 | 765 | 0.98 | 783 |
| 4 | 260 | 56,160 | 105,560 | 216 | 406 | 179.42 | 588 |
| 5 | 3 | 816 | 1,989 | 272 | 663 | 2.61 | 763 |
| 6 | 4 | 28 | 64 | 7 | 16 | 0.09 | 715 |
| 7 | 81 | 18,144 | 41,553 | 224 | 513 | 57.97 | 717 |
| 8 | 3 | 393 | 921 | 131 | 307 | 1.26 | 734 |
| 9 | 1 | 192 | 487 | 192 | 487 | 0.61 | 794 |
| 11 | 102 | 22,950 | 48,552 | 225 | 476 | 73.32 | 662 |
| 12 | 9 | 2,646 | 4,158 | 294 | 462 | 8.45 | 492 |
| 13 | 32 | 7,712 | 17,632 | 241 | 551 | 24.64 | 716 |
| 16 | 64 | 14,528 | 30,592 | 227 | 478 | 46.42 | 659 |
| 18 | 10 | 2,920 | 6,760 | 292 | 676 | 9.33 | 725 |
| 19 | 4 | 1,304 | 2,204 | 326 | 551 | 4.17 | 529 |
| 20 | 39 | 8,307 | 21,411 | 213 | 549 | 26.54 | 807 |
| 21 | 11 | 1,463 | 4,059 | 133 | 369 | 4.67 | 868 |
| 22 | 4 | 728 | 2,348 | 182 | 587 | 2.33 | 1,010 |
| 23 | 3 | 855 | 2,166 | 285 | 722 | 2.73 | 793 |
| 25 | 2 | 130 | 188 | 65 | 94 | 0.42 | 453 |
| 28 | 1 | 255 | 637 | 255 | 637 | 0.81 | 782 |
| 29 | 2 | 302 | 604 | 151 | 302 | 0.96 | 626 |
| 31 | 105 | 13,440 | 35,910 | 128 | 342 | 42.94 | 836 |
| 33 | 1 | 302 | 708 | 302 | 708 | 0.96 | 734 |
| 34 | 186 | 44,454 | 94,488 | 239 | 508 | 142.03 | 665 |
| 35 | 48 | 11,856 | 29,040 | 247 | 605 | 37.88 | 767 |
| 36 | 21 | 5,145 | 11,382 | 245 | 542 | 16.44 | 692 |
| 37 | 41 | 10,332 | 22,878 | 252 | 558 | 33.01 | 693 |
| 38 | 31 | 4,960 | 15,438 | 160 | 498 | 15.85 | 974 |
| 39 | 212 | 40,916 | 92,220 | 193 | 435 | 130.72 | 705 |
| 40 | 1 | 307 | 614 | 307 | 614 | 0.98 | 626 |
| 41 | 1 | 2 | 4 | 2 | 4 | 0.01 | 626 |
| 42 | 1 | 308 | 693 | 308 | 693 | 0.98 | 704 |
| 43 | 35 | 3,955 | 8,820 | 113 | 252 | 12.64 | 698 |
| 44 | 32 | 4,576 | 10,016 | 143 | 313 | 14.62 | 685 |
| 45 | 4 | 228 | 520 | 57 | 130 | 0.73 | 714 |
| 46 | 10 | 1,570 | 3,520 | 157 | 352 | 5.02 | 702 |
| 48 | 3 | 765 | 1,842 | 255 | 614 | 2.44 | 754 |
| 50 | 1 | 354 | 408 | 354 | 408 | 1.13 | 361 |
| 53 | 11 | 1,991 | 4,169 | 181 | 379 | 6.36 | 655 |
| 54 | 1 | 14 | 27 | 14 | 27 | 0.04 | 604 |
| 55 | 12 | 936 | 1,668 | 78 | 139 | 2.99 | 558 |
| 58 | 29 | 7,511 | 17,023 | 259 | 587 | 24.00 | 709 |
| | 1,435 | 296,581 | 650,237 | 207 | 453 | 947.54 | 686 |

BAKERS.

| | | | | | | | |
|----|-------|---------|---------|-----|-------|----------|-------|
| 1 | 18 | 1,188 | \$1,872 | 66 | \$104 | 3.80 | \$493 |
| 2 | 411 | 36,349 | 63,358 | 88 | 154 | 116.13 | 546 |
| 3 | 9 | 648 | 819 | 72 | 91 | 2.07 | 396 |
| 4 | 3,308 | 394,062 | 670,434 | 119 | 203 | 1,258.98 | 533 |
| 5 | 120 | 16,466 | 25,494 | 137 | 212 | 52.61 | 485 |
| 6 | 11 | 1,683 | 2,310 | 153 | 210 | 5.38 | 430 |
| 7 | 1,239 | 175,237 | 333,152 | 141 | 269 | 559.86 | 595 |
| 8 | 75 | 2,700 | 3,975 | 36 | 53 | 8.63 | 461 |
| 9 | 28 | 1,136 | 1,541 | 41 | 55 | 3.63 | 425 |
| 10 | 13 | 1,651 | 2,821 | 127 | 217 | 5.27 | 535 |
| 11 | 1,033 | 157,886 | 283,974 | 153 | 275 | 504.43 | 563 |
| 12 | 97 | 11,874 | 19,411 | 122 | 200 | 37.94 | 512 |
| 13 | 380 | 24,580 | 50,100 | 65 | 132 | 78.53 | 638 |
| 14 | 1 | 365 | 540 | 365 | 540 | 1.17 | 463 |
| 15 | 9 | 1,134 | 1,504 | 126 | 167 | 3.62 | 415 |
| 16 | 459 | 58,932 | 102,255 | 128 | 223 | 188.28 | 543 |
| 17 | 12 | 528 | 612 | 44 | 51 | 1.69 | 363 |

CHAPTER III.—TIME AND EARNINGS—ANALYSIS OF TABLES. 149

ACTUAL AND THEORETICAL CONDITIONS COMPARED IN LEADING OCCUPATIONS OF SIXTY SYSTEMS OR ROADS—Continued.

[Employés paid by the mile, trip, piece, contract, or commission are excluded.—The occupations noted as included under the several titles on pages 84 to 107 are here also included.]

BRAKEMEN—Concluded.

| Road number. | Actual condition. Employés and results. | | | | | Condition if the necessary positions were filled continuously by the same employés through a working year of 313 days. | |
|--------------|---|----------------------|-----------------|------------------------|-------------------|--|------------------------------|
| | Different employés. | Total days employed. | Total earnings. | Average days employed. | Average earnings. | Necessary employés. | Consequent average earnings. |
| 18 | 372 | 23,504 | \$39,624 | 63 | \$107 | 75.09 | \$578 |
| 19 | 14 | 2,226 | 2,716 | 159 | 194 | 7.11 | 382 |
| 20 | 937 | 110,033 | 200,456 | 117 | 214 | 351.54 | 570 |
| 21 | 233 | 13,914 | 17,880 | 60 | 77 | 44.45 | 402 |
| 22 | 53 | 6,941 | 10,918 | 131 | 206 | 22.18 | 492 |
| 23 | 35 | 3,955 | 6,965 | 113 | 199 | 12.64 | 551 |
| 24 | 4 | 356 | 356 | 89 | 89 | 1.14 | 313 |
| 25 | 4 | 312 | 328 | 78 | 82 | 1.00 | 329 |
| 27 | 1 | 365 | 570 | 365 | 570 | 1.17 | 489 |
| 28 | 4 | 716 | 1,052 | 179 | 263 | 2.29 | 460 |
| 29 | 23 | 1,884 | 2,812 | 82 | 122 | 6.02 | 467 |
| 30 | 3 | 322 | 477 | 107 | 159 | 1.03 | 464 |
| 31 | 1,626 | 116,853 | 228,027 | 72 | 140 | 373.33 | 611 |
| 32 | 3 | 639 | 960 | 213 | 320 | 2.04 | 470 |
| 33 | 48 | 2,808 | 4,536 | 59 | 95 | 8.97 | 506 |
| 34 | 2,016 | 362,769 | 647,718 | 180 | 321 | 1,159.01 | 559 |
| 35 | 896 | 145,879 | 246,932 | 163 | 276 | 466.07 | 530 |
| 36 | 114 | 15,618 | 25,650 | 137 | 225 | 49.90 | 514 |
| 37 | 156 | 33,133 | 51,360 | 212 | 329 | 105.86 | 485 |
| 38 | 373 | 29,722 | 58,223 | 80 | 156 | 94.96 | 613 |
| 39 | 2,765 | 301,380 | 572,357 | 109 | 207 | 962.88 | 594 |
| 40 | 34 | 4,714 | 8,944 | 139 | 263 | 15.06 | 594 |
| 41 | 86 | 2,322 | 3,784 | 27 | 44 | 7.42 | 510 |
| 42 | 51 | 2,039 | 3,919 | 66 | 126 | 6.51 | 602 |
| 43 | 763 | 54,363 | 96,175 | 71 | 126 | 173.68 | 554 |
| 44 | 770 | 49,280 | 82,380 | 64 | 107 | 157.44 | 523 |
| 45 | 7 | 1,400 | 2,401 | 200 | 343 | 4.47 | 537 |
| 46 | 198 | 12,130 | 18,411 | 61 | 93 | 38.75 | 475 |
| 47 | 16 | 1,712 | 2,624 | 107 | 164 | 5.47 | 480 |
| 48 | 56 | 6,676 | 9,872 | 110 | 176 | 21.33 | 463 |
| 49 | 36 | 1,776 | 2,804 | 49 | 78 | 5.67 | 494 |
| 50 | 9 | 594 | 594 | 66 | 66 | 1.90 | 313 |
| 51 | 5 | 910 | 1,365 | 182 | 273 | 2.91 | 470 |
| 52 | 1 | 365 | 1,420 | 365 | 420 | 1.17 | 360 |
| 53 | 126 | 10,760 | 17,410 | 85 | 138 | 34.38 | 506 |
| 55 | 45 | 3,576 | 5,408 | 79 | 120 | 11.42 | 473 |
| 56 | 5 | 335 | 560 | 77 | 112 | 1.23 | 455 |
| 57 | 14 | 1,148 | 1,484 | 82 | 106 | 3.67 | 405 |
| 58 | 1,003 | 62,384 | 109,447 | 62 | 109 | 199.31 | 549 |
| 59 | 3 | 312 | 411 | 104 | 137 | 1.00 | 412 |
| 60 | 6 | 972 | 1,734 | 162 | 289 | 3.11 | 558 |
| | 20,117 | 2,277,566 | 4,054,246 | 113 | 202 | 7,276.57 | 557 |

CARPENTERS.

| | | | | | | | |
|----|-------|---------|---------|-----|-------|--------|-------|
| 1 | 18 | 1,260 | \$2,754 | 70 | \$153 | 4.03 | \$684 |
| 2 | 84 | 12,600 | 26,544 | 150 | 316 | 40.26 | 659 |
| 3 | 1 | 313 | 861 | 313 | 861 | 1.00 | 861 |
| 4 | 1,718 | 273,180 | 505,545 | 159 | 294 | 872.78 | 579 |
| 5 | 37 | 8,547 | 19,536 | 221 | 523 | 27.31 | 715 |
| 6 | 5 | 530 | 880 | 106 | 176 | 1.69 | 520 |
| 7 | 525 | 90,572 | 186,002 | 173 | 354 | 289.37 | 613 |
| 8 | 8 | 720 | 1,288 | 90 | 161 | 2.30 | 560 |
| 9 | 3 | 408 | 1,092 | 136 | 364 | 1.30 | 838 |
| 11 | 625 | 125,843 | 234,697 | 201 | 375 | 402.05 | 584 |
| 12 | 16 | 3,920 | 6,832 | 245 | 427 | 12.52 | 546 |
| 13 | 205 | 34,440 | 65,600 | 108 | 320 | 110.03 | 536 |
| 16 | 355 | 76,335 | 148,005 | 215 | 417 | 243.88 | 607 |
| 18 | 81 | 8,505 | 17,739 | 105 | 219 | 27.17 | 653 |
| 19 | 13 | 2,821 | 4,329 | 217 | 333 | 9.01 | 480 |
| 20 | 72 | 11,304 | 25,920 | 157 | 360 | 36.12 | 718 |
| 21 | 50 | 6,738 | 14,486 | 135 | 290 | 21.53 | 673 |
| 22 | 14 | 2,422 | 5,152 | 173 | 363 | 7.74 | 666 |
| 23 | 21 | 5,921 | 10,292 | 191 | 332 | 13.92 | 548 |

ACTUAL AND THEORETICAL CONDITIONS COMPARED IN LEADING OCCUPATIONS OF SIXTY SYSTEMS OR ROADS—Continued.

[Employés paid by the mile, trip, piece, contract, or commission are excluded.—The occupations noted as included under the several titles on pages 84 to 107 are here also included.]

CARPENTERS—Concluded.

| Road number. | Actual condition. Employés and results. | | | | | Condition if the necessary positions were filled continuously by the same employés through a working year of 313 days. | |
|--------------|---|----------------------|-----------------|------------------------|-------------------|--|------------------------------|
| | Different employés. | Total days employed. | Total earnings. | Average days employed. | Average earnings. | Necessary employés. | Consequent average earnings. |
| 24 | 3 | 204 | \$378 | 68 | \$126 | 0.65 | \$580 |
| 25 | 3 | 237 | 273 | 79 | 91 | 0.76 | 361 |
| 28 | 6 | 1,374 | 2,352 | 229 | 392 | 4.39 | 536 |
| 29 | 15 | 2,040 | 3,465 | 186 | 231 | 6.52 | 532 |
| 30 | 4 | 84 | 172 | 21 | 43 | 0.27 | 641 |
| 31 | 635 | 72,615 | 168,829 | 114 | 266 | 232.00 | 728 |
| 33 | 12 | 1,836 | 3,756 | 153 | 313 | 5.87 | 640 |
| 34 | 698 | 152,981 | 286,748 | 219 | 411 | 488.76 | 587 |
| 35 | 363 | 81,675 | 183,315 | 225 | 505 | 260.94 | 703 |
| 36 | 101 | 19,089 | 38,784 | 189 | 384 | 60.99 | 636 |
| 37 | 188 | 37,224 | 75,576 | 198 | 402 | 118.93 | 635 |
| 38 | 189 | 18,900 | 58,023 | 100 | 307 | 60.38 | 961 |
| 39 | 946 | 171,852 | 324,293 | 182 | 343 | 549.05 | 591 |
| 40 | 15 | 2,250 | 4,500 | 150 | 306 | 7.19 | 639 |
| 41 | 13 | 1,339 | 3,120 | 103 | 240 | 4.28 | 729 |
| 42 | 9 | 432 | 891 | 48 | 99 | 1.38 | 646 |
| 43 | 193 | 30,108 | 58,865 | 156 | 305 | 96.19 | 612 |
| 44 | 235 | 26,901 | 57,751 | 114 | 246 | 85.95 | 672 |
| 45 | 3 | 765 | 1,776 | 255 | 592 | 2.44 | 737 |
| 46 | 349 | 22,685 | 41,531 | 65 | 119 | 72.48 | 573 |
| 47 | 3 | 381 | 876 | 127 | 292 | 1.22 | 720 |
| 48 | 60 | 8,160 | 18,840 | 136 | 314 | 26.07 | 723 |
| 49 | 3 | 351 | 771 | 117 | 257 | 1.12 | 688 |
| 50 | 2 | 38 | 84 | 19 | 42 | 0.12 | 692 |
| 51 | 5 | 160 | 340 | 32 | 68 | 0.51 | 665 |
| 52 | 1 | 3 | 6 | 3 | 6 | 0.01 | 626 |
| 53 | 42 | 6,258 | 11,046 | 149 | 263 | 19.99 | 552 |
| 54 | 7 | 133 | 238 | 19 | 34 | 0.42 | 560 |
| 55 | 18 | 1,152 | 1,944 | 64 | 108 | 3.68 | 528 |
| 56 | 3 | 21 | 33 | 7 | 11 | 0.07 | 492 |
| 58 | 290 | 33,450 | 71,592 | 115 | 247 | 108.87 | 670 |
| 60 | 2 | 4 | 10 | 2 | 5 | 0.01 | 783 |
| | 8,277 | 1,361,081 | 2,697,822 | 164 | 326 | 4,348.50 | 620 |

CONDUCTORS.

| | | | | | | | |
|----|-----|---------|---------|-----|-------|--------|-------|
| 1 | 6 | 1,452 | \$3,216 | 242 | \$536 | 4.64 | \$693 |
| 2 | 106 | 18,280 | 50,536 | 172 | 477 | 58.40 | 865 |
| 3 | 3 | 687 | 1,629 | 229 | 543 | 2.19 | 742 |
| 4 | 943 | 211,869 | 526,347 | 225 | 558 | 676.90 | 778 |
| 5 | 38 | 8,303 | 20,587 | 219 | 542 | 26.53 | 776 |
| 6 | 3 | 858 | 1,626 | 286 | 542 | 2.74 | 593 |
| 7 | 228 | 56,379 | 162,198 | 247 | 711 | 180.12 | 900 |
| 8 | 16 | 1,888 | 4,320 | 118 | 270 | 6.03 | 716 |
| 9 | 13 | 1,313 | 3,042 | 101 | 234 | 4.19 | 725 |
| 10 | 8 | 696 | 1,488 | 87 | 186 | 2.22 | 669 |
| 11 | 269 | 68,969 | 182,266 | 256 | 678 | 220.35 | 827 |
| 12 | 29 | 5,895 | 13,838 | 203 | 477 | 18.83 | 735 |
| 13 | 178 | 16,420 | 44,881 | 92 | 252 | 52.46 | 856 |
| 14 | 1 | 365 | 525 | 365 | 525 | 1.17 | 450 |
| 15 | 5 | 1,157 | 2,617 | 231 | 522 | 3.70 | 708 |
| 16 | 62 | 15,514 | 43,730 | 250 | 705 | 49.57 | 882 |
| 17 | 4 | 752 | 1,348 | 188 | 337 | 2.40 | 561 |
| 18 | 93 | 13,343 | 33,447 | 143 | 360 | 42.63 | 785 |
| 19 | 7 | 1,792 | 3,297 | 256 | 471 | 5.73 | 576 |
| 20 | 174 | 40,837 | 108,770 | 235 | 625 | 130.47 | 834 |
| 21 | 67 | 9,187 | 24,152 | 137 | 360 | 29.35 | 823 |
| 22 | 10 | 2,440 | 6,260 | 244 | 626 | 7.80 | 803 |
| 23 | 24 | 3,116 | 7,540 | 130 | 314 | 9.96 | 757 |
| 24 | 2 | 388 | 928 | 194 | 464 | 1.24 | 749 |
| 27 | 1 | 365 | 660 | 365 | 660 | 1.17 | 566 |
| 28 | 1 | 393 | 708 | 393 | 708 | 1.26 | 564 |
| 29 | 16 | 2,207 | 4,164 | 138 | 260 | 7.05 | 591 |
| 30 | 8 | 345 | 670 | 115 | 190 | 1.10 | 517 |

CHAPTER III.—TIME AND EARNINGS—ANALYSIS OF TABLES. 151

ACTUAL AND THEORETICAL CONDITIONS COMPARED IN LEADING OCCUPATIONS OF SIXTY SYSTEMS OR ROADS—Continued.

[Employés paid by the mile, trip, piece, contract, or commission are excluded.—The occupations noted as included under the several titles on pages 84 to 107 are here also included.]

CONDUCTORS—Concluded.

| Road number. | Actual condition. Employés and results. | | | | | Condition if the necessary positions were filled continuously by the same employés through a working year of 313 days. | |
|--------------|---|----------------------|-----------------|------------------------|-------------------|--|------------------------------|
| | Different employés. | Total days employed. | Total earnings. | Average days employed. | Average earnings. | Necessary employés. | Consequent average earnings. |
| 31 | 443 | 60,178 | \$175,978 | 136 | \$397 | 192.26 | \$915 |
| 32 | 1 | 265 | 1,200 | 305 | 1,200 | 1.17 | 1,029 |
| 33 | 11 | 2,091 | 6,090 | 190 | 554 | 6.68 | 912 |
| 34 | 770 | 192,502 | 495,427 | 250 | 643 | 615.02 | 806 |
| 35 | 208 | 49,506 | 147,231 | 233 | 708 | 158.17 | 931 |
| 36 | 91 | 15,106 | 45,864 | 166 | 504 | 48.26 | 950 |
| 37 | 55 | 16,608 | 32,818 | 302 | 597 | 53.06 | 618 |
| 38 | 79 | 14,146 | 42,451 | 179 | 537 | 45.19 | 939 |
| 39 | 590 | 133,234 | 350,402 | 226 | 594 | 425.67 | 823 |
| 40 | 8 | 2,131 | 5,059 | 266 | 632 | 6.81 | 743 |
| 41 | 8 | 1,304 | 3,576 | 163 | 447 | 4.17 | 858 |
| 42 | 11 | 922 | 2,795 | 84 | 254 | 2.95 | 949 |
| 43 | 134 | 20,334 | 51,809 | 152 | 387 | 64.96 | 797 |
| 44 | 99 | 19,377 | 47,740 | 196 | 482 | 61.91 | 771 |
| 45 | 3 | 756 | 2,007 | 252 | 669 | 2.42 | 831 |
| 46 | 52 | 6,041 | 16,195 | 116 | 311 | 19.30 | 839 |
| 47 | 3 | 744 | 1,707 | 248 | 569 | 2.38 | 718 |
| 48 | 25 | 4,325 | 9,300 | 173 | 372 | 13.82 | 673 |
| 49 | 11 | 1,086 | 2,833 | 99 | 258 | 3.47 | 817 |
| 50 | 2 | 676 | 1,432 | 338 | 716 | 2.16 | 663 |
| 51 | 3 | 732 | 1,782 | 244 | 594 | 2.34 | 762 |
| 53 | 51 | 7,492 | 18,910 | 147 | 371 | 23.94 | 790 |
| 55 | 10 | 1,406 | 2,858 | 141 | 286 | 4.49 | 636 |
| 56 | 2 | 370 | 910 | 185 | 455 | 1.18 | 770 |
| 57 | 5 | 630 | 970 | 126 | 194 | 2.01 | 482 |
| 58 | 197 | 36,174 | 103,319 | 184 | 524 | 115.57 | 894 |
| 59 | 1 | 313 | 626 | 313 | 626 | 1.00 | 626 |
| 60 | 1 | 313 | 825 | 313 | 825 | 1.00 | 825 |
| | 5,184 | 1,074,072 | 2,826,804 | 207 | 545 | 3,431.54 | 824 |

ENGINEERS.

| | | | | | | | |
|----|-----|---------|---------|-----|-------|--------|-------|
| 1 | 5 | 1,110 | \$2,960 | 222 | \$592 | 3.55 | \$835 |
| 2 | 87 | 17,948 | 59,064 | 206 | 686 | 57.34 | 1,040 |
| 4 | 165 | 27,727 | 79,057 | 168 | 479 | 88.58 | 892 |
| 5 | 8 | 2,070 | 5,502 | 259 | 688 | 6.61 | 832 |
| 6 | 4 | 996 | 2,272 | 249 | 568 | 3.18 | 714 |
| 7 | 232 | 65,233 | 245,765 | 281 | 1,059 | 208.41 | 1,179 |
| 9 | 4 | 1,514 | 4,340 | 80 | 228 | 4.84 | 897 |
| 10 | 4 | 804 | 2,140 | 201 | 535 | 2.57 | 833 |
| 11 | 95 | 25,584 | 84,831 | 269 | 893 | 81.74 | 1,038 |
| 12 | 36 | 8,553 | 22,015 | 238 | 612 | 27.33 | 806 |
| 13 | 33 | 6,864 | 17,688 | 208 | 536 | 21.93 | 807 |
| 15 | 1 | 132 | 396 | 132 | 396 | 0.42 | 939 |
| 16 | 16 | 4,304 | 13,840 | 269 | 865 | 13.75 | 1,006 |
| 17 | 4 | 916 | 1,784 | 229 | 446 | 2.93 | 610 |
| 18 | 7 | 2,114 | 4,718 | 302 | 674 | 6.75 | 699 |
| 19 | 10 | 2,120 | 4,990 | 212 | 499 | 6.77 | 737 |
| 20 | 189 | 52,514 | 161,863 | 277 | 856 | 167.14 | 968 |
| 22 | 80 | 13,136 | 38,960 | 164 | 487 | 41.97 | 923 |
| 22 | 15 | 3,215 | 9,501 | 214 | 633 | 10.27 | 925 |
| 23 | 16 | 2,908 | 8,512 | 182 | 532 | 9.29 | 916 |
| 24 | 3 | 585 | 1,692 | 195 | 564 | 1.87 | 905 |
| 25 | 2 | 74 | 92 | 37 | 46 | 0.24 | 389 |
| 26 | 2 | 376 | 620 | 188 | 310 | 1.20 | 516 |
| 27 | 1 | 365 | 960 | 365 | 960 | 1.17 | 823 |
| 28 | 3 | 627 | 1,566 | 209 | 522 | 2.00 | 782 |
| 29 | 2 | 408 | 858 | 204 | 429 | 1.30 | 658 |
| 31 | 559 | 112,081 | 397,872 | 201 | 712 | 358.09 | 1,111 |
| 32 | 1 | 332 | 1,078 | 332 | 1,078 | 1.06 | 1,016 |
| 33 | 11 | 2,161 | 6,473 | 196 | 588 | 6.90 | 938 |
| 34 | 352 | 108,482 | 353,402 | 308 | 1,004 | 346.59 | 1,020 |
| 35 | 78 | 17,346 | 51,511 | 222 | 680 | 55.42 | 929 |
| 36 | 85 | 20,995 | 70,465 | 247 | 829 | 67.08 | 1,051 |

ACTUAL AND THEORETICAL CONDITIONS COMPARED IN LEADING OCCUPATIONS OF SIXTY SYSTEMS OR ROADS—Continued.

[Employés paid by the mile, trip, piece, contract, or commission are excluded.—The occupations noted as included under the several titles on pages 84 to 107 are here also included.]

ENGINEERS—Concluded.

| Road number. | Actual condition. Employés and results. | | | | | Condition if the necessary positions were filled continuously by the same employés through a working year of 313 days. | |
|--------------|---|----------------------|-----------------|------------------------|-------------------|--|------------------------------|
| | Different employés. | Total days employed. | Total earnings. | Average days employed. | Average earnings. | Necessary employés. | Consequent average earnings. |
| 37 | 4 | 1,290 | \$4,614 | 323 | \$1,154 | 4.12 | \$1,120 |
| 39 | 473 | 136,285 | 430,840 | 288 | 911 | 435.42 | 989 |
| 40 | 8 | 2,225 | 6,936 | 278 | 867 | 7.11 | 976 |
| 41 | 6 | 1,530 | 4,596 | 255 | 766 | 4.89 | 940 |
| 42 | 9 | 911 | 2,758 | 101 | 306 | 2.91 | 948 |
| 43 | 87 | 12,217 | 35,761 | 140 | 411 | 39.03 | 916 |
| 44 | 110 | 24,640 | 69,300 | 224 | 630 | 78.72 | 880 |
| 45 | 4 | 1,148 | 2,876 | 287 | 719 | 3.67 | 784 |
| 46 | 23 | 2,431 | 6,464 | 106 | 281 | 7.77 | 832 |
| 47 | 3 | 1,095 | 2,420 | 365 | 807 | 3.50 | 692 |
| 48 | 25 | 4,075 | 13,975 | 187 | 559 | 14.94 | 936 |
| 49 | 13 | 1,452 | 4,166 | 112 | 320 | 4.64 | 898 |
| 50 | 7 | 791 | 1,925 | 113 | 275 | 2.53 | 762 |
| 51 | 3 | 675 | 1,869 | 225 | 623 | 2.16 | 867 |
| 52 | 2 | 336 | 770 | 168 | 335 | 1.07 | 717 |
| 53 | 2 | 30 | 50 | 15 | 25 | 0.10 | 522 |
| 54 | 11 | 615 | 1,540 | 56 | 140 | 1.65 | 784 |
| 55 | 15 | 1,867 | 5,898 | 124 | 393 | 5.96 | 989 |
| 57 | 5 | 940 | 1,920 | 188 | 384 | 3.00 | 630 |
| 58 | 37 | 6,475 | 18,093 | 175 | 489 | 20.69 | 875 |
| 59 | 1 | 365 | 600 | 365 | 600 | 1.17 | 515 |
| 60 | 1 | 313 | 1,080 | 313 | 1,080 | 1.00 | 1,080 |
| | 2,974 | 705,700 | 2,275,838 | 237 | 765 | 2,254.63 | 1,009 |

ENGINEMEN.

| | | | | | | | |
|----|-----|---------|---------|-----|-------|--------|-------|
| 3 | 4 | 852 | \$2,552 | 213 | \$638 | 2.72 | \$938 |
| 4 | 826 | 203,864 | 669,709 | 247 | 811 | 651.32 | 1,028 |
| 8 | 25 | 2,450 | 5,475 | 98 | 219 | 7.83 | 699 |
| 14 | 2 | 730 | 1,670 | 365 | 835 | 2.33 | 716 |
| 15 | 6 | 1,026 | 2,736 | 171 | 456 | 3.28 | 835 |
| 16 | 1 | 54 | 52 | 54 | 52 | 0.17 | 301 |
| 18 | 1 | 368 | 643 | 368 | 643 | 1.18 | 547 |
| 25 | 1 | 313 | 475 | 313 | 475 | 1.00 | 475 |
| 29 | 8 | 2,008 | 4,528 | 251 | 566 | 6.42 | 706 |
| 30 | 2 | 730 | 1,830 | 365 | 915 | 2.33 | 785 |
| 35 | 25 | 6,925 | 22,425 | 277 | 897 | 22.12 | 1,014 |
| 37 | 33 | 11,446 | 27,164 | 347 | 823 | 36.57 | 743 |
| 39 | 12 | 2,652 | 6,207 | 221 | 517 | 8.47 | 733 |
| 53 | 48 | 7,856 | 24,666 | 164 | 514 | 25.10 | 982 |
| 56 | 4 | 356 | 1,072 | 89 | 268 | 1.14 | 943 |
| | 998 | 241,630 | 771,194 | 242 | 773 | 771.98 | 999 |

FIREMEN.

| | | | | | | | |
|----|-------|---------|---------|-----|-------|--------|-------|
| 1 | 11 | 1,232 | \$1,903 | 112 | \$173 | 3.94 | \$483 |
| 2 | 171 | 18,458 | 33,215 | 108 | 194 | 58.97 | 563 |
| 3 | 8 | 824 | 1,376 | 108 | 172 | 2.63 | 523 |
| 4 | 1,335 | 212,630 | 358,143 | 159 | 268 | 679.33 | 527 |
| 5 | 15 | 2,145 | 3,111 | 143 | 207 | 6.85 | 454 |
| 6 | 9 | 1,161 | 1,629 | 129 | 181 | 3.71 | 439 |
| 7 | 316 | 72,019 | 142,211 | 228 | 450 | 230.09 | 618 |
| 8 | 60 | 2,280 | 3,000 | 38 | 50 | 7.28 | 412 |
| 9 | 18 | 1,458 | 2,340 | 81 | 130 | 4.66 | 502 |
| 10 | 7 | 1,078 | 2,184 | 154 | 312 | 3.44 | 634 |
| 11 | 200 | 25,439 | 56,732 | 127 | 284 | 81.27 | 698 |
| 12 | 54 | 8,220 | 13,744 | 152 | 255 | 26.26 | 523 |
| 13 | 36 | 5,508 | 8,820 | 153 | 245 | 17.60 | 501 |
| 14 | 1 | 365 | 585 | 365 | 585 | 1.17 | 502 |
| 15 | 11 | 1,023 | 1,353 | 93 | 123 | 3.27 | 414 |

CHAPTER III.—TIME AND EARNINGS—ANALYSIS OF TABLES. 153

ACTUAL AND THEORETICAL CONDITIONS COMPARED IN LEADING OCCUPATIONS OF SIXTY SYSTEMS OR ROADS—Continued.

[Employés paid by the mile, trip, piece, contract, or commission are excluded.—The occupations noted as included under the several titles on pages 84 to 107 are here also included.]

FIREMEN—Concluded.

| Road number. | Actual condition. Employés and results. | | | | | Condition if the necessary positions were filled continuously by the same employés through a working year of 313 days. | |
|--------------|---|----------------------|-----------------|------------------------|-------------------|--|------------------------------|
| | Different employés. | Total days employed. | Total earnings. | Average days employed. | Average earnings. | Necessary employés. | Consequent average earnings. |
| 16 | 22 | 3,058 | \$4,950 | 139 | \$225 | 9.77 | \$507 |
| 17 | 5 | 970 | 1,140 | 194 | 228 | 3.10 | 368 |
| 18 | 36 | 2,376 | 3,024 | 66 | 84 | 7.59 | 398 |
| 19 | 21 | 2,247 | 2,835 | 107 | 135 | 7.18 | 395 |
| 20 | 246 | 50,430 | 95,448 | 205 | 388 | 161.12 | 592 |
| 21 | 149 | 13,559 | 17,731 | 91 | 119 | 43.52 | 409 |
| 22 | 15 | 3,120 | 5,413 | 208 | 361 | 9.97 | 543 |
| 23 | 31 | 2,883 | 5,053 | 93 | 163 | 9.21 | 549 |
| 24 | 3 | 624 | 780 | 208 | 260 | 1.99 | 391 |
| 25 | 4 | 390 | 384 | 98 | 96 | 1.25 | 303 |
| 26 | 5 | 270 | 340 | 54 | 68 | 0.86 | 394 |
| 27 | 1 | 365 | 630 | 365 | 630 | 1.17 | 540 |
| 28 | 2 | 534 | 872 | 267 | 436 | 1.71 | 611 |
| 29 | 13 | 1,833 | 2,756 | 141 | 212 | 5.86 | 471 |
| 30 | 2 | 730 | 880 | 365 | 440 | 2.33 | 377 |
| 31 | 915 | 109,800 | 224,175 | 120 | 245 | 350.80 | 639 |
| 32 | 1 | 332 | 581 | 332 | 581 | 1.06 | 548 |
| 33 | 21 | 2,065 | 3,803 | 98 | 181 | 6.60 | 576 |
| 34 | 405 | 102,219 | 175,831 | 252 | 434 | 326.58 | 538 |
| 35 | 117 | 23,200 | 40,802 | 198 | 349 | 74.12 | 550 |
| 36 | 124 | 22,196 | 38,440 | 179 | 310 | 70.91 | 542 |
| 37 | 21 | 5,487 | 7,311 | 261 | 348 | 17.53 | 417 |
| 39 | 622 | 121,873 | 223,315 | 196 | 359 | 389.37 | 574 |
| 40 | 12 | 2,219 | 4,465 | 185 | 372 | 7.09 | 630 |
| 41 | 12 | 2,100 | 3,816 | 175 | 318 | 6.71 | 569 |
| 42 | 24 | 904 | 1,609 | 38 | 67 | 2.89 | 557 |
| 43 | 170 | 11,859 | 19,495 | 70 | 114 | 37.89 | 512 |
| 44 | 174 | 15,486 | 25,404 | 89 | 146 | 49.48 | 513 |
| 45 | 6 | 1,110 | 1,914 | 185 | 319 | 3.55 | 540 |
| 46 | 81 | 7,191 | 11,724 | 89 | 145 | 22.97 | 510 |
| 47 | 2 | 646 | 1,022 | 323 | 511 | 2.06 | 495 |
| 48 | 19 | 4,256 | 6,859 | 224 | 361 | 13.60 | 504 |
| 49 | 22 | 1,144 | 2,156 | 52 | 98 | 3.65 | 590 |
| 50 | 12 | 684 | 876 | 57 | 73 | 2.19 | 401 |
| 51 | 5 | 505 | 845 | 101 | 169 | 1.61 | 524 |
| 52 | 2 | 366 | 430 | 183 | 215 | 1.17 | 368 |
| 53 | 67 | 7,506 | 14,642 | 112 | 219 | 23.98 | 611 |
| 54 | 7 | 476 | 602 | 68 | 86 | 1.52 | 396 |
| 55 | 17 | 1,668 | 2,517 | 98 | 148 | 5.33 | 472 |
| 56 | 6 | 348 | 648 | 58 | 108 | 1.11 | 583 |
| 57 | 9 | 684 | 1,026 | 76 | 114 | 2.19 | 470 |
| 58 | 34 | 3,196 | 6,086 | 94 | 179 | 10.21 | 596 |
| 59 | 2 | 353 | 470 | 179 | 235 | 1.14 | 411 |
| 60 | 1 | 312 | 562 | 312 | 562 | 1.00 | 564 |
| | 5,717 | 887,419 | 1,593,918 | 155 | 279 | 2,835.20 | 562 |

FLAGMEN.

| | | | | | | | |
|----|-----|--------|--------|-----|------|--------|------|
| 1 | 1 | 151 | \$25 | 151 | \$25 | 0.48 | \$52 |
| 2 | 68 | 8,020 | 15,956 | 118 | 235 | 25.62 | 623 |
| 4 | 267 | 61,139 | 63,667 | 229 | 238 | 195.33 | 326 |
| 5 | 15 | 2,805 | 4,785 | 187 | 319 | 8.96 | 534 |
| 7 | 104 | 26,832 | 37,232 | 258 | 358 | 85.73 | 434 |
| 9 | 6 | 288 | 438 | 48 | 73 | 0.92 | 476 |
| 11 | 236 | 49,490 | 72,565 | 210 | 307 | 158.12 | 459 |
| 12 | 1 | 317 | 428 | 317 | 428 | 1.01 | 423 |
| 13 | 30 | 5,400 | 5,400 | 180 | 180 | 17.25 | 313 |
| 15 | 4 | 412 | 592 | 103 | 148 | 1.32 | 450 |
| 16 | 111 | 27,639 | 25,752 | 249 | 232 | 88.30 | 293 |
| 18 | 6 | 1,578 | 1,350 | 263 | 225 | 5.04 | 268 |
| 20 | 59 | 9,676 | 9,027 | 164 | 153 | 30.91 | 292 |
| 21 | 3 | 141 | 126 | 47 | 42 | 0.45 | 280 |
| 22 | 4 | 1,376 | 1,000 | 344 | 250 | 4.40 | 227 |
| 29 | 4 | 1,436 | 1,436 | 359 | 359 | 4.59 | 813 |

ACTUAL AND THEORETICAL CONDITIONS COMPARED IN LEADING OCCUPATIONS OF SIXTY SYSTEMS OR ROADS—Continued.

[Employés paid by the mile, trip, piece, contract, or commission are excluded.—The occupations noted as included under the several titles on pages 84 to 107 are here also included.]

FLAGMEN—Concluded.

| Road number. | Actual condition. Employés and results. | | | | | Condition if the necessary positions were filled continuously by the same employés through a working year of 313 days. | |
|--------------|---|----------------------|-----------------|------------------------|-------------------|--|------------------------------|
| | Different employés. | Total days employed. | Total earnings. | Average days employed. | Average earnings. | Necessary employés. | Consequent average earnings. |
| 33 | 3 | 423 | \$489 | 141 | \$163 | 1.35 | \$362 |
| 34 | 335 | 84,909 | 87,039 | 253 | 260 | 271.27 | 321 |
| 35 | 30 | 7,620 | 9,510 | 254 | 317 | 24.35 | 391 |
| 36 | 61 | 7,564 | 11,956 | 124 | 196 | 24.17 | 405 |
| 37 | 18 | 1,998 | 2,952 | 111 | 164 | 6.38 | 462 |
| 38 | 7 | 749 | 1,232 | 107 | 176 | 2.39 | 515 |
| 39 | 411 | 80,471 | 78,624 | 196 | 191 | 257.10 | 306 |
| 40 | 6 | 1,062 | 2,076 | 177 | 346 | 3.38 | 612 |
| 42 | 1 | 333 | 438 | 333 | 438 | 1.06 | 412 |
| 45 | 2 | 348 | 270 | 174 | 135 | 1.11 | 243 |
| 46 | 25 | 2,075 | 2,575 | 83 | 103 | 6.63 | 388 |
| 48 | 65 | 11,310 | 12,285 | 174 | 189 | 36.13 | 340 |
| 49 | 18 | 1,098 | 1,098 | 61 | 61 | 3.51 | 313 |
| 53 | 13 | 2,873 | 2,444 | 221 | 188 | 9.18 | 266 |
| 58 | 75 | 9,930 | 10,164 | 132 | 136 | 31.73 | 320 |
| | 1,989 | 409,463 | 462,951 | 206 | 233 | 1,308.10 | 354 |

FOREMEN.

| | | | | | | | |
|----|-------|---------|---------|-----|-------|----------|-------|
| 1 | 11 | 3,342 | \$4,529 | 304 | \$412 | 10.68 | \$424 |
| 2 | 109 | 29,967 | 55,037 | 275 | 505 | 95.74 | 575 |
| 4 | 934 | 268,359 | 503,829 | 287 | 539 | 857.38 | 588 |
| 5 | 39 | 11,392 | 21,650 | 292 | 555 | 36.40 | 595 |
| 6 | 6 | 1,230 | 1,728 | 205 | 288 | 3.93 | 440 |
| 7 | 198 | 53,178 | 133,934 | 269 | 676 | 169.90 | 788 |
| 8 | 18 | 3,085 | 4,467 | 171 | 248 | 9.86 | 453 |
| 9 | 14 | 1,385 | 2,675 | 99 | 191 | 4.42 | 605 |
| 11 | 309 | 82,277 | 150,801 | 266 | 488 | 262.87 | 574 |
| 12 | 20 | 5,515 | 11,397 | 276 | 570 | 17.62 | 647 |
| 13 | 136 | 33,875 | 64,316 | 249 | 473 | 108.22 | 594 |
| 14 | 2 | 730 | 1,080 | 365 | 540 | 2.33 | 463 |
| 15 | 7 | 1,736 | 2,562 | 248 | 366 | 5.55 | 462 |
| 16 | 259 | 70,476 | 119,789 | 272 | 463 | 225.16 | 532 |
| 17 | 3 | 813 | 1,221 | 271 | 407 | 2.60 | 470 |
| 18 | 70 | 17,453 | 31,241 | 249 | 446 | 55.76 | 560 |
| 19 | 10 | 3,600 | 4,100 | 360 | 410 | 11.50 | 356 |
| 20 | 137 | 32,752 | 89,046 | 239 | 650 | 104.64 | 851 |
| 21 | 101 | 24,653 | 41,357 | 244 | 409 | 78.76 | 525 |
| 22 | 28 | 6,727 | 12,657 | 240 | 452 | 21.49 | 529 |
| 23 | 21 | 5,691 | 7,967 | 271 | 379 | 18.18 | 438 |
| 24 | 5 | 1,046 | 1,890 | 209 | 378 | 3.34 | 566 |
| 25 | 2 | 668 | 784 | 334 | 392 | 2.13 | 367 |
| 27 | 2 | 370 | 486 | 185 | 243 | 1.18 | 411 |
| 29 | 12 | 3,221 | 4,669 | 268 | 389 | 10.29 | 454 |
| 30 | 4 | 852 | 1,120 | 213 | 280 | 2.72 | 411 |
| 31 | 1,176 | 175,041 | 329,577 | 149 | 280 | 559.24 | 589 |
| 32 | 4 | 1,204 | 1,660 | 301 | 415 | 3.85 | 432 |
| 33 | 8 | 1,334 | 3,192 | 248 | 399 | 6.34 | 504 |
| 34 | 539 | 173,233 | 322,020 | 321 | 597 | 553.46 | 582 |
| 35 | 211 | 61,770 | 127,790 | 293 | 606 | 197.35 | 648 |
| 36 | 133 | 35,622 | 59,854 | 268 | 450 | 113.81 | 526 |
| 37 | 195 | 61,662 | 112,796 | 316 | 578 | 197.00 | 573 |
| 38 | 221 | 47,013 | 115,961 | 213 | 525 | 150.20 | 772 |
| 39 | 1,210 | 332,784 | 604,642 | 275 | 500 | 1,063.24 | 569 |
| 40 | 23 | 4,501 | 7,151 | 196 | 311 | 14.38 | 497 |
| 41 | 10 | 2,380 | 3,290 | 238 | 329 | 7.60 | 433 |
| 42 | 6 | 1,333 | 2,932 | 232 | 489 | 4.26 | 688 |
| 43 | 80 | 22,529 | 41,732 | 282 | 522 | 71.98 | 580 |
| 44 | 130 | 32,636 | 55,211 | 251 | 425 | 104.27 | 530 |
| 45 | 7 | 1,365 | 2,611 | 195 | 373 | 4.36 | 599 |
| 46 | 90 | 17,470 | 27,861 | 194 | 310 | 55.81 | 499 |
| 47 | 6 | 1,578 | 3,024 | 263 | 504 | 5.04 | 600 |
| 48 | 11 | 2,958 | 5,600 | 269 | 509 | 9.45 | 563 |

ACTUAL AND THEORETICAL CONDITIONS COMPARED IN LEADING OCCUPATIONS OF SIXTY SYSTEMS OR ROADS—Continued.

[Employés paid by the mile, trip, piece, contract, or commission are excluded.—The occupations noted as included under the several titles on pages 84 to 107 are here also included.]

FOREMEN—Concluded.

| Road number. | Actual condition. Employés and results. | | | | | Condition if the necessary positions were filled continuously by the same employés through a working year of 313 days. | |
|--------------|---|----------------------|-----------------|------------------------|-------------------|--|------------------------------|
| | Different employés. | Total days employed. | Total earnings. | Average days employed. | Average earnings. | Necessary employés. | Consequent average earnings. |
| 49 | 7 | 1,729 | \$2,856 | 247 | \$408 | 5.52 | \$517 |
| 50 | 6 | 1,734 | 2,718 | 289 | 453 | 5.54 | 491 |
| 51 | 3 | 939 | 1,980 | 313 | 660 | 3.00 | 660 |
| 52 | 1 | 365 | 540 | 365 | 540 | 1.17 | 463 |
| 53 | 52 | 13,167 | 22,390 | 253 | 431 | 42.07 | 532 |
| 54 | 5 | 635 | 968 | 127 | 194 | 2.03 | 477 |
| 55 | 70 | 7,500 | 12,085 | 107 | 173 | 23.96 | 504 |
| 56 | 4 | 284 | 436 | 71 | 109 | 0.91 | 481 |
| 57 | 7 | 1,666 | 2,338 | 235 | 334 | 5.32 | 439 |
| 58 | 411 | 75,301 | 134,375 | 183 | 327 | 240.58 | 559 |
| 59 | 1 | 346 | 512 | 346 | 512 | 1.11 | 463 |
| 60 | 1 | 313 | 720 | 313 | 720 | 1.00 | 720 |
| | 7,085 | 1,745,445 | 3,283,157 | 246 | 463 | 5,576.50 | 589 |

LABORERS.

| | | | | | | | |
|----|--------|-----------|-----------|-----|------|----------|-------|
| 1 | 270 | 13,395 | \$16,190 | 50 | \$80 | 42.80 | \$378 |
| 2 | 1,154 | 119,454 | 147,861 | 103 | 128 | 381.58 | 387 |
| 4 | 11,847 | 1,377,868 | 1,552,622 | 116 | 131 | 4,402.13 | 353 |
| 5 | 583 | 69,687 | 87,252 | 120 | 150 | 222.64 | 392 |
| 6 | 159 | 5,278 | 5,743 | 93 | 36 | 16.86 | 341 |
| 7 | 3,741 | 399,888 | 618,748 | 107 | 165 | 1,277.60 | 484 |
| 8 | 273 | 15,219 | 16,943 | 56 | 62 | 48.62 | 348 |
| 9 | 431 | 15,650 | 23,467 | 36 | 54 | 50.00 | 469 |
| 10 | 43 | 6,579 | 8,987 | 153 | 209 | 21.02 | 428 |
| 11 | 3,467 | 372,406 | 490,337 | 107 | 141 | 1,189.80 | 412 |
| 12 | 246 | 26,992 | 39,320 | 110 | 160 | 86.24 | 456 |
| 13 | 1,642 | 155,014 | 189,004 | 94 | 115 | 495.25 | 382 |
| 14 | 20 | 2,040 | 2,820 | 102 | 141 | 6.52 | 433 |
| 15 | 170 | 9,406 | 11,776 | 55 | 69 | 30.05 | 392 |
| 16 | 2,861 | 290,375 | 336,284 | 101 | 118 | 927.72 | 362 |
| 17 | 51 | 4,743 | 5,508 | 92 | 103 | 15.15 | 363 |
| 18 | 624 | 54,240 | 64,866 | 87 | 104 | 173.29 | 374 |
| 19 | 150 | 14,680 | 15,927 | 98 | 106 | 46.90 | 340 |
| 20 | 2,046 | 212,033 | 328,052 | 104 | 160 | 677.42 | 485 |
| 21 | 1,598 | 107,974 | 93,092 | 68 | 58 | 344.96 | 270 |
| 22 | 226 | 27,745 | 36,457 | 123 | 161 | 88.64 | 411 |
| 23 | 180 | 15,532 | 16,044 | 86 | 89 | 49.62 | 323 |
| 24 | 34 | 2,890 | 2,890 | 85 | 85 | 9.23 | 313 |
| 25 | 41 | 2,512 | 2,009 | 61 | 49 | 8.03 | 250 |
| 26 | 3 | 489 | 567 | 169 | 189 | 1.56 | 363 |
| 27 | 22 | 2,413 | 3,038 | 110 | 133 | 7.71 | 394 |
| 29 | 143 | 15,758 | 17,865 | 110 | 125 | 59.35 | 355 |
| 30 | 39 | 3,042 | 3,822 | 78 | 98 | 9.72 | 393 |
| 31 | 11,450 | 632,164 | 752,553 | 54 | 66 | 1,987.74 | 379 |
| 32 | 59 | 4,720 | 5,192 | 80 | 83 | 15.03 | 344 |
| 33 | 122 | 10,197 | 12,097 | 84 | 99 | 32.58 | 371 |
| 34 | 9,092 | 1,522,375 | 2,086,433 | 167 | 229 | 4,863.82 | 429 |
| 35 | 2,297 | 354,477 | 518,850 | 154 | 226 | 1,132.51 | 458 |
| 36 | 1,356 | 99,013 | 109,471 | 73 | 81 | 316.34 | 340 |
| 37 | 1,990 | 208,848 | 331,901 | 135 | 167 | 853.94 | 386 |
| 38 | 499 | 36,931 | 69,184 | 74 | 139 | 117.99 | 586 |
| 39 | 16,438 | 1,630,817 | 1,987,856 | 99 | 121 | 5,210.23 | 382 |
| 40 | 41 | 8,445 | 10,108 | 206 | 247 | 26.98 | 375 |
| 41 | 93 | 6,986 | 8,992 | 71 | 92 | 22.32 | 403 |
| 42 | 113 | 5,225 | 6,639 | 46 | 59 | 16.69 | 398 |
| 43 | 1,400 | 122,221 | 147,817 | 87 | 106 | 390.48 | 379 |
| 44 | 1,778 | 127,805 | 154,048 | 72 | 87 | 408.32 | 377 |
| 45 | 93 | 10,323 | 14,229 | 111 | 153 | 32.98 | 431 |
| 46 | 1,693 | 78,018 | 65,929 | 46 | 39 | 249.26 | 265 |
| 47 | 130 | 7,150 | 10,530 | 55 | 81 | 22.84 | 461 |
| 48 | 255 | 21,695 | 27,058 | 85 | 106 | 69.31 | 390 |
| 49 | 33 | 2,933 | 3,773 | 89 | 114 | 9.37 | 403 |
| 50 | 120 | 8,097 | 8,113 | 67 | 68 | 25.67 | 313 |

ACTUAL AND THEORETICAL CONDITIONS COMPARED IN LEADING OCCUPATIONS OF SIXTY SYSTEMS OR ROADS—Continued.

[Employés paid by the mile, trip, piece, contract, or commission are excluded.—The occupations noted as included under the several titles on pages 84 to 107 are here also included.]

LABORERS—Concluded.

| Road number. | Actual condition. Employés and results. | | | | | Condition if the necessary positions were filled continuously by the same employés through a working year of 313 days. | |
|--------------|---|----------------------|-----------------|------------------------|-------------------|--|------------------------------|
| | Different employés. | Total days employed. | Total earnings. | Average days employed. | Average earnings. | Necessary employés. | Consequent average earnings. |
| 51 | 51 | 4,470 | \$5,412 | 88 | \$106 | 14.28 | \$379 |
| 52 | 7 | 1,302 | 1,694 | 186 | 242 | 4.16 | 407 |
| 53 | 517 | 54,538 | 59,422 | 105 | 115 | 174.24 | 341 |
| 54 | 128 | 3,620 | 3,690 | 28 | 29 | 11.57 | 319 |
| 55 | 1,582 | 76,842 | 91,930 | 48 | 58 | 243.90 | 377 |
| 56 | 64 | 832 | 1,024 | 13 | 16 | 2.66 | 385 |
| 57 | 184 | 7,282 | 8,807 | 40 | 48 | 23.27 | 379 |
| 58 | 5,751 | 300,752 | 390,558 | 52 | 68 | 980.87 | 406 |
| 59 | 9 | 846 | 1,188 | 94 | 132 | 2.70 | 440 |
| 60 | 15 | 3,105 | 4,815 | 207 | 321 | 9.92 | 485 |
| | 89,429 | 8,744,811 | 11,036,805 | 98 | 123 | 27,938.69 | 395 |

MACHINISTS.

| | | | | | | | |
|----|-------|---------|-----------|-----|-------|----------|-------|
| 1 | 1 | 335 | \$990 | 335 | \$990 | 1.07 | \$925 |
| 2 | 48 | 8,784 | 20,064 | 183 | 418 | 28.06 | 715 |
| 3 | 3 | 756 | 1,422 | 252 | 474 | 2.42 | 589 |
| 4 | 1,065 | 207,675 | 391,920 | 195 | 368 | 663.50 | 591 |
| 5 | 9 | 2,313 | 5,382 | 257 | 598 | 7.39 | 728 |
| 7 | 279 | 66,960 | 152,613 | 240 | 547 | 213.93 | 713 |
| 8 | 11 | 726 | 1,628 | 66 | 148 | 2.32 | 702 |
| 9 | 3 | 177 | 432 | 59 | 144 | 0.57 | 764 |
| 11 | 316 | 67,940 | 148,204 | 215 | 469 | 217.06 | 683 |
| 12 | 17 | 4,964 | 9,860 | 292 | 580 | 15.86 | 622 |
| 13 | 4 | 1,260 | 2,576 | 315 | 644 | 4.03 | 640 |
| 16 | 185 | 37,370 | 80,290 | 202 | 434 | 119.39 | 672 |
| 18 | 5 | 615 | 1,180 | 123 | 236 | 1.96 | 601 |
| 19 | 6 | 1,578 | 3,480 | 263 | 580 | 5.04 | 690 |
| 20 | 142 | 30,104 | 67,592 | 212 | 476 | 96.18 | 703 |
| 21 | 28 | 3,948 | 10,724 | 141 | 383 | 12.61 | 850 |
| 22 | 7 | 1,876 | 4,095 | 268 | 585 | 5.99 | 683 |
| 23 | 10 | 2,610 | 5,890 | 261 | 589 | 8.34 | 706 |
| 28 | 1 | 284 | 766 | 284 | 766 | 0.91 | 844 |
| 29 | 2 | 762 | 1,344 | 381 | 672 | 2.43 | 552 |
| 31 | 484 | 54,692 | 147,136 | 113 | 304 | 174.73 | 842 |
| 33 | 7 | 1,057 | 2,835 | 151 | 405 | 3.38 | 839 |
| 34 | 377 | 98,774 | 214,136 | 262 | 568 | 315.57 | 679 |
| 35 | 195 | 50,505 | 110,370 | 259 | 566 | 161.36 | 684 |
| 36 | 41 | 10,004 | 21,771 | 244 | 531 | 31.96 | 681 |
| 37 | 69 | 19,458 | 41,331 | 282 | 599 | 62.17 | 665 |
| 38 | 63 | 10,017 | 30,681 | 159 | 487 | 32.00 | 959 |
| 39 | 744 | 131,688 | 297,600 | 177 | 400 | 420.73 | 707 |
| 41 | 3 | 6 | 15 | 2 | 5 | 0.02 | 783 |
| 43 | 92 | 7,912 | 18,308 | 86 | 199 | 25.28 | 724 |
| 44 | 91 | 13,377 | 29,939 | 147 | 329 | 42.74 | 701 |
| 45 | 2 | 472 | 1,058 | 236 | 544 | 1.51 | 721 |
| 46 | 33 | 3,333 | 7,524 | 101 | 228 | 10.65 | 707 |
| 48 | 12 | 2,040 | 5,316 | 170 | 443 | 6.52 | 816 |
| 50 | 4 | 40 | 72 | 10 | 18 | 0.13 | 563 |
| 51 | 3 | 321 | 549 | 107 | 183 | 1.03 | 535 |
| 53 | 18 | 3,870 | 7,542 | 215 | 419 | 12.36 | 610 |
| 55 | 5 | 645 | 1,300 | 129 | 260 | 2.06 | 631 |
| 57 | 2 | 336 | 518 | 168 | 259 | 1.07 | 483 |
| 58 | 119 | 19,635 | 47,838 | 165 | 402 | 62.73 | 763 |
| | 4,506 | 809,219 | 1,895,321 | 193 | 421 | 2,777.06 | 683 |

CHAPTER III.—TIME AND EARNINGS—ANALYSIS OF TABLES. 157

ACTUAL AND THEORETICAL CONDITIONS COMPARED IN LEADING OCCUPATIONS OF SIXTY SYSTEMS OR ROADS—Continued.

[Employés paid by the mile, trip, piece, contract, or commission are excluded.—The occupations noted as included under the several titles on pages 84 to 107 are here also included.]

MASONS.

| Road number. | Actual condition. Employés and results. | | | | | Condition if the necessary positions were filled continuously by the same employés through a working year of 313 days. | |
|--------------|---|----------------------|-----------------|------------------------|-------------------|--|------------------------------|
| | Differrent employés. | Total days employed. | Total earnings. | Average days employed. | Average earnings. | Necessary employés. | Consequent average earnings. |
| 1 | 3 | 45 | \$159 | 15 | \$53 | 0.14 | \$1.106 |
| 4 | 112 | 11,536 | 30,912 | 103 | 276 | 36.86 | 839 |
| 5 | 1 | 295 | 959 | 295 | 959 | 0.94 | 1,018 |
| 6 | 4 | 20 | 48 | 5 | 12 | 0.06 | 751 |
| 7 | 111 | 13,482 | 27,777 | 121 | 250 | 43.07 | 645 |
| 11 | 47 | 4,371 | 9,306 | 93 | 198 | 13.96 | 666 |
| 13 | 7 | 182 | 672 | 26 | 96 | 0.58 | 1,156 |
| 16 | 16 | 1,152 | 3,376 | 72 | 211 | 3.68 | 917 |
| 18 | 8 | 320 | 1,208 | 40 | 151 | 1.02 | 1,182 |
| 19 | 20 | 160 | 420 | 8 | 21 | 0.51 | 823 |
| 20 | 11 | 242 | 748 | 22 | 68 | 0.77 | 967 |
| 21 | 1 | 15 | 45 | 15 | 45 | 0.05 | 939 |
| 23 | 11 | 121 | 297 | 11 | 27 | 0.39 | 768 |
| 27 | 3 | 90 | 225 | 30 | 75 | 0.29 | 783 |
| 29 | 3 | 75 | 192 | 25 | 64 | 0.24 | 801 |
| 31 | 17 | 595 | 1,513 | 35 | 89 | 1.90 | 786 |
| 34 | 78 | 12,168 | 27,300 | 156 | 350 | 38.88 | 702 |
| 35 | 39 | 5,499 | 13,533 | 141 | 347 | 17.57 | 770 |
| 36 | 16 | 880 | 2,112 | 55 | 132 | 2.81 | 751 |
| 37 | 60 | 10,380 | 25,620 | 173 | 427 | 33.16 | 773 |
| 39 | 216 | 16,848 | 46,008 | 78 | 213 | 53.83 | 855 |
| 40 | 2 | 32 | 78 | 16 | 39 | 0.10 | 763 |
| 47 | 3 | 27 | 96 | 9 | 32 | 0.09 | 1,113 |
| 49 | 2 | 66 | 130 | 33 | 65 | 0.21 | 617 |
| 51 | 2 | 4 | 8 | 2 | 4 | 0.01 | 626 |
| 53 | 48 | 1,872 | 4,656 | 39 | 97 | 5.98 | 773 |
| 55 | 8 | 216 | 408 | 27 | 51 | 0.69 | 501 |
| 58 | 25 | 300 | 900 | 12 | 36 | 0.96 | 939 |
| | 874 | 80,993 | 198,706 | 93 | 227 | 258.76 | 768 |

PAINTERS.

| | | | | | | | |
|----|-----|--------|--------|-----|------|--------|-------|
| 1 | 6 | 210 | \$390 | 35 | \$65 | 0.67 | \$581 |
| 2 | 14 | 728 | 1,456 | 52 | 104 | 2.33 | 626 |
| 4 | 281 | 36,960 | 67,683 | 160 | 293 | 118.08 | 573 |
| 7 | 142 | 24,850 | 47,428 | 175 | 334 | 79.39 | 597 |
| 8 | 2 | 262 | 500 | 131 | 250 | 0.84 | 597 |
| 9 | 3 | 165 | 366 | 55 | 122 | 0.53 | 694 |
| 11 | 136 | 20,128 | 39,576 | 148 | 291 | 64.31 | 615 |
| 12 | 11 | 1,771 | 2,827 | 161 | 257 | 5.66 | 500 |
| 13 | 54 | 10,314 | 18,252 | 191 | 338 | 32.95 | 554 |
| 16 | 43 | 9,933 | 17,415 | 231 | 405 | 31.73 | 549 |
| 18 | 26 | 1,742 | 3,354 | 67 | 129 | 5.57 | 603 |
| 19 | 1 | 200 | 390 | 200 | 390 | 0.64 | 610 |
| 20 | 76 | 11,552 | 23,940 | 152 | 315 | 26.91 | 649 |
| 21 | 17 | 646 | 1,326 | 38 | 78 | 2.06 | 642 |
| 22 | 6 | 828 | 1,818 | 138 | 303 | 2.65 | 687 |
| 23 | 2 | 516 | 1,086 | 258 | 543 | 1.65 | 659 |
| 29 | 1 | 14 | 27 | 14 | 27 | 0.04 | 604 |
| 31 | 60 | 9,000 | 21,840 | 150 | 364 | 28.75 | 760 |
| 33 | 10 | 1,530 | 3,180 | 153 | 318 | 4.89 | 651 |
| 34 | 144 | 36,045 | 66,791 | 250 | 464 | 115.16 | 580 |
| 35 | 97 | 20,758 | 44,523 | 214 | 459 | 66.32 | 671 |
| 36 | 46 | 7,038 | 13,473 | 153 | 293 | 22.49 | 599 |
| 37 | 30 | 7,800 | 14,700 | 260 | 490 | 24.92 | 590 |
| 38 | 34 | 4,624 | 13,022 | 136 | 383 | 14.77 | 608 |
| 39 | 248 | 42,160 | 81,840 | 170 | 330 | 134.70 | 631 |
| 42 | 1 | 2 | 3 | 2 | 3 | 0.01 | 470 |
| 43 | 27 | 3,294 | 6,993 | 122 | 259 | 10.52 | 664 |
| 44 | 18 | 2,754 | 5,760 | 153 | 320 | 8.80 | 655 |
| 45 | 1 | 24 | 49 | 24 | 49 | 0.08 | 639 |
| 46 | 9 | 1,593 | 2,952 | 177 | 328 | 5.09 | 580 |
| 48 | 18 | 2,412 | 4,726 | 134 | 263 | 7.71 | 613 |
| 50 | 3 | 36 | 64 | 12 | 18 | 0.12 | 470 |

ACTUAL AND THEORETICAL CONDITIONS COMPARED IN LEADING OCCUPATIONS OF SIXTY SYSTEMS OR ROADS—Continued.

[Employés paid by the mile, trip, piece, contract, or commission are excluded.—The occupations noted as included under the several titles on pages 84 to 107 are here also included.]

PAINTERS—Concluded.

| Road number. | Actual condition. Employés and results. | | | | | Condition if the necessary positions were filled continuously by the same employés through a working year of 313 days. | |
|--------------|---|----------------------|-----------------|------------------------|-------------------|--|------------------------------|
| | Different employés. | Total days employed. | Total earnings. | Average days employed. | Average earnings. | Necessary employés. | Consequent average earnings. |
| 51 | 1 | 2 | \$4 | 2 | \$4 | 0.01 | \$626 |
| 53 | 10 | 1,520 | 3,120 | 152 | 312 | 4.86 | 642 |
| 54 | 1 | 5 | 11 | 5 | 11 | 0.03 | 689 |
| 55 | 3 | 390 | 717 | 130 | 239 | 1.25 | 575 |
| 58 | 49 | 7,301 | 12,544 | 149 | 256 | 23.33 | 538 |
| 60 | 2 | 40 | 68 | 20 | 34 | 0.13 | 532 |
| | 1,583 | 269,147 | 524,209 | 170 | 331 | 859.89 | 610 |

SWITCHMEN.

| | | | | | | | |
|----|-------|---------|-----------|-----|------|----------|-------|
| 1 | 1 | 46 | \$53 | 46 | \$53 | 0.15 | \$361 |
| 2 | 1 | 298 | 392 | 298 | 392 | 0.95 | 412 |
| 3 | 3 | 87 | 111 | 29 | 37 | 0.28 | 399 |
| 4 | 162 | 28,329 | 35,282 | 175 | 218 | 90.51 | 390 |
| 5 | 14 | 3,276 | 4,550 | 234 | 325 | 10.47 | 435 |
| 7 | 181 | 46,155 | 87,785 | 255 | 485 | 147.46 | 595 |
| 8 | 2 | 46 | 66 | 23 | 33 | 0.15 | 449 |
| 9 | 1 | 42 | 74 | 42 | 74 | 0.13 | 551 |
| 11 | 160 | 40,160 | 55,840 | 251 | 349 | 128.31 | 435 |
| 12 | 19 | 3,553 | 6,289 | 187 | 331 | 11.35 | 554 |
| 13 | 54 | 2,663 | 4,211 | 49 | 78 | 8.51 | 495 |
| 16 | 136 | 25,264 | 33,384 | 186 | 245 | 80.72 | 414 |
| 17 | 1 | 365 | 360 | 365 | 360 | 1.17 | 309 |
| 18 | 28 | 1,064 | 1,708 | 38 | 61 | 3.40 | 502 |
| 20 | 65 | 14,105 | 24,050 | 217 | 370 | 45.06 | 534 |
| 21 | 28 | 4,032 | 4,480 | 144 | 160 | 12.88 | 348 |
| 22 | 3 | 201 | 300 | 67 | 100 | 0.64 | 467 |
| 31 | 1,064 | 71,164 | 164,044 | 67 | 154 | 227.86 | 722 |
| 34 | 1,197 | 343,062 | 431,421 | 237 | 360 | 1,096.04 | 394 |
| 35 | 159 | 39,002 | 65,123 | 245 | 410 | 124.61 | 523 |
| 36 | 4 | 644 | 616 | 161 | 174 | 2.06 | 299 |
| 37 | 28 | 8,988 | 10,612 | 321 | 379 | 28.72 | 370 |
| 38 | 87 | 3,045 | 6,689 | 35 | 77 | 9.73 | 689 |
| 39 | 401 | 77,209 | 118,533 | 193 | 296 | 246.67 | 481 |
| 43 | 4 | 504 | 712 | 126 | 178 | 1.61 | 442 |
| 44 | 2 | 134 | 108 | 67 | 54 | 0.43 | 252 |
| 45 | 3 | 612 | 933 | 204 | 311 | 1.96 | 477 |
| 46 | 76 | 3,800 | 4,864 | 50 | 64 | 12.14 | 401 |
| 48 | 16 | 2,560 | 3,648 | 160 | 228 | 8.18 | 440 |
| 58 | 362 | 27,702 | 59,719 | 77 | 165 | 88.50 | 675 |
| | 4,262 | 748,112 | 1,125,967 | 176 | 264 | 2,390.13 | 471 |

TELEGRAPH OPERATORS.

| | | | | | | | |
|----|-----|--------|--------|-----|-------|--------|-------|
| 1 | 1 | 274 | \$315 | 274 | \$315 | 0.88 | \$360 |
| 2 | 41 | 8,685 | 13,680 | 212 | 334 | 27.75 | 493 |
| 3 | 1 | 93 | 140 | 93 | 140 | 0.30 | 471 |
| 4 | 397 | 69,065 | 84,315 | 174 | 212 | 220.46 | 382 |
| 5 | 64 | 13,056 | 18,112 | 204 | 283 | 41.71 | 434 |
| 6 | 1 | 50 | 60 | 50 | 60 | 0.16 | 376 |
| 7 | 52 | 11,024 | 16,744 | 212 | 322 | 35.22 | 475 |
| 8 | 6 | 942 | 666 | 157 | 111 | 3.01 | 221 |
| 9 | 4 | 208 | 248 | 52 | 62 | 0.66 | 373 |
| 11 | 229 | 52,670 | 77,631 | 230 | 339 | 168.27 | 461 |
| 12 | 16 | 3,264 | 3,360 | 204 | 210 | 10.43 | 322 |
| 13 | 165 | 26,895 | 35,970 | 163 | 218 | 85.93 | 419 |
| 14 | 1 | 365 | 60 | 365 | 80 | 1.17 | 69 |
| 15 | 7 | 812 | 868 | 116 | 124 | 2.59 | 335 |
| 16 | 112 | 27,440 | 34,384 | 245 | 307 | 87.67 | 392 |
| 17 | 1 | 182 | 82 | 182 | 82 | 0.58 | 141 |

CHAPTER III.—TIME AND EARNINGS—ANALYSIS OF TABLES. 159

ACTUAL AND THEORETICAL CONDITIONS COMPARED IN LEADING OCCUPATIONS OF SIXTY SYSTEMS OR ROADS—Concluded.

[Employés paid by the mile, trip, piece, contract, or commission are excluded.—The occupations noted as included under the several titles on pages 84 to 107 are here also included.]

TELEGRAPH OPERATORS—Concluded.

| Road number. | Actual condition. Employés and results. | | | | | Condition if the necessary positions were filled continuously by the same employés through a working year of 313 days. | |
|--------------|---|----------------------|-----------------|------------------------|-------------------|--|------------------------------|
| | Different employés. | Total days employed. | Total earnings. | Average days employed. | Average earnings. | Necessary employés. | Consequent average earnings. |
| 18 | 60 | 8,400 | \$10,560 | 140 | \$176 | 26.84 | \$393 |
| 20 | 88 | 13,904 | 19,096 | 158 | 217 | 44.42 | 430 |
| 21 | 51 | 6,375 | 9,588 | 125 | 188 | 20.37 | 471 |
| 23 | 4 | 1,092 | 1,244 | 273 | 311 | 3.49 | 357 |
| 29 | 5 | 755 | 750 | 151 | 150 | 2.41 | 311 |
| 31 | 1,065 | 75,615 | 126,735 | 71 | 119 | 241.58 | 525 |
| 34 | 205 | 51,865 | 72,160 | 253 | 352 | 165.70 | 435 |
| 35 | 103 | 18,643 | 27,913 | 181 | 271 | 59.56 | 469 |
| 36 | 39 | 7,683 | 8,931 | 197 | 229 | 24.55 | 364 |
| 37 | 143 | 38,989 | 57,006 | 273 | 399 | 124.57 | 458 |
| 38 | 58 | 7,102 | 15,080 | 124 | 260 | 22.98 | 656 |
| 39 | 788 | 170,208 | 256,888 | 216 | 326 | 543.80 | 472 |
| 40 | 14 | 2,856 | 3,472 | 204 | 248 | 9.12 | 381 |
| 43 | 132 | 25,740 | 36,036 | 195 | 273 | 82.24 | 438 |
| 44 | 56 | 7,168 | 9,016 | 128 | 161 | 22.90 | 394 |
| 46 | 61 | 4,270 | 5,429 | 70 | 89 | 13.64 | 398 |
| 47 | 3 | 366 | 111 | 122 | 37 | 1.17 | 95 |
| 48 | 1 | 296 | 407 | 296 | 407 | 0.95 | 430 |
| 49 | 1 | 365 | 300 | 365 | 300 | 1.17 | 257 |
| 53 | 37 | 6,845 | 6,364 | 185 | 172 | 21.87 | 291 |
| 56 | 2 | 152 | 112 | 76 | 56 | 0.49 | 231 |
| 58 | 202 | 25,654 | 35,552 | 127 | 176 | 81.96 | 434 |
| | 4,216 | 689,398 | 989,405 | 164 | 235 | 2,202.55 | 449 |

ACTUAL AND THEORETICAL CONDITIONS COMPARED IN ALL OCCUPATIONS FOR SIXTY SYSTEMS OR ROADS.

[Employés paid by the mile, trip, piece, contract, or commission are excluded.]

| Road number. | Actual condition. Employés and results. | | | | | Condition if the necessary positions were filled continuously by the same employés through a working year of 313 days. | | |
|--------------|---|---------------------|----------------------|-----------------|------------------------|--|---------------------|------------------------------|
| | Different employés. | Average daily rate. | Total days employed. | Total earnings. | Average days employed. | Average annual earnings. | Necessary employés. | Consequent average earnings. |
| 1 | 430 | \$1.39 | 34,873 | \$48,417 | 81 | \$113 | 111.42 | \$135 |
| 2 | 3,091 | 1.68½ | 429,437 | 723,065 | 139 | 234 | 1,372.20 | 527 |
| 3 | 67 | 1.57 | 9,270 | 14,575 | 138 | 218 | 29.62 | 492 |
| 4 | 34,154 | 1.53½ | 5,653,668 | 8,691,821 | 166 | 254 | 18,062.84 | 481 |
| 5 | 1,544 | 1.47 | 270,409 | 397,504 | 175 | 257 | 863.93 | 460 |
| 6 | 232 | 1.36½ | 16,634 | 22,697 | 72 | 98 | 53.14 | 427 |
| 7 | 9,662 | 1.97½ | 1,632,748 | 3,223,765 | 169 | 334 | 5,216.45 | 618 |
| 8 | 590 | 1.33 | 41,110 | 54,716 | 70 | 93 | 131.34 | 417 |
| 9 | 590 | 1.69½ | 28,078 | 47,567 | 48 | 81 | 89.71 | 530 |
| 10 | 88 | 1.52 | 14,559 | 22,127 | 165 | 251 | 46.51 | 476 |
| 11 | 11,673 | 1.66 | 1,922,939 | 3,192,484 | 165 | 273 | 6,143.57 | 520 |
| 12 | 778 | 1.70½ | 127,921 | 218,205 | 164 | 280 | 408.69 | 534 |
| 13 | 4,909 | 1.60½ | 736,069 | 1,182,506 | 150 | 241 | 2,351.66 | 408 |
| 14 | 41 | 1.30½ | 7,825 | 10,210 | 191 | 249 | 25.00 | 408 |
| 15 | 247 | 1.48 | 20,269 | 29,993 | 82 | 121 | 64.76 | 463 |
| 16 | 962 | 1.47 | 1,095,501 | 1,607,939 | 157 | 231 | 3,500.00 | 459 |
| 17 | 95 | 1.23½ | 12,193 | 15,033 | 128 | 158 | 38.96 | 386 |
| 18 | 3,326 | 1.55½ | 361,673 | 562,783 | 109 | 169 | 1,155.50 | 487 |
| 19 | 322 | 1.30½ | 46,490 | 60,513 | 144 | 183 | 148.53 | 407 |
| 20 | 6,321 | 1.91½ | 968,033 | 1,854,491 | 153 | 293 | 3,092.76 | 600 |
| 21 | 3,085 | 1.42 | 317,767 | 453,187 | 103 | 147 | 1,015.23 | 446 |
| 22 | 463 | 1.66 | 72,254 | 119,915 | 156 | 259 | 230.84 | 519 |
| 23 | 470 | 1.54½ | 65,527 | 101,399 | 139 | 216 | 209.35 | 484 |

ACTUAL AND THEORETICAL CONDITIONS COMPARED IN ALL OCCUPATIONS FOR SIXTY SYSTEMS OR ROADS—Concluded.

[Employés paid by the mile, trip, piece, contract, or commission are excluded.]

| Road number. | Actual condition. Employés and results. | | | | | | Condition if the necessary positions were filled continuously by the same employés through a working year of 313 days. | |
|--------------|---|--------------------|----------------------|-----------------|------------------------|--------------------------|--|------------------------------|
| | Different employés. | Average daily rate | Total days employed. | Total earnings. | Average days employed. | Average annual earnings. | Necessary employés. | Consequent average earnings. |
| 24 | 77 | \$1.44 | 9,123 | \$13,156 | 118 | \$171 | 29.15 | \$451 |
| 25 | 63 | .97½ | 4,656 | 4,549 | 74 | 72 | 14.88 | 306 |
| 26 | 10 | 1.34½ | 1,135 | 1,527 | 114 | 153 | 3.63 | 421 |
| 27 | 34 | 1.47½ | 5,085 | 7,497 | 150 | 221 | 16.25 | 461 |
| 28 | 31 | 1.71 | 7,757 | 13,255 | 250 | 428 | 24.78 | 535 |
| 29 | 347 | 1.33½ | 46,466 | 62,077 | 134 | 179 | 148.45 | 418 |
| 30 | 71 | 1.30 | 9,388 | 12,196 | 132 | 172 | 29.99 | 407 |
| 31 | 25,946 | 1.83½ | 2,395,452 | 4,401,180 | 92 | 170 | 7,653.20 | 575 |
| 32 | 71 | 1.44 | 8,215 | 11,813 | 116 | 166 | 26.25 | 450 |
| 33 | 349 | 1.56 | 47,424 | 74,091 | 136 | 212 | 151.51 | 489 |
| 34 | 23,829 | 1.62½ | 5,069,561 | 8,242,511 | 213 | 346 | 16,196.68 | 509 |
| 35 | 6,972 | 1.79½ | 1,391,993 | 2,500,097 | 206 | 359 | 4,447.26 | 562 |
| 36 | 3,392 | 1.61½ | 476,106 | 769,600 | 140 | 227 | 1,521.11 | 506 |
| 37 | 4,880 | 1.51½ | 999,886 | 1,512,624 | 205 | 310 | 3,194.52 | 474 |
| 38 | 2,878 | 2.35 | 358,765 | 843,395 | 125 | 293 | 1,146.21 | 736 |
| 39 | 37,238 | 1.59 | 5,612,402 | 8,937,345 | 151 | 240 | 17,931.00 | 498 |
| 40 | 221 | 1.60 | 44,653 | 71,510 | 202 | 324 | 142.66 | 501 |
| 41 | 278 | 1.70 | 24,110 | 40,964 | 87 | 147 | 77.03 | 532 |
| 42 | 251 | 1.77½ | 16,804 | 29,861 | 67 | 119 | 53.69 | 556 |
| 43 | 3,734 | 1.64 | 400,762 | 656,714 | 107 | 176 | 1,280.39 | 513 |
| 44 | 4,467 | 1.61½ | 459,100 | 742,440 | 103 | 166 | 1,466.77 | 506 |
| 45 | 176 | 1.60½ | 25,334 | 40,706 | 144 | 231 | 80.94 | 503 |
| 46 | 3,283 | 1.35½ | 235,018 | 317,950 | 72 | 97 | 750.86 | 423 |
| 47 | 209 | 1.49½ | 19,527 | 29,193 | 93 | 140 | 62.39 | 468 |
| 48 | 1,075 | 1.72 | 169,985 | 292,506 | 158 | 272 | 543.08 | 539 |
| 49 | 184 | 1.53 | 17,398 | 26,630 | 95 | 145 | 55.58 | 479 |
| 50 | 268 | 1.30½ | 23,540 | 30,672 | 88 | 114 | 75.21 | 408 |
| 51 | 96 | 1.43½ | 12,047 | 17,291 | 125 | 180 | 38.49 | 449 |
| 52 | 18 | 1.39½ | 3,789 | 5,293 | 211 | 294 | 12.11 | 437 |
| 53 | 1,330 | 1.46½ | 190,346 | 278,948 | 143 | 210 | 608.13 | 459 |
| 54 | 230 | 1.34 | 8,552 | 11,480 | 37 | 50 | 27.32 | 420 |
| 55 | 1,895 | 1.32½ | 108,223 | 143,664 | 57 | 76 | 345.76 | 416 |
| 56 | 116 | 1.21 | 6,548 | 7,911 | 56 | 68 | 20.92 | 378 |
| 57 | 256 | 1.32½ | 16,649 | 22,040 | 65 | 86 | 53.19 | 414 |
| 58 | 11,105 | 1.67 | 997,963 | 1,665,481 | 90 | 150 | 3,188.38 | 522 |
| 59 | 19 | 1.39½ | 2,914 | 4,059 | 153 | 214 | 9.31 | 436 |
| 60 | 31 | 1.80½ | 5,712 | 10,312 | 184 | 333 | 18.25 | 565 |
| | 224,570 | 1.64½ | 33,117,635 | 54,507,450 | 147 | 243 | 105,807.14 | 515 |

To illustrate by specific reference to these tables, let us take brakemen: On 58 roads there were employed during the year 20,117 different individuals, the average days employed for each of one of these being 113, and the average annual earnings \$202. Now, if 7,276.18 men had been employed the full year, they would have performed all the service that was performed by the whole 20,117 individual brakemen, and they would have received \$557 each for their year's labor. But leaving the consideration of specific occupations, the first of the last tables giving all the figures so clearly that they need not be reproduced in text, the great fact as to all the employés and the distribution or fluctuation of labor for the roads as a whole, offers a more interesting study. The last table shows all the actual and theoretical conditions for each of the roads involved in this investigation, so far as those employés are concerned whose service can be reduced to time. The total column gives us these facts: On the 60 roads there were employed 224,570 individual men

whose services could be reduced to actual time. They were employed, on an average, 147 days each, and they received \$243 average actual earnings for the year employed. Now, these men (224,570) were employed to fill 105,807.14 positions; in other words, if 105,807.14 men had been employed on full time they would have accomplished the same results that were accomplished by the greater number working on an average but 147 days each during the year. The differences in the variation between the actual and necessary number of employes, as indicated by the occupation, are such as might occur to one's mind. Bringing forward the results for each of the seventeen selected occupations, we have the following:

ACTUAL AND THEORETICAL NUMBER OF EMPLOYÉS COMPARED IN LEADING OCCUPATIONS OF SIXTY SYSTEMS OR ROADS.

| Occupation. | Actual condition—different employes. | Theoretical condition—necessary employes. | Ratio of necessary to actual employes. |
|--------------------------|--------------------------------------|---|--|
| Baggagemasters..... | 1,104 | 822.34 | 1 to 1.34 |
| Baggagemen..... | 989 | 633.63 | 1 to 1.56 |
| Blacksmiths..... | 1,435 | 947.54 | 1 to 1.51 |
| Brakemen..... | 20,117 | 7,276.18 | 1 to 2.76 |
| Carpenters..... | 8,277 | 4,348.50 | 1 to 1.90 |
| Conductors..... | 5,184 | 3,431.54 | 1 to 1.51 |
| Engineers..... | 2,974 | 2,254.63 | 1 to 1.32 |
| Enginemen..... | 998 | 771.98 | 1 to 1.29 |
| Flagmen..... | 5,717 | 2,835.20 | 1 to 2.02 |
| Foremen..... | 1,989 | 1,308.19 | 1 to 1.52 |
| Laborers..... | 7,085 | 5,576.50 | 1 to 1.27 |
| Machinists..... | 89,429 | 27,938.69 | 1 to 3.20 |
| Masons..... | 4,506 | 2,777.05 | 1 to 1.62 |
| Painters..... | 874 | 258.76 | 1 to 3.38 |
| Switchmen..... | 1,583 | 859.89 | 1 to 1.84 |
| Telegraph operators..... | 4,262 | 2,390.13 | 1 to 1.78 |
| | 4,216 | 2,202.55 | 1 to 1.91 |

The last column in the foregoing statement means, under baggagemasters, for instance, that to 1 necessary employe, or to 1 employe necessary to perform the duty of the position for a whole year, there were employed during the year of the investigation 1.34 employes. The larger proportions are brakemen, 2.76 employes to 1 necessary employe; firemen, 2.02 employes to 1 necessary employe, and laborers, which constitute the largest class of railroad labor, 3.20 actual employes to 1 necessary employe. The largest ratio in the column is for masons, it being 3.38 actual employes to 1 necessary employe; but this large proportion is easily understood from the fact that masons oftener than others, perhaps, are called in to do particular jobs of work, and are not in any sense steady railway employes.

I do not remember having seen this feature, the tendency of labor to migration, brought out statistically on any extended scale before. This constitutes a new phase in the labor question. What were the men doing the remainder of the year? Were they unemployed? Did they shift from one position to another on the same road? Did they work a while on one road and then enlist in the service of another?

Were there concentrations of labor at certain seasons of the year? These are questions which cannot be answered at present. It is true that many of the men, especially those employed as trackmen, have to lose much time in waiting; others, unskilled laborers, in the same way lose much time; but the higher grades must be quite constantly employed—in fact, the tables would indicate it. It was impossible, however, from the payrolls to ascertain either the causes of lost time or the extent to which men shift their positions, or the extent to which men are recounted. If a man borne on the rolls of railroad No. 50 worked but 88 days in the year, and then worked 20 days on road No. 51, 60 days on road No. 52, and a month on road No. 53, he would appear in the whole number of employes as four men, and he might have been employed among them all perhaps a full year, or nearly a full year. To determine this migratory habit was impossible under the present investigation, and in order to settle the question as to the cause or causes of this fluctuation in railroad labor additional investigations would have to be made. Whether this serious fluctuation in railroad labor compares favorably or unfavorably with like features in productive industry cannot at present be stated. In the series of reports which this Department will issue during the next few months opportunity will be secured for comparisons in this respect, as between railroad labor and labor in the great iron, cotton, and woollen industries, not only in this country but also in other countries, which will show the extent of the movement of labor, and a series of comparisons thus instituted may lead to a line of investigation which will throw some light upon the causes.

It will be remembered that, as stated by the Interstate Commerce Commission, the whole number of employes on the railroads of the United States June 30, 1889, was 689,912, approximately. This number represents the average number of employes in the service of all the roads of the country. The average number of employes means the number required to fill all the positions necessary for the management of the railroads. Applying the same ratio of necessary to actual employes, as was ascertained by the investigation of the 60 roads, it would require 1,462,613 men to perform the labor on the railroads of the country during one year; that is to say, if 689,912 men were employed, on an average, during a year, in the service of the railroads of the United States, there must have been about 1,462,613 different individuals employed during the same time in the same service. No one should conclude from these statements that there are constantly out of employment 700,000 or 800,000 railroad men every year, because no such conclusion can be sustained by anything contained in this report; in fact, as just stated, this feature of labor offers a new problem for discussion and for investigation, and it must be left to further study before the exact amount of idleness can be stated, in contradistinction to the exact amount of migration.

TOURS OF DUTY.

The impression prevails very largely that railroad men are on duty a large number of hours daily, and that they take very long runs. It is difficult to show the extent to which this is true, but it is evident from the facts collected that the popular impression is somewhat exaggerated. The facts were obtained for the 60 roads under investigation. It will be remembered that out of the 241,910 railway employes involved in the investigation 17,340 were employed by the trip, run, or piece, all others being generally employed at regular hours per day. From statements regarding those who work or are paid by the tour, the run, or the piece, the highest have been selected, as illustrating the severity, so far as it exists, of railway service, the highest meaning the longest runs, the largest number of hours daily in service and on the train. Only those instances in which the service daily is 12 hours or more have been embodied in the following statement:

ILLUSTRATIVE CASES OF LONG TOURS OF DUTY OF TRAINMEN.

[Applies to enginemen, firemen, conductors, brakemen, and baggagemasters, except as noted.]

| Number. | | Kind of train. | Length of run (miles). | Hours daily— | | | | Modifications. |
|---------|--------|--------------------|------------------------|--------------|-----------|-----------|-----------|--|
| Road. | Group. | | | In service. | | On train. | | |
| | | | | <i>h.</i> | <i>m.</i> | <i>h.</i> | <i>m.</i> | |
| 4 | II | Passenger | 393 | 13 | 20 | 12 | 50 | Enginemen and firemen average only 100 miles. |
| 4 | II | ...do | 199 | 12 | 38 | 8 | 25 | |
| 4 | II | ...do | 194 | 13 | 20 | 8 | 10 | |
| 4 | II | ...do | 138 | 16 | 30 | 7 | 25 | |
| 4 | II | ...do | 108 | 16 | 25 | 6 | | |
| 4 | II | Freight..... | 100 | 12 | | 11 | | |
| 7 | I | Passenger | 125.64 | 14 | 45 | 5 | | |
| 7 | I | ...do | 120.28 | 13 | 40 | 4 | 50 | |
| 7 | I | Freight..... | 109.06 | 12 | | 10 | 30 | |
| 7 | I | ...do | 88.20 | 13 | 50 | 12 | | |
| 11 | II | Passenger | 209 | 12 | 30 | 8 | 11 | Baggagemasters run 228 miles every other day. |
| 11 | II | ...do | 157.50 | 15 | 08 | 6 | 08 | |
| 11 | II | ...do | 150 | 13 | | 8 | 50 | |
| 11 | II | Freight..... | 150 | 12 | 45 | 12 | | |
| 11 | II | ...do | 122 | 12 | | 10 | 15 | |
| 11 | II | ...do | 79 | 13 | | 13 | | |
| 12 | I | Passenger ... | 128 | 14 | 16 | 4 | 45 | |
| 13 | IV | Freight..... | 160 | 13 | | 12 | | |
| 13 | IV | ...do | 168 | 13 | | 12 | | |
| 16 | II | Passenger | 176 | 15 | | 7 | | |
| 16 | II | ...do | 152 | 14 | | 10 | | |
| 18 | IV | Express and mixed. | 189 | 16 | 30 | 15 | 30 | Conductors, brakemen, and baggagemasters run two days, lay off third. Enginemen and firemen run every other day. Applies to conductors, brakemen, and baggagemasters only. |
| 18 | IV | Freight..... | 158 | 13 | | 12 | | |
| 19 | II | Mixed..... | 120 | 12 | 42 | 10 | 30 | |
| 20 | I | Freight..... | 118 | 13 | 15 | 10 | 42 | |
| 22 | I | ...do | 110 | 14 | 50 | 11 | 15 | |
| 22 | I | ...do | 108 | 14 | 15 | 11 | 15 | |
| 31 | V | Passenger | 340 | 15 | 10 | 14 | 30 | |
| 31 | V | ...do | 340 | 16 | 05 | 15 | | |
| 31 | V | ...do | 266 | 15 | 35 | 13 | 05 | |
| 31 | V | ...do | 216 | 14 | | 13 | | |
| 31 | V | Freight..... | 172 | 13 | | 13 | | Applies to enginemen and firemen only. |
| 31 | V | ...do | 171 | 12 | 30 | 11 | 30 | |
| 31 | V | ...do | 166 | 13 | | 13 | | |
| 31 | V | ...do | 150 | 14 | | 14 | | |
| 31 | V | ...do | 129 | 14 | 10 | 13 | 10 | |
| 33 | II | Passenger | 126 | 16 | 36 | 4 | 36 | Applies to enginemen and firemen only. |
| 33 | II | Freight..... | 82.50 | 15 | 48 | 11 | 40 | |
| 34 | II | Passenger | 285.36 | 22 | 16 | 9 | 10 | |

ILLUSTRATIVE CASES OF LONG TOURS OF DUTY OF TRAINMEN—Concluded.

[Applies to enginemen, firemen, conductors, brakemen, and baggagemasters, except as noted.]

| Number. | | Kind of train. | Length of run (miles). | Hours daily— | | Modifications. |
|---------|--------|-----------------|------------------------|--------------|-----------|---|
| Road. | Group. | | | In service. | On train. | |
| | | | | | | |
| 34 | II | Passenger ... | 285.36 | 22 | 8 30 | Run two days, lay off third. |
| 34 | II |do | 195.52 | 21 30 | 10 | Run two days, lay off third. |
| 34 | II |do | 195.52 | 21 20 | 10 | Run two days, lay off third. |
| 34 | II |do | 195.52 | 24 | 10 25 | Run two days, lay off third. |
| 34 | II |do | 195.52 | 19 04 | 8 50 | Run two days, lay off third. |
| 34 | II |do | 195.52 | 19 04 | 9 50 | Run two days, lay off third. |
| 34 | II |do | 195.52 | 18 55 | 9 40 | Run two days, lay off third. |
| 34 | II | Freight | 285.36 | 22 | 14 10 | Run two days, lay off third. |
| 34 | II |do | 285.36 | 17 20 | 7 30 | Run two days, lay off third. |
| 34 | II |do | 285.36 | 13 30 | 11 55 | Run two days, lay off third. |
| 34 | II |do | 152.56 | 16 42 | 10 44 | Six days a week. |
| 34 | II |do | 152.56 | 18 25 | 12 20 | One-half run only on Sunday. |
| 34 | II |do | 152.56 | 15 57 | 13 57 | One-half run only on Sunday. |
| 35 | I | Passenger | 210.22 | 26 15 | 7 20 | Four days a week. |
| 35 | I |do | 144 | 15 | 12 33 | Six days a week. |
| 35 | I | Freight | 101.94 | 19 15 | 8 10 | |
| 35 | I |do | 138.68 | 13 32 | 9 59 | Six days a week. |
| 35 | I |do | 138.68 | 14 05 | 11 27 | Six days a week. |
| 39 | IV | Passenger | 250 | 12 13 | 9 58 | |
| 39 | IV |do | 150 | 15 45 | 7 15 | Applies to enginemen and firemen only. |
| 39 | IV |do | 150 | 14 30 | 7 15 | Applies to conductors, brakemen, and baggagemasters only. |
| 39 | IV |do | 136 | 18 30 | 6 15 | Applies to enginemen and firemen only. |
| 39 | IV | Freight | 107 | 15 | 14 | Applies to conductors and brakemen only. |
| 39 | IV |do | 106 | 12 45 | 12 15 | |
| 53 | II | Passenger | 130 | 14 54 | 6 12 | |
| 53 | II | Freight | 102.4 | 13 18 | 11 31 | |
| 53 | II |do | 91 | 16 03 | 8 58 | |
| 58 | VI | Passenger | 223 | ----- | 8 30 | |
| 58 | VI | Freight | 133.3 | 14 40 | 13 40 | |
| 58 | VI |do | 112.6 | 13 40 | 12 40 | |
| 58 | VI |do | 108.3 | 13 05 | 12 05 | |

The foregoing are given, not as a complete statement of all cases of long runs, but as the most emphatic examples which have been found. It will be observed that in all the above cases, while the number of hours in service is large, the number of hours actually on the train during the hours of service is in some instances quite small, the largest number of hours on the train in any one day being 15h. 30m. on road No. 18 in group IV; and the largest number of hours in continuous service 24 on road 34 in group II, with a run of 195.52 miles; but while this run kept the trainmen in service 24 hours continuously, they were on the train but 10h. 25m., during two days, and then were laid off the third. In one case, on road No. 35, group I, some of the trainmen are in service continuously 26h. 15m., but they are actually on the train but 7h. 20m., and this routine is kept up four days in each week. Of course the 26h. 15m., as stated in "Hours daily," could not be strictly true; but it means that they were in continuous service 26h. 15m., the run of 210.22 miles taking 26h. 15m. to complete it, but the waits and other reliefs during the 26h. 15m. were so long and so numerous, that the men were actually on the train but 7h. 20m. four days in each week. While, therefore, it sounds extremely severe to say that men were in service 26h. 15m. consecutively, the actual facts offer much modification to the prevailing impression.

The mental strain of long tours of duty, where men are kept continuously on the road for hours without opportunity to rest, is so great as to render the service too faulty to allow it to any great extent. The danger of disaster through an overstrained mind and an exhausted body will prevent to a large degree the general adoption of long runs and long hours. In fact, the attending dangers are so great, that runs and hours must be reduced in length from time to time.

Long runs, while seemingly long as to the number of miles, are often so divided or relieved by days off that their severity is reduced. As these long runs and long hours in service apply to enginemen, firemen, conductors, brakemen, and baggagemasters, it is very natural that the public should get the impression it has relative to the severity of railway duty, and this impression is too largely justified, probably, by the facts; yet the attempt is constantly made, so far as the information of this office is concerned, to temper this severity by relays and lay-offs. The extreme cases of enginemen running several hundred miles without relief are those that come to the public mind.

CHAPTER IV.

GENERAL TABLES.

TABLE I.—Statement for each particular rate of daily pay in every occupation in ten selected systems or roads of the number of persons at such rate, classified by days worked in one year, and by amount of earnings for one year. For convenience of handling the occupations are grouped as follows:

Occupations in which earnings are rarely above \$500.

Occupations in which earnings are frequently from \$500 to \$1,000.

Occupations in which earnings are frequently from \$1,000 to \$2,000.

TABLE II.—Statement by groups of daily rates of pay, each group having a range of 20 cents, for every occupation in sixty systems or roads combined, of the number of persons in each of such groups, classified by days worked in one year, and by amount of earnings for one year. The subdivision into three classes according to size of annual earnings shown in Table I is not used in this table.

TABLE III.—Statement for all employés, without reference to occupation, of sixty systems or roads combined, by groups of daily rates, each group having a range of 20 cents, of days worked in one year, and of amount of earnings for one year. The subdivision into three classes according to size of annual earnings shown in Table I is not used in this table.

TABLE IV.—Statement in the same form as and based on the data of the preceding table showing per cents. of number of employés.

TABLE V.—Statement for each occupation in each of sixty systems or roads combined, of the number in that occupation, the average days worked per employé in the year, and the average earnings per employé for the year. The subdivision into three classes according to size of annual earnings shown in Table I is not used in this table.

TABLE VI.—Statement for various railways in Great Britain of minimum and maximum daily rates of pay in different occupations.

TABLE I.—CLASSIFIED TIME AND EARNINGS.

RAILROAD NO. 16 (GROUP II).

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500.

[For explanation of railroad and group numbers used in the title above, see Chapter I, Introduction. In the case of employes who worked at two or three different daily rates of pay their entire earnings were divided by the entire days worked and they were then classed under that one of their daily rates to which this quotient was the nearest. Computation also was used to determine the average daily earnings of employes working by the month or hour. They are tabulated at the exact rates so arrived at. It was not possible to reduce to a daily rate basis the employes paid by the mile, trip, commission, etc., therefore they are given a separate line at the close of an occupation.]

| Occupation. | Marginal number. | Number of employes. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | |
|----------------------------|------------------|---------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|---|--|--|---|---|--|--|----|---|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | | | | | | | | |
| Agents, assistant..... | 1 | 2 | \$0.16½ | | | | | 2 | | | | | | | | | | | | | |
| | 2 | 1 | .33 | | | | | | | | | | | | | | | | | | |
| | 3 | 1 | .49½ | | | | | | | | | 1 | | | | | | | | | |
| | 4 | 2 | .66 | | | 1 | | | | | | | | | | | | | | | 1 |
| | 5 | 3 | .82 | | | | | | | | | | | | | | 1 | | | | |
| | 6 | 3 | .98½ | | | 1 | | | | | | | | | | | | | | | 2 |
| | 7 | 1 | 1.00 | | | | | | | | | | | | | | | | | | 2 |
| | 8 | 2 | 1.15 | | | | | 1 | | | | | | | | | | | | | |
| | 9 | 2 | 1.31½ | | | | | 1 | | | | | | | | | | | | | 1 |
| | 10 | 1 | 1.64½ | | | 1 | | | | | | | | | | | | | | | 1 |
| | 11 | 1 | 1.81 | | | 1 | | | | | | | | | | | | | | | |
| | | 19 | | | 2 | 3 | | 3 | 2 | 1 | | 1 | | | | | | | | 7 | |
| Ashpit men | 1 | 3 | 1.30 | | | | | | | | | | | | | | | | | | 3 |
| | | 3 | | | | | | | | | | | | | | | | | | | 3 |
| Baggagemasters..... | 1 | 2 | .33 | | | | | | 1 | | | | | | | | | | | | 1 |
| | 2 | 2 | .66 | | 1 | | | | | | | | | | | | | | | | 1 |
| | 3 | 2 | .82 | | | | 1 | | | | | | | | | 1 | | | | | 1 |
| | 4 | 2 | .98½ | | | | | 1 | | | | | | | | | | | | | 1 |
| | 5 | 1 | 1.07 | | | | | | | | | | | | | | | | | | 1 |
| | 6 | 6 | 1.15 | | | | | 1 | 1 | 1 | | | | | | | | | | | 3 |
| | 7 | 8 | 1.31½ | | | | | 1 | | | | | | | | | | | | | 7 |
| | 8 | 2 | 1.48 | | | 1 | | | | 1 | | | | | | | | | | | |
| | 9 | 1 | 1.64½ | | | | | | | | 1 | | | | | | | | | | 1 |
| | 10 | 1 | 1.72½ | | | 1 | | | | | | | | | | | | | | | 1 |
| | 11 | 1 | 1.91½ | | | | | | | | | | | | | | | | | | 1 |
| | 12 | 1 | 2.11 | | | | | | | | | | | | | | | | | | 1 |
| | | 29 | | | 1 | 2 | 3 | 2 | 3 | | | 1 | | | | | | | | 17 | |
| Baggagemaster, assistant.. | 1 | 1 | 1.15 | | | | | | | | | 1 | | | | | | | | | |
| | | 1 | | | | | | | | | | 1 | | | | | | | | | |
| Baggagemen | 1 | 3 | .49½ | | 1 | | | | | | | | | | | | | | | | 1 |
| | 2 | 3 | .66 | | 1 | 1 | | | | | | | | | | | | | | | 1 |
| | 3 | 1 | .82 | | | | | 1 | | | | | | | | | | | | | 1 |
| | 4 | 4 | .98½ | | | | | 1 | | | | | | | | | | | | | 2 |
| | 5 | 6 | 1.07 | | | | | | | 1 | 1 | | | | | | | | | | 3 |
| | 6 | 7 | 1.15 | | | | | | 1 | 1 | | 1 | 1 | | | | | | | | 5 |
| | 7 | 2 | 1.23½ | | | | | | | | 1 | | | | | | | | | | 1 |
| | 8 | 13 | 1.31½ | | | | | | 1 | 1 | | 3 | | | | | | | | | 8 |
| | 9 | 1 | 1.34 | | | | | | | | | 1 | | | | | | | | | |
| | 10 | 2 | 1.48 | | | | | | | | | 1 | | | | | | | | | 2 |
| | 11 | 2 | 1.64½ | | | | | | | | | | | | | | | | | | 1 |
| | 12 | 1 | 1.67½ | | | | | | | | | | | | | | | | | | 1 |
| | 13 | 3 | 1.72½ | | | 1 | 2 | | | | | | | | | | | | | | 1 |
| | 14 | 12 | 1.91½ | | | | | | | 1 | 1 | | | | | | | | | | 4 |
| | 15 | 3 | 2.11 | | | | | | 1 | | | | 1 | | | | | | | | 6 |
| | | 63 | | | 2 | 2 | 6 | 4 | 7 | 2 | | 8 | | | | | | | | 32 | |
| Baggagemen's helpers | 1 | 1 | 1.00 | | | | | | | | | | | | | | | | | | |
| | 2 | 2 | 1.15 | | | | | | | 1 | | | | | | | | | | | |
| | 3 | 1 | 1.31½ | | | | | | | | | | | | | | | | | | |
| | 4 | | | | | | | | | | | | | | | | | | | | |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 16 (GROUP II)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employ- és. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|----------------------------|------------------|--------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|--|--|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | |
| Blacksmiths' helpers..... | 1 | 17 | \$1.40 | 3 | | 1 | 1 | | 1 | 11 | | | | |
| | | 17 | | 3 | | 1 | 1 | | 1 | 11 | | | | |
| Boilermakers' apprentice . | 1 | 1 | .80 | | | | | | | 1 | | | | |
| | | 1 | | | | | | | | 1 | | | | |
| Bolt cutters..... | 1 | 2 | .98½ | | | 1 | | | | 1 | | | | |
| | | 2 | 1.20 | | | | | | | | 2 | | | |
| | | 3 | 1.40 | | | | | | | | 1 | | | |
| | | 4 | 1.50 | 1 | | 1 | 1 | | | 1 | 2 | | | |
| | | 5 | 1.75 | | | | | | | | 1 | | | |
| | | 12 | | 1 | | 2 | 1 | | 3 | 5 | | | | |
| Brakemen on pushers..... | 1 | 1 | 1.48 | | | 1 | | | | | | | | |
| | | 2 | 1.72½ | | 7 | 1 | 1 | | | | | | | |
| | | 3 | 1.91½ | 4 | | 1 | | | | | 1 | | | |
| | | | | 16 | | 11 | | 3 | 1 | | | 1 | | |
| Brakemen, work train.... | 1 | 4 | 1.72½ | 1 | | 2 | 1 | | | | | | | |
| | | 4 | | 1 | | 2 | 1 | | | | | | | |
| Bricklayers..... | 1 | 4 | 3.00 | 4 | | | | | | | | | | |
| | | 4 | | 4 | | | | | | | | | | |
| Bridgeman..... | 1 | 1 | .98½ | | | | | | | | | 1 | | |
| | | 1 | | | | | | | | | | 1 | | |
| Bridge tenders..... | 1 | 7 | 1.25 | 2 | 1 | | | 1 | 3 | | | | | |
| | | 7 | | 2 | 1 | | | 1 | 3 | | | | | |
| Call boys..... | 1 | 2 | 1.34 | | 1 | | | | | | 1 | | | |
| | | 2 | | | 1 | | | | | | 1 | | | |
| Callers..... | 1 | 1 | .66 | | | 1 | | | | | | | | |
| | | 1 | .98½ | | | 1 | | | | | | | | |
| | | 4 | 1.00 | | 1 | | 1 | 1 | 1 | | | | | |
| | | 9 | 1.07 | | 2 | 5 | | | | 1 | 1 | | | |
| | | 1 | 1.15 | | | | 1 | | | | | | | |
| | | 3 | 1.31½ | | | 1 | 1 | 1 | | | | | | |
| | | 19 | | | 3 | 8 | 3 | 2 | 1 | 1 | 1 | | | |
| Car recorder..... | 1 | 1 | 1.31½ | | | | | | | | | 1 | | |
| | | 1 | | | | | | | | | | 1 | | |
| Car reporter..... | 1 | 1 | 1.31½ | | | | | | | 1 | | | | |
| | | 1 | | | | | | | | 1 | | | | |
| Car washers..... | 1 | 9 | 1.25 | 1 | 4 | | 1 | 2 | 1 | | | | | |
| | | 9 | | 1 | 4 | | 1 | 2 | 1 | | | | | |
| Cleaners..... | 1 | 1 | .59 | | 1 | | | | | | | 1 | | |
| | | 1 | .66 | | | | | | | | 1 | | | |
| | | 1 | .82 | | | | | | | | | 1 | | |
| | | 1 | 1.07 | 1 | | | | | | | | | | |
| | | 4 | | 1 | 1 | | | | | 1 | 1 | | | |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 16 (GROUP II)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|--------------------------|--------------------------|-------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|----------------------------|---|
| 25 dolls. and under | 26 to 50 dolls. | 51 to 75 dolls. | 76 to 100 doll | 101 to 125 doll | 126 to 150 doll | 151 to 175 doll | 176 to 200 doll | 201 to 225 doll | 226 to 250 doll | 251 to 275 doll | 276 to 300 doll | 301 to 325 doll | 326 to 350 doll | 351 to 375 doll | 376 to 400 doll | 401 to 425 doll | 426 to 450 doll | 451 to 475 doll | 476 to 500 doll | 501 doll and over | |
| 2 | 1 | | | | 2 | | | | | | | | | 1 | 1 | 3 | 7 | | | | 1 |
| 2 | 1 | | | | 2 | | | | | | | | | 1 | 1 | 3 | 7 | | | | |
| | | | | | | 1 | | | | | | | | | | | | | | | 1 |
| | | | | | | 1 | | | | | | | | | | | | | | | |
| | | | | 1 | | | | | 1 | | | | | | | | | | | | 1 |
| | | | | | | | | | | | 1 | | | | | | | | | | 2 |
| | 1 | | | 1 | | | 1 | | | | | | | | | | | | 1 | | 5 |
| | 1 | | 1 | 1 | | | 1 | | | 1 | | 1 | 1 | 1 | | | 2 | | 1 | | |
| 5 | 2 | | 1 | | 1 | | 1 | | | | | | | | | | | | | | 1 |
| 3 | 1 | | | | 1 | | | | | | | | | | | | | | | a | 3 |
| 8 | 3 | | 1 | | 2 | | 1 | | | | | | | | | | | | | | 1 |
| 1 | | | | | 2 | | | 1 | | | | | | | | | | | | | 1 |
| 1 | | | | | 2 | | | 1 | | | | | | | | | | | | | |
| 1 | 3 | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | 3 | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | 1 | | | | | | 1 |
| | | | | | | | | | | | | | | | 1 | | | | | | |
| 2 | 1 | | | | | | | 1 | | 3 | | | | | | | | | | | 1 |
| 2 | 1 | | | | | | | 1 | | 3 | | | | | | | | | | | |
| | | | 1 | | | | | | | | | | | | 1 | | | | | | 1 |
| | | | 1 | | | | | | | | | | | | 1 | | | | | | |
| | 1 | | | | | | | | | | | | | | | | | | | | 1 |
| | 1 | | | | | | | | | | | | | | | | | | | | 2 |
| | 1 | | | | | | | | | | | | | | | | | | | | 3 |
| | 2 | 3 | 1 | 1 | | 1 | | 1 | | | | | 1 | | | 1 | | | | | 4 |
| | | | | 1 | | | | 1 | | | | | | | | | | | | | 5 |
| | | | 1 | | | | | 1 | | | | | | | | | | | | | 6 |
| | 5 | 3 | 2 | 1 | 1 | 2 | 1 | 1 | 1 | | | | 1 | | | 1 | | | | | |
| | | | | | | | | | | | | | | | | | | | | 1 | 1 |
| | | | | | | | | | | | | | | | | | | | | 1 | |
| | | | | | | | | | | | | | 1 | | | | | | | | 1 |
| | | | | | | | | | | | | | 1 | | | | | | | | |
| | 3 | 2 | | | | 1 | 1 | 1 | | | | 1 | | | | | | | | | 1 |
| | 3 | 2 | | | | 1 | 1 | 1 | | | | 1 | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | 1 | | | | | | | | | | | 2 |
| 1 | | | | | | | | | | | | | | | | | | | | | 3 |
| 1 | | | | | | | | | | | | | | | | | | | | | 4 |
| 2 | | | | | | | | | 1 | 1 | | | | | | | | | | | |

a \$514.

REPORT OF THE COMMISSIONER OF LABOR.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 16 (GROUP II)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 163.]

| Occupation. | Marginal number. | Number of employ- és. | Actual daily earnings or nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|----------------------------|------------------|--------------------------|---|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|----|----|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | |
| Cleaners, car | 1 | 2 | \$0.33 | | | | 1 | | | | | | | 1 |
| | 2 | 1 | .49 $\frac{1}{2}$ | | | | | | | | | | | 1 |
| | 3 | 4 | .66 | | | | | 1 | | | | | | 3 |
| | 4 | 4 | .75 | | | 2 | 1 | | | | | | | 3 |
| | 5 | 19 | .82 | | | 4 | 3 | 5 | 1 | | | | | 6 |
| | 6 | 11 | .98 $\frac{1}{2}$ | 1 | 1 | 1 | 1 | 1 | | | | | | 6 |
| | 7 | 6 | 1.07 | | 2 | 1 | 1 | 1 | 1 | | | | | |
| | 8 | 4 | 1.50 | 2 | | 2 | | | | | | | | |
| | | 51 | | 3 | 3 | 10 | 6 | 8 | 3 | 1 | | | | 17 |
| Cleaner, lamp | 1 | 1 | .66 | | | | | | | | | | | 1 |
| | | 1 | | | | | | | | | | | | 1 |
| Cleaners, office | 1 | 1 | .16 $\frac{1}{2}$ | | | | | | | | | | | 1 |
| | 2 | 3 | .66 | | | | | 2 | | | | | | 1 |
| | | 4 | | | | | | 2 | | | | | | 2 |
| Cleaners, shop | 1 | 2 | .82 | 2 | | | | | | | | | | |
| | 2 | 5 | .98 $\frac{1}{2}$ | 1 | | 1 | | 3 | | | | | | |
| | 3 | 1 | 1.28 | | | 1 | | | | | | | | |
| | 4 | 3 | 1.50 | 2 | | 1 | | | | | | | | |
| | | 11 | | 5 | | 3 | | 3 | | | | | | |
| Coalers..... | 1 | 2 | 1.00 | 2 | | | | | | | | | | |
| | 2 | 11 | 1.07 | 6 | 2 | 3 | | | | | | | | |
| | 3 | 1 | 1.25 | | 1 | | | | | | | | | |
| | | 14 | | 8 | 3 | 3 | | | | | | | | |
| Coal heavers | 1 | 38 | .98 $\frac{1}{2}$ | 17 | 2 | 9 | 3 | 1 | | | 1 | | 5 | |
| | 2 | 1 | 1.00 | | | 1 | | | | | | | | |
| | 3 | 94 | 1.07 | 32 | 19 | 16 | 10 | 3 | 4 | 3 | | | 7 | |
| | 4 | 45 | 1.15 | 22 | 3 | 5 | 4 | 2 | 1 | 5 | 3 | | 3 | |
| | 5 | 34 | 1.20 | 9 | 5 | 4 | 2 | 3 | 2 | 1 | 8 | | | |
| | 6 | 20 | 1.25 | 13 | 1 | 3 | 1 | | | 1 | 1 | | 1 | |
| | 7 | 8 | 1.50 | 8 | | | | | | | | | | |
| | | 240 | | 101 | 30 | 38 | 20 | 9 | 7 | 11 | | | 24 | |
| Conductors, work train ... | 1 | 2 | 2.40 | | | 1 | | 1 | | | | | | |
| | | 2 | | | | 1 | | 1 | | | | | | |
| Detectives | 1 | 1 | 3.00 | 1 | | | | | | | | | | |
| | 2 | 1 | 4.00 | 1 | | | | | | | | | | |
| | | 2 | | 2 | | | | | | | | | | |
| Doormen | 1 | 2 | .98 $\frac{1}{2}$ | | | 2 | | | | | | | | |
| | 2 | 8 | 1.15 | | | 4 | 2 | 1 | | | | | 1 | |
| | 3 | 1 | 1.31 $\frac{1}{2}$ | | | | | | | | | | 1 | |
| | 4 | 1 | 1.64 $\frac{1}{2}$ | | | | | | | | | | 1 | |
| | | 12 | | | | 6 | 2 | 1 | | | | | 3 | |
| Draughtsman | 1 | 1 | 3.29 | | | 1 | | | | | | | | |
| | | 1 | | | | 1 | | | | | | | | |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 16 (GROUP II)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Num-ber of em-ploy-és. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|-----------------------------|------------------|------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|--|----|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | |
| Drillers | 1 | 1 | \$1.40 | | | | | | | | | | | |
| | 2 | 1 | 1.50 | | | | 1 | | | | | 1 | | |
| | 2 | | | | | | 1 | | | | | 1 | | |
| Engineers, pumping | 1 | 1 | .33 | | | | | | | | | | | 1 |
| | 2 | 9 | .82 | 2 | 2 | 1 | | | | 2 | | | | 2 |
| | 3 | 1 | .98½ | 1 | | | | | | | | | | |
| | 4 | 3 | 1.15 | | | | | | | | | | | 3 |
| | 14 | | | 3 | 2 | 1 | | | | 2 | | | | 6 |
| Engineman | 1 | 1 | .98½ | | | 1 | | | | | | | | |
| | 1 | | | | | 1 | | | | | | | | |
| Flagmen | 1 | 2 | 16½ | | | | | | | | | | | 2 |
| | 2 | 3 | .33 | | | | | | | | | | | 3 |
| | 3 | 8 | 49½ | | | | 1 | | 2 | | | | | 5 |
| | 4 | 1 | .59 | | | | | | | | | | | 1 |
| | 5 | 3 | .90 | 1 | | | 1 | | | | | | | 1 |
| | 6 | 16 | .98½ | | 1 | | 2 | 1 | 1 | | | | | 12 |
| | 7 | 38 | 1.06 | 3 | 3 | 3 | | 1 | 3 | | 1 | | | 24 |
| | 8 | 23 | 1.02 | 2 | | 2 | 5 | 3 | | | 1 | 1 | | 10 |
| | 9 | 3 | 1.07 | | | 1 | | | | | | | | 2 |
| | 10 | 3 | 1.08½ | 1 | | | | | | 1 | | | | 1 |
| | 11 | 4 | 1.10 | | | | 1 | | | | | | | 3 |
| | 12 | 6 | 1.15 | 1 | | | | | | 2 | 1 | | | 2 |
| | 13 | 1 | 1.25 | 1 | | | | | | | | | | |
| | 111 | | | 9 | 5 | 7 | 8 | 8 | 6 | 3 | 65 | | | |
| Flue setter | 1 | 1 | 1.50 | | | | | | | | | | | 1 |
| | 1 | | | | | | | | | | | | | 1 |
| Foremen, assistant | 1 | 1 | 1.15 | | | | | | 1 | | | | | |
| | 1 | | | | | | | | 1 | | | | | |
| Foremen, coal heavers | 1 | 1 | 1.35 | | | | | | | | | | | 1 |
| | 1 | | | | | | | | | | | | | 1 |
| Foremen, wipers | 1 | 2 | 1.15 | | | | | | | 1 | | | | 1 |
| | 2 | | | | | | | | | 1 | | | | 1 |
| Foremen, work train | 1 | 4 | 1.97 | | | 1 | 2 | | | 1 | | | | |
| | 4 | | | | | 1 | 2 | | | 1 | | | | |
| Foremen, yard | 1 | 3 | 1.25 | | | 1 | | 1 | | | | 1 | | |
| | 2 | 16 | 1.31½ | | | 1 | 2 | 1 | | 2 | 3 | | | 7 |
| | 3 | 2 | 1.40 | | | | | | | | | | | 2 |
| | 4 | 2 | 1.48 | | | | | 1 | | | | | | 2 |
| | 5 | 1 | 1.56 | | | | | 1 | | | | | | |
| | 6 | 1 | 1.64½ | | | | | 1 | | | | | | |
| | 25 | | | | | 2 | 2 | 3 | 1 | 2 | 4 | | | 11 |
| Furnace tender | 1 | 1 | 1.40 | | | | | | | | | | | 1 |
| | 1 | | | | | | | | | | | | | 1 |
| Gatekeeper | 1 | 1 | 1.15 | | | | | | | | | | | 1 |
| | 1 | | | | | | | | | | | | | 1 |

REPORT OF THE COMMISSIONER OF LABOR.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 16 (GROUP II)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$590—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employ- ees. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|------------------------------|------------------|---------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|---|---|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | |
| Gatemmen | 1 | 1 | \$1.00 | | | | | | | | | | | |
| | 2 | 4 | 1.15 | | | | | | | | | | 1 | |
| | 3 | 1 | 1.31½ | | | | 1 | 2 | | | | | 1 | |
| | | 6 | | | 1 | 1 | 2 | | | | | | 2 | |
| Gate tenders | 1 | 2 | .98½ | | | | | | | | | | | |
| | 2 | 1 | 1.15 | | | | | | | 1 | | | 2 | |
| | | 3 | | | | | | | | | 1 | | 2 | |
| Heater | 1 | 1 | 1.50 | | | | | | | | | | | 1 |
| | | 1 | | | | | | | | | | | | 1 |
| Inspector, dock | 1 | 1 | 1.50 | | | | | 1 | | | | | | |
| | | 1 | | | | | | 1 | | | | | | |
| Janitors | 1 | 2 | 1.48 | | 1 | | | | | | | | | 1 |
| | | 2 | | | 1 | | | | | | | | | 1 |
| | | 156 | | 41 | 21 | 29 | 21 | 16 | 10 | 8 | 10 | | | |
| Laborers | 1 | 2 | 1.00 | 1 | 1 | | | | | | | | | |
| | 2 | 1 | 1.07 | | | | | | 1 | | | | | |
| | 3 | 2 | 1.10 | | | | 1 | | | | | | | |
| | 4 | 5 | 1.15 | | 1 | 3 | | | | | | | 1 | |
| | 5 | 4 | 1.20 | | 1 | | | 1 | | | 1 | 1 | 1 | |
| | 6 | 107 | 1.25 | 31 | 16 | 16 | 11 | 12 | 6 | 7 | 8 | | | |
| | 7 | 19 | 1.35 | 3 | 1 | 7 | 5 | 2 | 1 | | | | | |
| | 8 | 14 | 1.50 | 4 | 1 | 3 | 4 | 1 | 1 | | | | | |
| | 9 | 2 | 2.00 | 2 | | | | | | | | | | |
| | | 104 | | 23 | 10 | 15 | 13 | 15 | 9 | 11 | 8 | | | |
| Laborers, machine shop | 1 | 20 | 1.20 | 3 | 1 | 5 | 3 | 4 | 1 | | | | 3 | |
| | 2 | 11 | 1.25 | 9 | 1 | | | 1 | | | | | | |
| | 3 | 69 | 1.30 | 11 | 8 | 9 | 10 | 8 | 8 | 11 | 4 | | | |
| | 4 | 2 | 1.40 | | | | | 1 | | | 1 | | | |
| | 5 | 2 | 1.50 | | | | | 1 | | | 1 | | | |
| | | 24 | | 6 | 2 | 7 | 4 | | 2 | 2 | 1 | | | |
| Laborers, masons' | 1 | 3 | 1.25 | 2 | | 1 | | | | | | | | |
| | 2 | 21 | 1.50 | 4 | 2 | 6 | 4 | | 2 | 2 | 1 | | | |
| | | 24 | | 6 | 2 | 7 | 4 | | 2 | 2 | 1 | | | |
| Laborer, station | 1 | 1 | 1.15 | | | | | | | | | | 1 | |
| | | 1 | | | | | | | | | | | 1 | |
| Laborers, track | 1 | 5 | .75 | 1 | 1 | 1 | 2 | | | | | | | |
| | 2 | 10 | 1.60 | 1 | 1 | 3 | 3 | 1 | 1 | | | | | |
| | 3 | 130 | 1.05 | 64 | 26 | 35 | 3 | | 1 | | | | | |
| | 4 | 331 | 1.10 | 93 | 25 | 28 | 39 | 35 | 27 | 23 | 60 | 1 | | |
| | 5 | 1219 | 1.15 | 382 | 144 | 197 | 137 | 113 | 94 | 60 | 91 | 1 | | |
| | 6 | 194 | 1.20 | 69 | 47 | 32 | 14 | 12 | 6 | 4 | 10 | 1 | | |
| | 7 | 7 | 1.25 | | 1 | | | | | | 1 | 5 | | |
| | | 1896 | | 610 | 245 | 296 | 198 | 161 | 129 | 89 | 166 | 2 | | |
| Laborers, warehouse | 1 | 32 | 1.25 | | | 1 | 1 | 2 | 8 | 1 | 18 | 1 | | |
| | 2 | 3 | 1.35 | | | | | | | | 3 | | | |
| | | 35 | | | | 1 | 1 | 2 | 8 | 1 | 21 | 1 | | |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 16 (GROUP II)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 103.]

| Occupation. | Marginal number. | Num-ber of em-ploy-ees. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|----------------------------|------------------|-------------------------|--|--|----------------|-----------------|------------------|------------------|------------------|------------------|------------------|--------------------|--|--|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days. | 151 to 200 days. | 201 to 250 days. | 251 to 300 days. | 301 to 365 days. | 366 days and over. | | |
| Laborers, work train | 1 | 1 | \$1.00 | | 1 | | | | | | | | | |
| | 2 | 1 | 1.10 | 1 | | | | | | | | | | |
| | 3 | 255 | 1.15 | 68 | 39 | 89 | 58 | 1 | | | | | | |
| | 4 | 1 | 1.20 | | | 1 | | | | | | | | |
| | | 258 | | 69 | 40 | 90 | 58 | 1 | | | | | | |
| Laborers, yard..... | 1 | 59 | 1.05 | 43 | 10 | 3 | 2 | | 1 | | | | | |
| | 2 | 69 | 1.10 | 24 | 4 | 10 | 16 | 8 | 1 | 1 | | 5 | | |
| | 3 | 233 | 1.15 | 64 | 55 | 43 | 25 | 13 | 13 | 9 | 11 | | | |
| | 4 | 25 | 1.20 | 2 | 7 | 3 | 3 | 2 | 6 | 1 | 1 | | | |
| | 5 | 1 | 1.35 | | | | | | | | 1 | | | |
| | | 387 | | 133 | 76 | 59 | 46 | 23 | 21 | 11 | 18 | | | |
| Lampman | 1 | 1 | 1.15 | | 1 | | | | | | | | | |
| | | 1 | | | 1 | | | | | | | | | |
| Machinists' apprentices... | 1 | 10 | .60 | | 1 | | | | 1 | 7 | 1 | | | |
| | 2 | 5 | .80 | | | | | | 3 | 2 | | | | |
| | 3 | 5 | 1.25 | | | | | | 1 | 3 | 1 | | | |
| | 4 | 3 | 1.50 | 1 | | 1 | | | | 1 | | | | |
| | | 23 | | 1 | 1 | 1 | | | 5 | 13 | 2 | | | |
| Machinists' helpers | 1 | 1 | .75 | | | | | | | | 1 | | | |
| | 2 | 1 | 1.15 | | | 1 | | | | | | | | |
| | 3 | 1 | 1.20 | | | 1 | | | | | | | | |
| | 4 | 23 | 1.25 | 2 | | 4 | 1 | 3 | 3 | 9 | 1 | | | |
| | 5 | 3 | 1.30 | | | | | 2 | | | 1 | | | |
| | 6 | 149 | 1.40 | 16 | 10 | 13 | 22 | 17 | 10 | 42 | 19 | | | |
| | 7 | 5 | 1.45 | | | | 1 | | | 3 | 1 | | | |
| | 8 | 8 | 1.50 | 1 | 1 | 1 | | | | 4 | 1 | | | |
| | 9 | 3 | 1.60 | | | | | | | 2 | | | | |
| | 10 | 1 | 1.75 | | | | | | | | 1 | | | |
| | | 195 | | 19 | 12 | 20 | 26 | 20 | 13 | 61 | 24 | | | |
| Mail carriers | 1 | 2 | .16½ | | | | | | | | | 2 | | |
| | 2 | 1 | .27½ | | | | | | | | | 1 | | |
| | 3 | 1 | .39½ | | | | | | | | | 1 | | |
| | 4 | 2 | .41 | | | | 1 | | | | | 1 | | |
| | 5 | 2 | .49½ | | | | 2 | | | | | 1 | | |
| | 6 | 1 | .82 | | | | | | | | 1 | | | |
| | 7 | 1 | .98½ | | | 1 | | | | | | | | |
| | | 10 | | | | 1 | 3 | | | 1 | 5 | | | |
| Manager, telegraph dep't.. | 1 | 1 | 2.14 | | | | | 1 | | | | | | |
| | | 1 | | | | | | 1 | | | | | | |
| Masons' helpers..... | 1 | 2 | 1.25 | 2 | | | | | | | | | | |
| | 2 | 28 | 1.50 | 12 | 6 | 4 | 1 | 2 | 3 | | | | | |
| | 3 | 1 | 1.75 | | | | | | 1 | | | | | |
| | | 31 | | 14 | 6 | 4 | 1 | 2 | 4 | | | | | |
| Messengers | 1 | 4 | .33 | | | | 1 | 1 | | | | 2 | | |
| | 2 | 1 | .49½ | | | | | | | | | 1 | | |
| | 3 | 1 | .66 | | | | 1 | | | | | 1 | | |
| | 4 | 1 | .98½ | | | | 1 | | | | | 1 | | |
| | 5 | 1 | 1.48 | | | | | | | | | | | |
| | | 8 | | | | | 3 | 1 | | | | 4 | | |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 16 (GROUP II)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|--------------------------|--------------------------|-------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|----------------------------|----|
| 25 dols. and under | 26 to 50 dolls. | 51 to 75 dolls. | 76 to 100 doll | 101 to 125 doll | 126 to 150 doll | 151 to 175 doll | 176 to 200 doll | 201 to 225 doll | 226 to 250 doll | 251 to 275 doll | 276 to 300 doll | 301 to 325 doll | 326 to 350 doll | 351 to 375 doll | 376 to 400 doll | 401 to 425 doll | 426 to 450 doll | 451 to 475 doll | 476 to 500 doll | 501 doll and over | |
| 1 | 1 | | | | | | | | | | | | | | | | | | | | 1 |
| 64 | 34 | 34 | 32 | 40 | 30 | 20 | | 1 | | | | | | | | | | | | | 2 |
| | | | | 1 | | | | | | | | | | | | | | | | | 3 |
| | | | | | | | | | | | | | | | | | | | | | 4 |
| 65 | 35 | 34 | 32 | 41 | 30 | 20 | | 1 | | | | | | | | | | | | | |
| 43 | 10 | 2 | 1 | 2 | | | | 1 | | | | | | | | | | | | | 1 |
| 24 | 3 | 6 | 4 | 6 | 4 | 8 | 7 | | 1 | 1 | | | | 4 | 1 | | | | | | 2 |
| 57 | 55 | 23 | 21 | 9 | 14 | 10 | 4 | 7 | 5 | 6 | 3 | 6 | 2 | 8 | 2 | 1 | | | | | 3 |
| 2 | 6 | 2 | 2 | | 1 | 2 | | 2 | | 3 | 3 | | | 1 | | 1 | | | | | 4 |
| | | | | | | | | | | | | | | | | | | | | | 5 |
| 126 | 74 | 33 | 28 | 17 | 19 | 20 | 11 | 10 | 5 | 10 | 7 | 6 | 2 | 13 | 3 | 3 | | | | | |
| | 1 | | | | | | | | | | | | | | | | | | | | 1 |
| | 1 | | | | | | | | | | | | | | | | | | | | |
| 1 | | | | 1 | 4 | 4 | | 1 | 1 | | | | | | | | | | | | 1 |
| | | | | | 1 | 2 | 1 | | | | 1 | | | 1 | 2 | 1 | | | | | 2 |
| | 1 | | 1 | | | | | | | | | | | | 1 | 1 | | | | | 3 |
| | | | | | | | | | | | | | | | | | | | | | 4 |
| 1 | 1 | | 1 | | 1 | 5 | 6 | 1 | 1 | | 1 | | 1 | 2 | 2 | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| | | | | 1 | | | | 1 | | | | | | | | | | | | | 1 |
| | | | | 1 | | | | | | | | | | | | | | | | | 2 |
| 2 | | | 3 | 1 | | | 1 | | 3 | 1 | 1 | 3 | 3 | 4 | 1 | | | | | | 3 |
| | | | | | 1 | 1 | | | | | | | | | | | | | | | 4 |
| 9 | 9 | 8 | 3 | 6 | 6 | 10 | 8 | 5 | 4 | 7 | 4 | 6 | 3 | 8 | 11 | 28 | 1 | 7 | 5 | 2 | 5 |
| | | | | | | | | | | | | | | | | | | | | | 6 |
| 1 | | 1 | 1 | | | | | 1 | | | | | | | 1 | 1 | 2 | 1 | 1 | | 7 |
| | | | | | | | | | | | | | | | | 1 | 1 | 1 | | | 8 |
| | | | | | | | | | | | | | | | | | | | | | 9 |
| | | | | | | | | | | | | | | | | | | | | | 10 |
| 12 | 9 | 9 | 9 | 8 | 7 | 11 | 9 | 7 | 7 | 8 | 5 | 9 | 6 | 12 | 14 | 32 | 11 | 6 | 3 | 1 | |
| | | | 2 | | | | | | | | | | | | | | | | | | 1 |
| | | | 1 | | | | | | | | | | | | | | | | | | 2 |
| | | | 1 | | 1 | | | | | | | | | | | | | | | | 3 |
| | | | 2 | | | | | | | | | | | | | | | | | | 4 |
| | | | 1 | | | | | 1 | | | | | | | | | | | | | 5 |
| | | | 1 | | | | | | | | | | | | | | | | | | 6 |
| | | | | 6 | 1 | 1 | 1 | | 1 | | | | | | | | | | | | 7 |
| | | | | | | | | | | | | | | | | 1 | | | | | 1 |
| | | | | | | | | | | | | | | | | 1 | | | | | |
| 1 | 1 | | | | | | | | | | | | | | | | | | | | 1 |
| 9 | 6 | 3 | 2 | 1 | 1 | | | 1 | 1 | 1 | | 2 | 1 | | | | | | | | 2 |
| | | | | | | | | | | | | | | | | | | | | | 3 |
| 10 | 7 | 3 | 2 | 1 | 1 | | | 1 | 1 | 1 | | 2 | 1 | 1 | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| | | | 1 | | 2 | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | | | | | 2 |
| | | | | 1 | | | | | | | | | | | | | | | | | 3 |
| | | | | | 1 | | | | | | | | | | | | | | | | 4 |
| | | | | | | | | | | | | | | | | | | | | | 5 |
| | | | | | | | | | | | | | | | | | | | | | b1 |
| | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | 1 |

a \$537.

b \$540.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 16 (GROUP II)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500—Continued.

For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employ- és. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | | |
|---------------------------|----------------------------|--------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|---|---|---|--|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | | | |
| Messengers, telegraph | 1 | 6 | \$0.33 | 1 | | | 2 | 1 | 1 | | | | | 1 | | |
| | | 6 | | | 1 | | | 2 | 1 | 1 | | | | 1 | | |
| Nut cutter | 1 | 1 | .75 | | | | | | | | | | 1 | | | |
| | | 1 | | | | | | | | | | | 1 | | | |
| Nut tappers | 1 | 4 | 1.20 | | 1 | | | 1 | 1 | | | | 1 | | | |
| | | 4 | | | 1 | | | 1 | 1 | | | | 1 | | | |
| Oilers | 1 2 3 4 | 2 | 1.15 | | | | 1 | | | 1 | | | | | | |
| | | 1 | 1.18 | | | | | 1 | | | | | | | | |
| | | 1 | 1.25 | | | | | | | | | | | | 1 | |
| | | 1 | 1.31½ | | | | | | | | | | | | 1 | |
| | | 5 | | | | | | 1 | 1 | | 1 | | | | 2 | |
| Oilhousemen | 1 2 3 | 1 | 1.18 | | | | | | | | | | | | 1 | |
| | | 1 | 1.31½ | | | | | | | | | | | | 1 | |
| | | 1 | 1.48 | | | | | | | | | | | | 1 | |
| | | 3 | | | | | | | | | | | | | 3 | |
| Painters' apprentice | 1 | 1 | .60 | | | | | | | | | | 1 | | | |
| | | 1 | | | | | | | | | | | 1 | | | |
| Patternmakers' apprentice | 1 | 1 | 1.75 | | | | | | | | | | 1 | | | |
| | | 1 | | | | | | | | | | | 1 | | | |
| Policemen | 1 2 | 3 | 1.97 | | | | 2 | 1 | | | | | | | | |
| | | 1 | 2.50 | | 1 | | | | | | | | | | | |
| Porters | 1 2 | 4 | | | 1 | | 2 | 1 | | | | | | | | |
| | | 1 | .98½ | | | | | | | | | | | | 1 | |
| Porters | 1 2 3 4 5 6 | 3 | 1.07 | | 1 | 1 | 1 | | | | | | | | 1 | |
| | | 1 | 1.15 | | | | | | | | | | | | 1 | |
| | | 3 | 1.25 | | | | 1 | | | 1 | | | | | 1 | |
| | | 9 | 1.39 | | 2 | | 1 | 1 | | | | 1 | | 4 | | |
| | | 1 | 1.40 | | | | | | | | | | | | 1 | |
| | | 18 | | | 2 | 1 | 3 | 2 | | | 1 | 1 | | 8 | | |
| Pounders | 1 2 3 | 1 | 1.18 | | | | | | | | | | | | 1 | |
| | | 1 | 1.20 | | | | | | | 1 | | | | | | |
| | | 1 | 1.55 | | | | | | | | | | | | 1 | |
| | | 3 | | | | | | | | 1 | | | | 1 | 1 | |
| Pumpers | 1 2 3 4 5 | 1 | .65 | | | | | | | | | | | | 1 | |
| | | 2 | .82 | | 1 | | | | | 1 | | | | | | |
| | | 1 | .98½ | | | | | | | | | | | | 1 | |
| | | 4 | 1.00 | | 2 | 2 | | | | | | | | | 3 | |
| | | 4 | 1.15 | | 1 | | | | | | | | | | | |
| Pumpmen | 1 | 12 | | | 4 | 2 | | | 1 | | | | | 5 | | |
| | | 2 | .66 | | | | | 2 | | | | | | | | |
| Pumpmen | 1 | 2 | | | | | 2 | | | | | | | | | |
| | | 2 | | | | | | 2 | | | | | | | | |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 16 (GROUP II)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500.—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employ- és. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | |
|----------------------------|------------------|--------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|---|---|--|--|--|--|--|--|--|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | | | | | | | | |
| Repairers, car | 1 | 1 | \$0.98½ | 1 | | | | | | | | | | | | | | | | | |
| | 2 | 8 | 1.07 | 1 | 2 | 1 | 1 | | | | | 2 | 1 | | | | | | | | |
| | 3 | 4 | 1.15 | | 1 | | | | 1 | 1 | | | | | | | | | | | |
| | 4 | 4 | 1.25 | | | | 2 | 1 | | | 1 | | | | | | | | | | |
| | 5 | 12 | 1.31½ | | 3 | | 1 | | | | | 1 | 7 | | | | | | | | |
| | 6 | 2 | 1.39½ | | | | 1 | | | | | | 1 | 1 | | | | | | | |
| | 7 | 15 | 1.50 | 1 | 2 | 3 | 1 | 1 | 1 | 1 | 1 | 4 | 2 | 1 | | | | | | | |
| | 8 | 1 | 1.60 | | | | | | | | | | | | | | | | | | |
| | | 47 | | 3 | 8 | 5 | 6 | 3 | 2 | 8 | 12 | | | | | | | | | | |
| Rivet heater | 1 | 1 | .60 | | | | | | | | | 1 | | | | | | | | | |
| | | 1 | | | | | | | | | | 1 | | | | | | | | | |
| Riveters | 1 | 1 | 1.60 | | | | | | | | | 1 | | | | | | | | | |
| | 2 | 2 | 2.00 | 1 | | 1 | | | | | | | | | | | | | | | |
| | 3 | 3 | 2.25 | | 2 | 1 | | | | | | | | | | | | | | | |
| | 4 | 1 | 2.50 | | | | 1 | | | | | | | | | | | | | | |
| | | 7 | | 1 | 2 | 2 | 1 | | | | | 1 | | | | | | | | | |
| Sand driers | 1 | 2 | 1.20 | | | | | | | | | 1 | 1 | | | | | | | | |
| | 2 | 3 | 1.30 | | | | 1 | | | | 1 | 1 | | | | | | | | | |
| | | 5 | | | | | 1 | | | | 1 | 1 | 2 | | | | | | | | |
| Sealers | 1 | 2 | 1.25 | | | | | | | | | | 2 | | | | | | | | |
| | 2 | 1 | 1.31½ | | | | | | | 1 | | | | | | | | | | | |
| | | 3 | | | | | | | | 1 | | | | | | | | | | | |
| Signalmen | 1 | 1 | .66 | | | 1 | | | | | | | | | | | | | | | |
| | 2 | 9 | 1.15 | | 1 | 2 | 1 | 1 | 2 | | | | | | | | | | | | |
| | 3 | 4 | 1.31½ | | | 1 | | | | | | | | | | | | | | | |
| | | 14 | | | 1 | 4 | 1 | 1 | 2 | | | | | | | | | | | | |
| Sweeper | 1 | 1 | 1.35 | | | | | | | | | | | | | | | | | | |
| | | 1 | | | | | | | | | | | | | | | | | | | |
| Switchmen, yard | 1 | 8 | 1.18 | | | | 1 | | 1 | | | | | | | | | | | | |
| | | 8 | | | | | 1 | | 1 | | | | | | | | | | | | |
| Tinsmiths' apprentice.... | 1 | 1 | .80 | | | | | | | | | | 1 | | | | | | | | |
| | | 1 | | | | | | | | | | | 1 | | | | | | | | |
| Tool boy | 1 | 1 | 1.00 | 1 | | | | | | | | | | | | | | | | | |
| | | 1 | | 1 | | | | | | | | | | | | | | | | | |
| Track walkers | 1 | 11 | 1.15 | | 3 | 2 | 2 | 3 | | | | | | | | | | | | | |
| | | 11 | | | 3 | 2 | 2 | 3 | | | | | | | | | | | | | |
| Upholsterers' helper | 1 | 1 | 1.25 | | | | | | | | | | 1 | | | | | | | | |
| | | 1 | | | | | | | | | | | 1 | | | | | | | | |
| Warehousemen | 1 | 4 | 1.15 | 1 | | | | | 1 | | | | | | | | | | | | |
| | 2 | 4 | 1.25 | 3 | | | | | 1 | | | | | | | | | | | | |
| | 3 | 72 | 1.35 | 6 | 2 | 12 | 8 | 2 | 3 | 10 | 29 | | | | | | | | | | |
| | | 80 | | 10 | 2 | 13 | 8 | 3 | 3 | 10 | 31 | | | | | | | | | | |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 16 (GROUP II)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500—Concluded.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employ-ees. | Actual daily earnings or nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | | | | | | |
|------------------------|------------------|-----------------------|---|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|--|--|--|--|--|----|---|--|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | | | | | | | |
| Watchmen | 1 | 2 | \$0.50 | 1 | | | | 1 | | | | | | | | | | | | |
| | 2 | 1 | .75 | | | | | | | | | | | | | | | | | |
| | 3 | 1 | .98½ | | | | 1 | | | | | | | | | | | | | |
| | 4 | 1 | 1.00 | | | | | | | | | | | | | | | | | |
| | 5 | 8 | 1.05 | 1 | 2 | 2 | 2 | 1 | | | | | | | | | | | | |
| | 6 | 7 | 1.10 | | | | | | | | | | | | | | | | | |
| | 7 | 28 | 1.15 | | | | | | | | | | | | | | | | | |
| | 8 | 5 | 1.20 | 2 | | | | | | | | | | | | | | | | |
| | 9 | 1 | 1.23½ | | | | | | | | | | | | | | | | | |
| | 10 | 5 | 1.25 | | 1 | | | | | | | | | | | | | | | |
| | 11 | 17 | 1.31½ | 1 | | 1 | 2 | 1 | 3 | | | | | | | | | | | |
| | 12 | 4 | 1.48 | | | | | 1 | | | | | | | | | | | | |
| | 13 | 4 | 1.50 | | | 2 | | | | | | | | | | | | | | |
| | 14 | 2 | 2.00 | | | | | | 2 | | | | | | | | | | | |
| | | 86 | | 7 | 5 | 10 | 12 | 11 | 3 | 2 | | | | | | | | 35 | 1 | |
| Watchmen, bridge | 1 | 1 | .33 | | | | | | | | | | | | | | | | | |
| | 2 | 1 | .49½ | | | | | | | | | | | | | | | | | |
| | | 2 | | | | | | | | | | | | | | | | | | |
| Watchmen, track | 1 | 2 | .50 | | | | | | | | | | | | | | | | | |
| | 2 | 1 | .75 | | | | | | | | | | | | | | | | | |
| | 3 | 1 | .90 | | | | | | | | | | | | | | | | | |
| | 4 | 2 | 1.00 | | | | | | | | | | | | | | | | | |
| | 5 | 11 | 1.05 | 2 | 5 | 4 | | | | | | | | | | | | | | |
| | 6 | 31 | 1.10 | | | | | | | | | | | | | | | | | |
| | 7 | 31 | 1.15 | | | | | | | | | | | | | | | | | |
| | | 79 | | 2 | 5 | 9 | 12 | 6 | 5 | 10 | | | | | | | | | | |
| Water boys | 1 | 1 | .50 | | | | | | | | | | | | | | | | | |
| | 2 | 1 | .60 | | | | | | | | | | | | | | | | | |
| | 3 | 2 | .75 | | | | | | | | | | | | | | | | | |
| | 4 | 5 | 1.00 | 2 | 2 | 1 | | | | | | | | | | | | | | |
| | | 9 | | 2 | 2 | 2 | 1 | 2 | | | | | | | | | | | | |
| Wheel borer | 1 | 1 | 1.65 | | | | | | | | | | | | | | | | | |
| | | 1 | | | | | | | | | | | | | | | | | | |
| Wheelpressmen | 1 | 4 | 1.40 | | | | | | | | | | | | | | | | | |
| | 2 | 1 | 1.50 | | | | | | | | | | | | | | | | | |
| | | 5 | | | | | | | | | | | | | | | | | | |
| Wipers | 1 | 236 | .98½ | 84 | 45 | 38 | 15 | 12 | 5 | 9 | 28 | | | | | | | | | |
| | 2 | 33 | 1.07 | 4 | 2 | 6 | 4 | 4 | 2 | 2 | 8 | | | | | | | | | |
| | 3 | 2 | 1.15 | 1 | 1 | | | | | | 1 | | | | | | | | | |
| | 4 | 2 | 1.31½ | | | | | | | | | | | | | | | | | |
| | 5 | 1 | 1.48 | | | | | | | | | | | | | | | | | |
| | | 275 | | 89 | 49 | 45 | 19 | 16 | 7 | 11 | 38 | | | | | | | | | |
| Yardmen | 1 | 2 | 1.31½ | | | | | | | | | | | | | | | | | |
| | 2 | 1 | 1.48 | | | | | | | | | | | | | | | | | |
| | 3 | 3 | 1.64½ | | | | | | | | | | | | | | | | | |
| | | 6 | | | | | | | | | | | | | | | | | | |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 16 (GROUP II)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500—Concluded.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | |
|---|--------------------------|--------------------------|-------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|----------------------------|
| 25 dolls. and under | 26 to 50 dolls. | 51 to 75 dolls. | 76 to 100 doll | 101 to 125 doll | 126 to 150 doll | 151 to 175 doll | 176 to 200 doll | 201 to 225 doll | 226 to 250 doll | 251 to 275 doll | 276 to 300 doll | 301 to 325 doll | 326 to 350 doll | 351 to 375 doll | 376 to 400 doll | 401 to 425 doll | 426 to 450 doll | 451 to 475 doll | 476 to 500 doll | 501 doll and over |
| 1 | | | 1 | | | | | | | | | | | | | | | | | 1 |
| | 1 | | | | 1 | | | | | | | | | | | | | | | 2 |
| | | | | | | 1 | | | | | | | | | | | | | | 3 |
| 1 | 2 | 2 | 1 | 1 | 1 | | | | | | | | | | | | | | | 4 |
| 2 | | 2 | 1 | 3 | | | | 1 | | | | | | 1 | | 1 | | | | 5 |
| 2 | | 1 | | | | | 1 | 1 | 1 | 1 | | | | 2 | 2 | 12 | | | | 6 |
| | 1 | 1 | | | | | | | | | | 1 | | | | | 1 | | | 7 |
| 1 | | 1 | 1 | 1 | 1 | | | 1 | 1 | 1 | | | | | | | 1 | 2 | | 8 |
| | 1 | 1 | | | 1 | | | | | | | | | | | 1 | | 1 | 9 | 9 |
| | | | | | | | | | 2 | | | | | | | | | | a3 | 10 |
| | | | | | | | | | | | | | | | | | | b1 | | 11 |
| | | | | | | | | | | | | | | | | | | | b1 | 12 |
| 7 | 5 | 7 | 3 | 2 | 7 | 6 | 1 | 3 | 4 | 2 | 1 | 1 | | 3 | 2 | 14 | 2 | 3 | 9 | 4 |
| | | | | 1 | | | 1 | | | | | | | | | | | | | 1 |
| | | | | 1 | | 1 | | | | | | | | | | | | | | 2 |
| | | | 1 | | 1 | | | | | | | | | | | | | | | 1 |
| | | | | | 1 | | 1 | | | | | 1 | | | | | | | | 2 |
| 1 | 5 | 2 | 3 | | 1 | | | | 1 | | | | | | | | | | | 3 |
| | | 3 | 1 | 6 | 5 | 3 | 2 | 1 | 1 | 1 | 2 | 1 | 4 | 1 | | 1 | | | | 4 |
| | | | | | | | | | 1 | 2 | | | 8 | 11 | 5 | 2 | | | | 5 |
| 1 | 5 | 5 | 5 | 6 | 6 | 4 | 3 | 1 | 2 | 4 | 3 | 2 | 12 | 12 | 5 | 3 | | | | 6 |
| | 1 | | | | | | | | | | | | | | | | | | | 7 |
| | | | 1 | | | | | | | | | | | | | | | | | 1 |
| 2 | 2 | 1 | | 2 | | | | | | | | | | | | | | | | 2 |
| 2 | 3 | 1 | 1 | 2 | | | | | | | | | | | | | | | | 3 |
| | | | | | | | | | | | | | | | | | | | | 4 |
| | | | | | | | | | | | | | | | 1 | | | | | 1 |
| | | | | | | | | | | | | | | 1 | | | | | | 1 |
| | | | | | | | 1 | 1 | | | 1 | | | | | 1 | | | | 1 |
| | | | | | | | 1 | 1 | | | 1 | | | | | 1 | | 1 | | 2 |
| 86 | 45 | 18 | 19 | 9 | 5 | 11 | 1 | 4 | 1 | 5 | 6 | 2 | 9 | 15 | | | | | | 1 |
| 4 | 2 | 1 | 4 | 1 | 3 | 1 | 4 | 1 | | 3 | | | 2 | 3 | 4 | | | | | 2 |
| 1 | | | 1 | | | | | | | | | | | 1 | | | | | | 3 |
| | | | | | | | | | | | | | | | | | 1 | | | 4 |
| | | 1 | | | | | | | | | | | | | | | | | | 5 |
| 91 | 49 | 20 | 23 | 10 | 8 | 12 | 5 | 5 | 1 | 8 | 6 | 2 | 11 | 19 | 4 | | 1 | | | 1 |
| | 1 | | | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | 1 | | | | | | | | | | 1 | | c1 |
| | | | | | | | | | | | | | | | | | 1 | | 1 | 3 |
| | 1 | | | | 1 | | | | | | | | | | | | 1 | | 2 | 1 |

a One \$34, two \$50.

b \$55.

c \$50.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 16 (GROUP II)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employ- ees. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|---------------------------------|------------------|---------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|---|---|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | |
| Agent, special | 1 | 1 | \$3.29 | | | | | | | 1 | | | | |
| | | 1 | | | | | | | | 1 | | | | |
| Agents and telegraph operators. | 1 | 3 | 1.48 | | | | | | | | | 1 | 2 | |
| | 2 | 2 | 1.64½ | | | | | | | | | | 2 | |
| | | 5 | | | | | | | | | | 1 | 4 | |
| Blacksmiths..... | 1 | 1 | 1.50 | | | | | | | | | | 1 | |
| | 2 | 3 | 1.60 | | | | | | | 1 | | 2 | | |
| | 3 | 1 | 1.70 | | | | | | | | 1 | | | |
| | 4 | 2 | 1.75 | | | | | 1 | | | 1 | | | |
| | 5 | 4 | 1.80 | | | 1 | | | | | 1 | | 2 | |
| | 6 | 1 | 1.85 | | | | | | | | | | 1 | |
| | 7 | 1 | 1.90 | | | 1 | | | | | | | | |
| | 8 | 9 | 2.00 | | | | | | | | | 7 | 2 | |
| | 9 | 5 | 2.10 | | 1 | | | | | | | 4 | | |
| | 10 | 8 | 2.15 | 1 | 1 | | | | 2 | | | 4 | | |
| | 11 | 2 | 2.20 | | | | | | | | | | 1 | 1 |
| | 12 | 10 | 2.25 | 2 | 1 | 1 | | 1 | 1 | 1 | 3 | 1 | 1 | |
| | 13 | 9 | 2.30 | 1 | 2 | 1 | 1 | | | | 4 | | 1 | |
| | 14 | 3 | 2.35 | | | | | | | | 3 | | 3 | |
| | 15 | 4 | 2.50 | | | | | | | | 4 | | 4 | |
| | 16 | 1 | 3.00 | | | | | | | | 1 | | | |
| | | 64 | | 4 | 5 | 4 | 1 | 4 | 2 | | 36 | 8 | | |
| Boilermakers..... | 1 | 2 | 1.40 | 1 | 1 | | | | | | | | | |
| | 2 | 3 | 1.75 | | | 1 | | | 1 | 1 | | | | |
| | 3 | 3 | 2.00 | | | | 1 | | | 1 | | 1 | | |
| | 4 | 2 | 2.10 | | 1 | | | | | | 1 | | | |
| | 5 | 6 | 2.20 | 1 | | 1 | | | | | 3 | 1 | | |
| | 6 | 3 | 2.25 | | | | | 2 | | | 2 | 4 | | |
| | 7 | 2 | 2.35 | | | | | | | | 1 | 1 | | |
| | 8 | 1 | 2.50 | | | | | | | | | 1 | 1 | |
| | 9 | 1 | 2.60 | | | | | | | | | 1 | | |
| | | 28 | | 2 | 2 | 2 | 3 | | 1 | | 9 | 9 | | |
| Boftmaker | 1 | 1 | 2.10 | | | | | | | | | 1 | | |
| | | 1 | | | | | | | | | | 1 | | |
| Bookkeepers | 1 | 1 | 2.96 | | | | | | | | | | 1 | |
| | 2 | 1 | 3.29 | | 1 | | | | | | | | | |
| | | 2 | | | 1 | | | | | | | | 1 | |
| Brakemen..... | 1 | 4 | 1.31½ | 1 | 1 | 1 | | | | 1 | | | | |
| | 2 | 2 | 1.39½ | | | 2 | | | | | | | | |
| | 3 | 96 | 1.48 | 39 | 20 | 19 | 10 | 6 | 2 | | | | | |
| | 4 | 3 | 1.50 | | | | 2 | 1 | | | | | | |
| | 5 | 28 | 1.53½ | 14 | 6 | 4 | 1 | 1 | 1 | | | | | |
| | 6 | 19 | 1.60 | | | 4 | | 4 | 3 | 3 | 5 | | | |
| | 7 | 27 | 1.63 | 4 | | 2 | 3 | | | 3 | 13 | | | |
| | 8 | 15 | 1.64½ | 2 | | 1 | 3 | 1 | | 4 | 2 | 2 | | |
| | 9 | 130 | 1.72½ | 63 | 11 | 18 | 11 | 17 | 9 | | 1 | | | |
| | 10 | 42 | 1.81 | 3 | 1 | 1 | 6 | 2 | 9 | 10 | 8 | 2 | | |
| | 11 | 73 | 1.91½ | 6 | 3 | 2 | 1 | 7 | 5 | 20 | 28 | 1 | | |
| | | 439 | | 132 | 42 | 54 | 37 | 39 | 30 | 40 | 58 | 7 | | |
| Brakemen and conductors. | 1 | 1 | 1.72½ | | | | | | | 1 | | | | |
| | 2 | 1 | 1.81 | | | | | | | 1 | | | | |
| | 3 | 2 | 1.91½ | | | | | 1 | | | 1 | | | |
| | | 4 | | | | | | 1 | | 2 | 1 | | | |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 16 (GROUP II)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employes. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|---------------------------|------------------|---------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|----|---|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | |
| Brakemen and switchmen. | 1 | 1 | \$1.48 | | | | | 1 | | | | | | |
| | 2 | 2 | 1.60 | | | | | | | | | | | 2 |
| | 3 | 1 | 1.63 | | | | | | | | | | | 1 |
| | 4 | 1 | 1.81 | | | | | | | | | | | 1 |
| | | 5 | | | | | | 1 | | | | | | 4 |
| Carpenters | 1 | 5 | 1.30 | 5 | | | | | | | | | | |
| | 2 | 2 | 1.40 | 1 | | | | | | 1 | | | | |
| | 3 | 1 | 1.45 | | | | | | | | | | 1 | |
| | 4 | 5 | 1.50 | 1 | | | | | | | | | | |
| | 5 | 2 | 1.65 | 2 | | 1 | 1 | 1 | | | 1 | | | |
| | 6 | 21 | 1.75 | | | | | | | | | | 1 | |
| | 7 | 2 | 1.80 | 1 | 4 | 4 | 3 | 3 | 4 | | 2 | | 1 | |
| | 8 | 1 | 1.81 | | | | | | | | | | 1 | |
| | 9 | 40 | 2.00 | 4 | 3 | 3 | 3 | 2 | 5 | 7 | 13 | | 1 | |
| | 10 | 59 | 2.25 | 2 | 2 | 3 | 3 | 4 | 6 | 10 | 28 | | 1 | |
| | 11 | 3 | 2.50 | | | | | 1 | 1 | | | | | |
| | 141 | | | 16 | 9 | 11 | 10 | 11 | 17 | 21 | 45 | | 1 | |
| Carpenters, machine shop. | 1 | 6 | 1.40 | 1 | 1 | 2 | 2 | | | | | | | |
| | 2 | 22 | 1.50 | 3 | 1 | 3 | 3 | | | | | | 2 | |
| | 3 | 8 | 1.60 | | | 1 | | | | | 7 | | 3 | |
| | 4 | 2 | 1.64½ | | | | | 1 | | | | | 2 | |
| | 5 | 47 | 1.65 | 8 | 3 | 4 | 1 | 3 | 8 | 16 | 4 | | 4 | |
| | 6 | 19 | 1.75 | | 1 | 1 | 1 | 5 | 3 | 4 | 4 | | 4 | |
| | 7 | 26 | 1.80 | | | 3 | 1 | 2 | 4 | 10 | 6 | | 6 | |
| | 8 | 29 | 1.90 | 1 | 2 | 3 | 3 | | 3 | 11 | 6 | | 1 | |
| | 9 | 2 | 1.97 | | | | | | | 1 | 1 | | 1 | |
| | 10 | 31 | 2.00 | 3 | 3 | | | 2 | | 17 | 4 | | 1 | |
| | 11 | 1 | 2.10 | | | | | 2 | 2 | | 1 | | 1 | |
| | 12 | 7 | 2.15 | | | | | | | | 4 | | 3 | |
| | 13 | 6 | 2.25 | | | | | | | | 1 | | 5 | |
| | 14 | 1 | 2.40½ | | | | | | | | | | 1 | |
| | 15 | 6 | 2.50 | | | | | | | | 4 | | 2 | |
| | 16 | 1 | 2.63 | | | | | | | | | | 1 | |
| | 214 | | | 16 | 11 | 17 | 13 | 16 | 18 | 78 | 45 | | | |
| Cashiers | 1 | 1 | 1.31½ | | | | | | | | | | | |
| | 2 | 1 | 1.64½ | | | | 1 | | | | | | 1 | |
| | 3 | 3 | 2.46½ | | | | | | | | | | 2 | |
| | 4 | 1 | 2.96 | | | | | | | 1 | | | 1 | |
| | 6 | | | | | 1 | | | 1 | | | 4 | | |
| Clerks | 1 | 1 | .49½ | | | | | | | | | | | 1 |
| | 2 | 9 | .66 | 1 | | | 1 | 2 | 1 | | 1 | | 3 | |
| | 3 | 2 | .82 | | | | | | | | | | 2 | |
| | 4 | 3 | .98½ | | | | | | | | | | 1 | |
| | 5 | 8 | 1.07 | 1 | | 1 | 1 | 2 | 1 | 1 | 1 | | 1 | |
| | 6 | 11 | 1.15 | 1 | 1 | | | | 1 | 3 | | | 4 | |
| | 7 | 4 | 1.23½ | | | | | 1 | 1 | 1 | 2 | | 4 | |
| | 8 | 3 | 1.25 | 1 | | | | | 1 | | 1 | | 1 | |
| | 9 | 31 | 1.31½ | 1 | | | 4 | 2 | 5 | 4 | 3 | | 12 | |
| | 10 | 5 | 1.39½ | | | | | | | | 1 | | 3 | |
| | 11 | 8 | 1.48 | | | | | | | 1 | | | 1 | |
| | 12 | 2 | 1.56 | 1 | | | | | | 1 | | | 6 | |
| | 13 | 26 | 1.64½ | | | | | | | | | | 1 | |
| | 14 | 7 | 1.81 | | 1 | 1 | 1 | 2 | 1 | | | | 20 | |
| | 15 | 11 | 1.97 | | | 1 | 2 | | 1 | | | | 5 | |
| | 16 | 3 | 2.14 | | | | | | 1 | | | | 7 | |
| | 17 | 4 | 2.30 | | | | | | | | | | 3 | |
| | 18 | 4 | 2.46½ | | | | | | | | | | 4 | |
| | 142 | | | 6 | 3 | 9 | 8 | 15 | 12 | 10 | 79 | | | |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 16 (GROUP II)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | | | |
|---|---------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|-----------------------------|--|--|-----|
| 50 dolls. and under | 51 to 100 dolls. | 101 to 150 dolls. | 151 to 200 doll | 201 to 250 doll | 251 to 300 doll | 301 to 350 doll | 351 to 400 doll | 401 to 450 doll | 451 to 500 doll | 501 to 550 doll | 551 to 600 doll | 601 to 650 doll | 651 to 700 doll | 701 to 750 doll | 751 to 800 doll | 801 to 850 doll | 851 to 900 doll | 901 to 950 doll | 951 to 1000 doll | 1001 doll and over | | | |
| | | | | 1 | | | | | | 1 | 1 | | | | | | | | | | | | 1 |
| | | | | | | | | | | | 1 | | | | | | | | | | | | 2 |
| | | | | | | | | | | | | 1 | | | | | | | | | | | 3 |
| | | | | | | | | | | | | | 1 | | | | | | | | | | 4 |
| | | | | 1 | | | | | | 1 | 2 | 1 | | | | | | | | | | | 1 |
| | 5 | | | | | | | | | | | | | | | | | | | | | | 1 |
| | 1 | | | | | | 1 | | | | | | | | | | | | | | | | 2 |
| | 2 | | | | | | | | | 1 | | | | | | | | | | | | | 3 |
| | 1 | | 1 | | 1 | | | 1 | | | | | | | | | | | | | | | 4 |
| | 1 | 4 | 3 | 2 | 1 | 3 | 1 | 2 | 2 | 1 | | | | | | | | | | | | | 5 |
| | 4 | 3 | 3 | | 2 | 1 | | 2 | 3 | 2 | | | | | | | | | | | | | 6 |
| | 2 | 1 | 1 | 1 | 3 | | 2 | 1 | 3 | 4 | | | | 1 | 7 | 7 | | | | | | | 7 |
| | | | | | | | | | | 2 | 4 | 4 | | 2 | 9 | 1 | | | | | | | 8 |
| | | | | | | | | | | 2 | 1 | | | 14 | 1 | | | | | | | | 9 |
| | | | | | | | | | | 2 | 7 | 7 | | 1 | | | | | | | | | 10 |
| | | | | | | | | | | 2 | 14 | 5 | | 1 | | | | | | | | | 11 |
| | 16 | 8 | 8 | 3 | 7 | 5 | 4 | 6 | 9 | 8 | 8 | 9 | 8 | 15 | 16 | 9 | 1 | 1 | | | | | |
| | 2 | | 3 | 1 | | | | | | | | | | | | | | | | | | | 1 |
| | 3 | 3 | 1 | 1 | 3 | 2 | | 1 | 5 | 3 | | | | | | | | | | | | | 2 |
| | | | | | | | | | 2 | 2 | | | | | | | | | | | | | 3 |
| | 9 | 4 | 1 | 2 | | 2 | 1 | 6 | 6 | 13 | 2 | 2 | | | | | | | | | | | 4 |
| | | 1 | 1 | | 1 | 4 | 1 | 1 | 2 | 2 | 7 | 5 | | | | | | | | | | | 5 |
| | 1 | 2 | 2 | 1 | 1 | 2 | | 2 | 2 | 2 | 9 | 7 | | | | | | | | | | | 6 |
| | | | | | | | | | | | 7 | 7 | | | | | | | | | | | 7 |
| | 3 | 3 | | | 2 | 2 | 2 | | | 2 | 14 | 5 | | | | | | | | | | | 8 |
| | | | | | | | | | | | 1 | 3 | | | | | | | | | | | 9 |
| | | | | | | | | | | | 1 | | 2 | | | | | | | | | | 10 |
| | | | | | | | | | | | | 1 | 4 | | | | | | | | | | 11 |
| | | | | | | | | | | | | | | | 1 | | | | | | | | 12 |
| | | | | | | | | | | | | | | | 1 | | | | | | | | 13 |
| | | | | | | | | | | | | | | | 3 | 1 | 1 | | | | | | 14 |
| | | | | | | | | | | | | | | | 1 | | 1 | | | | | | 15 |
| | | | | | | | | | | | | | | | | | 1 | | | | | | 16 |
| | 18 | 13 | 11 | 7 | 7 | 13 | 4 | 10 | 19 | 24 | 29 | 29 | 13 | 6 | 6 | 1 | 2 | 2 | | | | | |
| | | | | | | | | | | 1 | | | | | | | | | | | | | 1 |
| | | | 1 | | | | | | | | | | | | | | | | | | | | 2 |
| | | | | | | | | | | | 1 | | | | | | | | | | | | 3 |
| | | | | | | | | | | | | | | | 1 | | | | | | | | 4 |
| | | | 1 | | | | | | | | | | | | 1 | | | | | | | | a 1 |
| | | | | | | | | | | 1 | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | 1 |
| | 1 | 3 | 1 | 1 | 3 | | | | | | | | | | | | | | | | | | 2 |
| | | | | | | | | | | | | | | | | | | | | | | | 3 |
| | | | | | | | | | | | | | | | | | | | | | | | 4 |
| | 1 | 1 | | | | | | | | | | | | | | | | | | | | | 5 |
| | 2 | | | | | | | | | | | | | | | | | | | | | | 6 |
| | 1 | | | | | | | | | | | | | | | | | | | | | | 7 |
| | 1 | 1 | | | | | | | | | | | | | | | | | | | | | 8 |
| | | | | | | | | | | | | | | | | | | | | | | | 9 |
| | | | | | | | | | | | | | | | | | | | | | | | 10 |
| | 1 | | | | | | | | | | | | | | | | | | | | | | 11 |
| | | | | | | | | | | | | | | | | | | | | | | | 12 |
| | | | | | | | | | | | | | | | | | | | | | | | 13 |
| | | | | | | | | | | | | | | | | | | | | | | | 14 |
| | | | | | | | | | | | | | | | | | | | | | | | 15 |
| | | | | | | | | | | | | | | | | | | | | | | | 16 |
| | | | | | | | | | | | | | | | | | | | | | | | 17 |
| | | | | | | | | | | | | | | | | | | | | | | | 18 |
| | 7 | 8 | 6 | 11 | 14 | 10 | 7 | 10 | 8 | 12 | 7 | 20 | 3 | 3 | 6 | 3 | 5 | 2 | | | | | |

a \$1,080.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 16 (GROUP II)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employ-ees. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|---------------------------------|------------------|-----------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|-----|-----|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | |
| Clerks and telegraph operators. | 1 | 1 | \$0.75 | | | | | | | | | | 1 | |
| | 2 | 1 | 1.15 | | | | | | | | | | 1 | |
| | 3 | 1 | 1.31½ | | | | | | | | | | 1 | |
| | 4 | 1 | 1.48 | | | | | | | | | | 1 | |
| | 5 | 4 | 1.64½ | | | | | | | | | | 4 | |
| | 6 | 3 | 1.81 | | 1 | | | | | | 1 | | | 1 |
| | 7 | 2 | 1.97 | | 2 | | | | | | | | | |
| | 8 | 1 | 2.14 | | | | | | | | | | 1 | |
| | | 14 | | | 3 | | | | | | 1 | 9 | 1 | |
| Collectors | 1 | 1 | 1.15 | | | | | | 1 | | | | | |
| | 2 | 1 | 1.31½ | | | | 1 | | | | | | | |
| | 3 | 1 | 1.81 | | | | | | | | | 1 | | |
| | | 3 | | | | | 1 | | 1 | | | 1 | | |
| Coppersmiths | 1 | 1 | 1.75 | | | | | | | | | 1 | | |
| | 2 | 1 | 2.00 | | | | | | | | | 1 | | |
| | 3 | 1 | 2.30 | | | | | | | | | | 1 | |
| | | 3 | | | | | | | | | 2 | 1 | | |
| Dispatcher | 1 | 1 | 2.30 | | | | | | | | | | 1 | |
| | | 1 | | | | | | | | | | | 1 | |
| Dispatcher, engine | 1 | 1 | *2.96 | | | | | | | 1 | | | | |
| | | 1 | | | | | | | | 1 | | | | |
| Engineers, shop | 1 | 1 | 1.15 | | | | | | | | | | 1 | |
| | 2 | 1 | 1.18 | | | | | | | | | | 1 | |
| | 3 | 1 | 1.30 | | | | | | | | | | 1 | |
| | 4 | 1 | 1.35 | | | | | | | | | | 1 | |
| | 5 | 1 | 1.40 | | | | | | | | | | 1 | |
| | 6 | 1 | 1.48 | | | | | | | | | | 1 | |
| | 7 | 1 | 1.80 | | | | | | | | | | 1 | |
| | 8 | 1 | 1.97 | | | | | | | | | | 1 | |
| | 9 | 4 | 2.00 | | | | | | | 1 | 1 | | 1 | |
| | 10 | 4 | 2.25 | | 2 | 1 | 1 | | | | | | | |
| | | 16 | | 2 | 1 | 2 | | | 1 | 1 | | 9 | | |
| Engineers, stationary | 1 | 1 | 1.97 | | | | | | | | | 1 | | |
| | 2 | 1 | 2.50 | | 1 | | | | | | | | | |
| | | 2 | | | 1 | | | | | | 1 | | | |
| Firemen | 1 | 1 | 1.07 | | | | | 1 | | | | | | |
| | 2 | 7 | 1.48 | | 1 | 1 | 3 | | | | | | 2 | |
| | 3 | 6 | 1.64½ | | 2 | | 2 | | | | | | 2 | |
| | 4 | 2 | 1.72½ | | 1 | | | | | | | 1 | | |
| | 5 | 3 | 1.75 | | 1 | | | | | | | | 2 | |
| | 6 | 3 | 1.81 | | | 2 | 1 | | | | | | | |
| | 22 | | | 5 | 3 | 6 | 1 | | | | 1 | 6 | | |
| | 248 | (a) | | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) |
| | 270 | | | | | | | | | | | | | |

a Rate and time cannot be stated, as they worked by the mile, trip, etc.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued

RAILROAD NO. 16 (GROUP II)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | | |
|---|---------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|-----------------------------|--|----|
| 50 dolls. and under | 51 to 100 dolls. | 101 to 150 dolls. | 151 to 200 doll | 201 to 250 doll | 251 to 300 doll | 301 to 350 doll | 351 to 400 doll | 401 to 450 doll | 451 to 500 doll | 501 to 550 doll | 551 to 600 doll | 601 to 650 doll | 651 to 700 doll | 701 to 750 doll | 751 to 800 doll | 801 to 850 doll | 851 to 900 doll | 901 to 950 doll | 951 to 1000 doll | 1001 doll and over | | |
| | | | | | 1 | | | 1 | | | | | | | | | | | | | | 1 |
| | | | | | | | | 1 | 1 | | | | | | | | | | | | | 2 |
| | | | | | | | | 1 | | | | | | | | | | | | | | 3 |
| | | | | | | | | 1 | | | | | | | | | | | | | | 4 |
| | | | | | | | | 1 | | | | | | | | | | | | | | 5 |
| | 1 | | | | | | | | | 1 | | | | | | | | | | | | 6 |
| | 2 | | | | | | | | | | | | | | 1 | | | | | | | 7 |
| | | | | | | | | | | | | | | | 1 | | | | | | | 8 |
| | 3 | | | | 1 | | | 2 | 1 | 1 | 4 | | 1 | | 1 | | | | | | | 1 |
| | | | | 1 | | 1 | | | | | | | | | | | | | | | | 2 |
| | | | | | | | | | | | | | | 1 | | | | | | | | 3 |
| | | | | 1 | | 1 | | | | | | | | 1 | | | | | | | | 1 |
| | | | | | | | | | 1 | | | | | | | | | | | | | 2 |
| | | | | | | | | | | 1 | | | | | | | | | | | | 3 |
| | | | | | | | | | | | | | | | 1 | | | | | | | 1 |
| | | | | | | | | | | | | | | | | 1 | | | | | | 1 |
| | | | | | | | | | | | | | | | | | 1 | | | | | 1 |
| | | | | | | | | | | | | | | | | | | 1 | | | | 1 |
| | | | | | | | | 1 | | | | | | | | | | | | | | 1 |
| | | | | | | | | | 1 | | | | | | | | | | | | | 2 |
| | | | | | | | | | | | | | | | | | | | | | | 3 |
| | | | | | | | | | | | | | | | | | | | | | | 4 |
| | | | | | | | | | | | | | | | | | | | | | | 5 |
| | | | | | | | | | | | | | | | | | | | | | | 6 |
| | | | | | | | | | | | | | | | | | | | | | | 7 |
| | | | | | | | | | | | | | | | | | | | | | | 8 |
| | | | | | | | | | | | | | | | | | | | | | | 9 |
| | 2 | | 1 | 1 | | | | | 1 | | | | 1 | 1 | | | | | | | | 10 |
| | 2 | 1 | 2 | | | | | 1 | 4 | 1 | 1 | 2 | 1 | | 1 | | | | | | | 1 |
| | | | | | | | | | | | 1 | | | | | | | | | | | 2 |
| | 1 | | | | | | | | | | 1 | | | | | | | | | | | 1 |
| | | | | | | | | | | | | 1 | | | | | | | | | | 2 |
| | | | | | | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | | | | | | 2 |
| | 1 | | | | | | | | | | | | | | | | | | | | | 3 |
| | 2 | | | | | | | | | | | | | | | | | | | | | 4 |
| | 3 | | | | | | | | | | | | | | | | | | | | | 5 |
| | 1 | | | | | | | | | | | | | | | | | | | | | 6 |
| | 2 | | | | | | | | | | | | | | | | | | | | | 7 |
| | 3 | | | | | | | | | | | | | | | | | | | | | 8 |
| | 1 | | | | | | | | | | | | | | | | | | | | | 9 |
| | 2 | | | | | | | | | | | | | | | | | | | | | 10 |
| | 3 | | | | | | | | | | | | | | | | | | | | | 1 |
| | 1 | | | | | | | | | | | | | | | | | | | | | 2 |
| | 2 | | | | | | | | | | | | | | | | | | | | | 3 |
| | 3 | | | | | | | | | | | | | | | | | | | | | 4 |
| | 1 | | | | | | | | | | | | | | | | | | | | | 5 |
| | 2 | | | | | | | | | | | | | | | | | | | | | 6 |
| | 3 | | | | | | | | | | | | | | | | | | | | | 7 |
| | 1 | | | | | | | | | | | | | | | | | | | | | 8 |
| | 2 | | | | | | | | | | | | | | | | | | | | | 9 |
| | 3 | | | | | | | | | | | | | | | | | | | | | 10 |
| 5 | 7 | 2 | 1 | | | | | | 1 | 3 | 2 | 1 | | | | | | | | | | 1 |
| 29 | 10 | 10 | 8 | 6 | 13 | 5 | 9 | 10 | 14 | 21 | 43 | 29 | 24 | 10 | 3 | 2 | 2 | | | | | 2 |
| 34 | 17 | 12 | 9 | 6 | 13 | 5 | 9 | 10 | 15 | 24 | 45 | 30 | 24 | 10 | 3 | 2 | 2 | | | | | 3 |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 16 (GROUP II)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 167.]

| Occupation. | Marginal number. | Number of employ- ees. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | |
|----------------------------|------------------|---------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-------------------|-----|---|---|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over | | | |
| Foremen | 1 | 2 | \$1.31 $\frac{1}{2}$ | | | | | 1 | | | | | | 1 | 2 |
| | 2 | 3 | 1.64 $\frac{1}{2}$ | 1 | | | | | | | | | | | 2 |
| | 3 | 15 | 1.81 | | 1 | 1 | 2 | 3 | | | | 1 | | 7 | 2 |
| | 4 | 3 | 1.97 | | | | 1 | | | | | | | 2 | |
| | 5 | 1 | 2.14 | | 1 | | | | | | | | | | |
| | 6 | 1 | 2.30 | | | | | | | | | | | 1 | |
| | 7 | 2 | 2.75 | | | 1 | | 1 | | | | | | | |
| | 27 | | | 1 | 2 | 2 | 3 | 5 | | | 1 | | 13 | | |
| Foremen, carpenters | 1 | 1 | 1.75 | | | | | 1 | | | | | | | |
| | 2 | 1 | 2.50 | | | | | | | | | | | 1 | |
| | 3 | 9 | 2.75 | | | 1 | 1 | | 1 | 1 | | | 5 | | |
| | 4 | 1 | 2.96 | | | | | | | | | | 1 | | |
| | 12 | | | | | 1 | 1 | 1 | 1 | 1 | 1 | | 7 | | |
| Foremen, masons..... | 1 | 5 | 3.00 | 1 | | | | 1 | | | 1 | | 2 | | |
| | | 5 | | 1 | | | | 1 | | | 1 | | 2 | | |
| Foremen, track laborers... | 1 | 1 | 1.15 | | | | | | | | | | | | |
| | 2 | 13 | 1.25 | | | 1 | 3 | | | | | | 2 | | |
| | 3 | 166 | 1.31 $\frac{1}{2}$ | 4 | 5 | 6 | 4 | 1 | | | | 2 | 2 | | |
| | 4 | 1 | 1.38 $\frac{1}{2}$ | | | | 3 | 4 | 2 | | 5 | | 77 | | |
| | 5 | 1 | 1.40 | | | | | | | | | | 1 | | |
| | 6 | 4 | 1.48 | | | | | | | 1 | | | | | |
| | 7 | 1 | 1.50 | | | 1 | | 2 | | | | | 1 | | |
| | 8 | 3 | 1.60 | | | | | | | | | | 1 | | |
| | 9 | 4 | 1.64 $\frac{1}{2}$ | | | | | | 2 | | | | 3 | | |
| | 10 | 1 | 1.75 | | | | | | | | | | 2 | | |
| | 11 | 2 | 1.81 | | | | | | | | | | 1 | | |
| | 12 | 1 | 1.97 | | | | | | | | | | 2 | | |
| | 13 | 1 | 2.00 | | | | | | | | | | 1 | | |
| | 14 | 1 | 2.14 | | | 1 | | | | | | | | | |
| | 140 | | | 4 | 6 | 12 | 7 | 9 | 4 | 7 | 7 | | 91 | | |
| Foremen, warehouse | 1 | 1 | 1.64 $\frac{1}{2}$ | | | | | | | | | | | 1 | |
| | 2 | 4 | 1.81 $\frac{1}{2}$ | | | | | | | 2 | | | 2 | | |
| | | 5 | | | | | | | | 2 | | | 3 | | |
| Hammermen..... | 1 | 1 | 1.40 | | | | | | | | | | | 1 | |
| | 2 | 1 | 2.40 | | | | | | | | | 1 | | | |
| | | 2 | | | | | | | | | | 1 | 1 | | |
| Hostlers..... | 1 | 2 | .98 $\frac{1}{2}$ | 2 | | | | | | | | | | | |
| | 2 | 2 | 1.07 | 1 | | | | | | | | | | 1 | |
| | 3 | 10 | 1.15 | 6 | | | | | | | | | | 1 | |
| | 4 | 7 | 1.31 $\frac{1}{2}$ | 3 | | 1 | 2 | 1 | 1 | 1 | 1 | | 1 | | |
| | 5 | 20 | 1.48 | 3 | 2 | 1 | 2 | 1 | 1 | 1 | 2 | | 8 | | |
| | 6 | 6 | 1.64 $\frac{1}{2}$ | | 1 | 1 | | 1 | 1 | 1 | 1 | | 1 | | |
| | | 47 | | | 15 | 3 | 3 | 4 | 3 | 3 | 5 | 11 | | | |
| | 7 | (a) | | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | | |
| | 54 | | | | | | | | | | | | | | |

^a Rate and time cannot be stated, as they worked by the mile, trip, etc.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 16 (GROUP II)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | | |
|---|---------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|-----------------------------|--|----|
| 50 dolls. and under | 51 to 100 dolls. | 101 to 150 dolls. | 151 to 200 doll | 201 to 250 doll | 251 to 300 doll | 301 to 350 doll | 351 to 400 doll | 401 to 450 doll | 451 to 500 doll | 501 to 550 doll | 551 to 600 doll | 601 to 650 doll | 651 to 700 doll | 701 to 750 doll | 751 to 800 doll | 801 to 850 doll | 851 to 900 doll | 901 to 950 doll | 951 to 1000 doll | 1001 doll and over | | |
| 1 | | | 1 | | | | | | 1 | | | | | | | | | | | | | 1 |
| | 1 | | 1 | 2 | | 2 | 1 | | | 1 | 1 | 4 | 2 | | | | | | | | | 2 |
| | | 1 | | 1 | | | | | | | 1 | | 1 | | | | | | | | | 3 |
| | | | | | | | | | | | | | | | | | | | | | | 4 |
| | | | | | 1 | | | | | | | | | | | | | | | | | 5 |
| | | | | | | | | | | 1 | | | | | | | | | | | | 6 |
| 1 | 2 | | 1 | 5 | | 2 | 1 | | 1 | 2 | 4 | 4 | 3 | | | | 1 | | | | | 7 |
| | | | | | | 1 | | | | | | | | | | | | | | | | 1 |
| | | | | 1 | | 1 | | | | | | 1 | | | 1 | | | | | | | 2 |
| | | | | | | | | | | | | | | | | | 2 | 2 | 1 | | | 3 |
| | | | | 1 | | 2 | | | | | | 1 | | 1 | 1 | | 2 | 2 | 1 | 1 | | a1 |
| | 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| | 1 | | | | | | | | | | 1 | | | | | | 1 | 1 | 1 | | | 1 |
| | 1 | | | | | | | | | | | | | | | | | | | | | |
| 1 | 7 | | 3 | 5 | | 2 | | 1 | 1 | | | | | | | | | | | | | 1 |
| | | | 6 | 2 | 3 | 2 | 1 | 12 | 11 | 59 | | | | | | | | | | | | 2 |
| | | | | | | 1 | | | | | 1 | | | | | | | | | | | 3 |
| | | | 1 | | 1 | 1 | | | | | 1 | | | | | | | | | | | 4 |
| | | | | | | | 2 | | | | | 3 | | | | | | | | | | 5 |
| | | | | | | | | | | | 2 | | | | | | | | | | | 6 |
| | | | | | | | | | | | | 1 | | | | | | | | | | 7 |
| | | | | | | | | | | | | | 2 | | | | | | | | | 8 |
| | | | | | | | | | | | | | | 1 | | | | | | | | 9 |
| | | | | | | | | | | | | | | | 2 | | | | | | | 10 |
| | | | | | | | | | | | | | | | | 1 | | | | | | 11 |
| | | | | 1 | | | | | | | | | | | | | | | | | | 12 |
| | | | | | | | | | | | 1 | | | | | | | | | | | 13 |
| | | | | | | | | | | | | | | | | | | | | | | 14 |
| 8 | 4 | 10 | 8 | 4 | 5 | 4 | 12 | 12 | 60 | 4 | 5 | 1 | 3 | | | | | | | | | |
| | | | | | | | | | | | 1 | | | | | | | | | | | 1 |
| | | | | | | | 2 | | | | 1 | 1 | | | | | | | | | | 2 |
| | | | | | | | | 2 | | | 2 | 1 | | | | | | | | | | |
| | | | | | | | | | 1 | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | | | | | | 2 |
| | | | | | | | | | 1 | | | | | | | | | | | | | |
| 2 | | | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | | | | | | | | 1 | | | | | | | | | | | | | | 2 |
| 6 | | | | 1 | | 1 | 2 | | | | | | | | | | | | | | | 3 |
| 3 | 1 | | 1 | 1 | | 1 | | 1 | | | | | | | | | | | | | | 4 |
| 4 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 3 | 5 | | | | | | | | | | | | 5 |
| | 1 | 1 | | | | 1 | | 1 | | | 1 | | | | | | | | | | | 6 |
| 16 | 3 | 4 | 3 | | 3 | 3 | 4 | 2 | 3 | 5 | 1 | | | | | | | | | | | |
| 2 | | 1 | | | | 2 | 1 | 1 | | | | | | | | | | | | | | |
| 18 | 3 | 5 | 3 | | 3 | 5 | 5 | 3 | 3 | 5 | 1 | | | | | | | | | | | |

a \$1,080.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 16 (GROUP II)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employ-ees. | Actual daily earnings or nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | | | | | | |
|-------------------------|------------------|-----------------------|---|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|---|--|--|--|--|--|----|----|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | | | | | | | |
| Inspectors, car | 1 | 1 | \$1.07 | | | 1 | | | | | | | | | | | | | | |
| | 2 | 7 | 1.15 | | | | 1 | | | | | | | | | | | | | 5 |
| | 3 | 11 | 1.30 | 1 | | 1 | 2 | 3 | | | | | | | | | | | | 1 |
| | 4 | 23 | 1.31½ | 3 | 1 | | 2 | 1 | 2 | | | | | | | | | | | 14 |
| | 5 | 1 | 1.36½ | | | | | | | | | | | | | | | | | |
| | 6 | 83 | 1.40 | 12 | 4 | 12 | 9 | 4 | 3 | | | | | | | | | | | 31 |
| | 7 | 7 | 1.48 | | | 1 | | | | | | | | | | | | | | 5 |
| | 8 | 6 | 1.50 | | 1 | 1 | | | | | | | | | | | | | | 3 |
| | 9 | 5 | 1.60 | | | | | | | | | | | | | | | | | 3 |
| | 10 | 1 | 1.65 | | | | | | | | | | | | | | | | | 1 |
| | 11 | 4 | 1.75 | | | | | | | | | | | | | | | | | 4 |
| | 12 | 1 | 1.80 | | | | | | | | | | | | | | | | | 1 |
| | 13 | 2 | 1.81 | | | | | | | | | | | | | | | | | 2 |
| | 14 | 1 | 1.97 | | | | | | | | | 1 | | | | | | | | |
| | 15 | 2 | 2.00 | | | | | | | | | | | | | | | | | 1 |
| | | 155 | | 16 | 6 | 16 | 14 | 8 | 11 | 11 | 11 | 71 | 2 | | | | | | | |
| Inspector, lumber | 1 | 1 | 2.50 | | | | | | | | | | | | | | | | 1 | |
| | | 1 | | | | | | | | | | | | | | | | | 1 | |
| Linemen | 1 | 1 | 1.81 | | | | | | | | | | | | | | | | 1 | |
| | 2 | 2 | 2.14 | | 1 | | | | | | | | | | | | | | 1 | |
| | 3 | 1 | 2.30 | | | 1 | | | | | | | | | | | | | | |
| | | 4 | | | 1 | 1 | | | | | | | | | | | | | 2 | |
| Machine hands | 1 | 1 | 1.60 | | | | | | | | | | | | | | | | 1 | |
| | 2 | 1 | 1.70 | | | | | | | | | | | | | | | | 1 | |
| | 3 | 1 | 1.75 | 1 | | | | | | | | | | | | | | | | |
| | 4 | 1 | 1.90 | | | | | | | | 1 | | | | | | | | | |
| | 5 | 4 | 2.00 | 1 | | | | | | | 1 | 2 | | | | | | | | |
| | 6 | 1 | 2.50 | 1 | | | | | | | | | | | | | | | | |
| | | 9 | | 3 | | | | | | | 2 | 3 | 1 | | | | | | | |
| Machinists | 1 | 6 | 1.40 | 5 | 1 | | | | | | | | | | | | | | | |
| | 2 | 6 | 1.50 | 1 | 1 | | | | 1 | 1 | | | | | | | | | 2 | |
| | 3 | 1 | 1.64½ | | | | | | | | | | | | | | | | 1 | |
| | 4 | 2 | 1.65 | | | | | | | | | | | | | | | | 1 | |
| | 5 | 19 | 1.75 | | 2 | 3 | 1 | 4 | 1 | 4 | | | | | | | | | 4 | |
| | 6 | 1 | 1.80 | | | | | | | | 1 | | | | | | | | | |
| | 7 | 1 | 1.85 | | | | | | | | | | | | | | | | 1 | |
| | 8 | 3 | 1.90 | | | 1 | | | | | | | | | | | | | 1 | |
| | 9 | 10 | 2.00 | 2 | | 1 | 1 | | | 2 | | | | | | | | | 2 | |
| | 10 | 11 | 2.10 | 1 | 1 | 1 | 1 | | | | | | | | | | | | 6 | |
| | 11 | 4 | 2.15 | | 1 | | 1 | | | | | | | | | | | | 2 | |
| | 12 | 22 | 2.20 | | 3 | 2 | | | 2 | | | | | | | | | | 10 | |
| | 13 | 63 | 2.25 | 9 | 5 | 8 | 4 | 5 | 6 | | | | | | | | | | 20 | |
| | 14 | 12 | 2.30 | | 1 | | | | | | | | | | | | | | 5 | |
| | 15 | 8 | 2.35 | | | | | | 1 | | | | | | | | | | 6 | |
| | 16 | 11 | 2.40 | 1 | | | 2 | 1 | | 1 | | | | | | | | | 2 | |
| | 17 | 5 | 2.50 | | | | | | | | | | | | | | | | 2 | |
| | | 185 | | 19 | 15 | 19 | 9 | 13 | 16 | 61 | 32 | 1 | | | | | | | | |
| Masons | 1 | 1 | 2.00 | | | | 1 | | | | | | | | | | | | | |
| | 2 | 1 | 2.50 | | 1 | | | | | | | | | | | | | | | |
| | 3 | 14 | 3.00 | | 5 | 2 | 2 | 3 | 1 | 1 | | | | | | | | | | |
| | | 16 | | 6 | 2 | 3 | 3 | 1 | 1 | | | | | | | | | | | |

TAB L —CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 16 (GROUP II)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employ- és. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|--------------------------|------------------|--------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|---|--|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | |
| Painters | 1 | 11 | \$1.25 | | 1 | 3 | | 1 | | | 5 | 1 | | |
| | 2 | 2 | 1.40 | | | | | | 2 | | | | | |
| | 3 | 2 | 1.50 | | 1 | | | | 1 | | | | | |
| | 4 | 2 | 1.70 | | | | | | | | | 2 | | |
| | 5 | 6 | 1.75 | | | | | 1 | | | 5 | | | |
| | 6 | 6 | 1.80 | | | 1 | 2 | | 1 | | 1 | 1 | | |
| | 7 | 2 | 1.90 | | | 1 | | | | | 1 | | | |
| | 8 | 7 | 2.00 | | | | 1 | | | | 5 | 1 | | |
| | 9 | 4 | 2.25 | | | | | | | | 3 | 1 | | |
| | 10 | 1 | 2.50 | | | | | | | | 1 | | | |
| | | 43 | | | 2 | 5 | 3 | 2 | 4 | 21 | 6 | | | |
| Patternmakers | 1 | 1 | 2.25 | | | | | | | | 1 | | | |
| | 2 | 2 | 2.50 | 1 | | | | | 1 | | | | | |
| | 3 | 1 | 3.00 | | | | | 1 | | | | | | |
| | | 4 | | | 1 | | | | 1 | 1 | 1 | | | |
| Pavers | 1 | 1 | 1.20 | | | | 1 | | | | | | | |
| | 2 | 3 | 1.45 | | | | | | | | | 3 | | |
| | | 4 | | | | | 1 | | | | | 3 | | |
| Piper..... | 1 | 1 | 2.00 | | | | | | | | 1 | | | |
| | | 1 | | | | | | | | | 1 | | | |
| Policemen, depot..... | 1 | 1 | .33 | | | | | | | | | 1 | | |
| | 2 | 1 | 1.64½ | | | | | | | | | 1 | | |
| | | 2 | | | | | | | | | | 2 | | |
| Policemen, special | 1 | 1 | .16½ | | | | | | | | | 1 | | |
| | 2 | 1 | 1.64½ | | | | | | | | | 1 | 1 | |
| | | 2 | | | | | | | | | | 1 | 1 | |
| Solicitor..... | 1 | 1 | 1.64½ | | | | | | | | | 1 | | |
| | | 1 | | | | | | | | | | 1 | | |
| Stonecutters | 1 | 3 | 2.50 | 1 | | | | 1 | | | | 1 | | |
| | 2 | 18 | 3.00 | 4 | 1 | 2 | 1 | | 8 | | | 1 | 2 | |
| | | 21 | | | 5 | 1 | 2 | 1 | 1 | 8 | | 3 | | |
| Stonemasons | 1 | 3 | 1.75 | | | | | 1 | 2 | | | | | |
| | 2 | 1 | 2.25 | | | | | 1 | | | | | | |
| | 3 | 1 | 2.50 | | | | 1 | | | | | | | |
| | 4 | 19 | 3.00 | 4 | 2 | 6 | 1 | 2 | 1 | 2 | 1 | 1 | | |
| | 24 | | | 4 | 2 | 6 | 2 | 4 | 3 | 2 | 1 | | | |
| Storekeepers | 1 | 1 | 1.48 | | | | | | | | | 1 | | |
| | 2 | 1 | 1.64½ | | | | 1 | | | | | | | |
| | | 2 | | | | | 1 | | | | | 1 | | |
| Supervisors | 1 | 1 | 2.22 | | | | | 1 | | | | | | |
| | 2 | 4 | 2.30 | | | | | | | | | 4 | | |
| | | 5 | | | | | | 1 | | | | 4 | | |
| Supervisors, track | 1 | 4 | 2.30 | | | | | | | | | 4 | | |
| | | 4 | | | | | | | | | | 4 | | |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 16 (GROUP II)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|---------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|---------------------|----|
| 50 dolls. and under | 51 to 100 dolls. | 101 to 150 dolls. | 151 to 200 doll | 201 to 250 doll | 251 to 300 doll | 301 to 350 doll | 351 to 400 doll | 401 to 450 doll | 451 to 500 doll | 501 to 550 doll | 551 to 600 doll | 601 to 650 doll | 651 to 700 doll | 701 to 750 doll | 751 to 800 doll | 801 to 850 doll | 851 to 900 doll | 901 to 950 doll | 951 to 1000 doll | 1001 and over | |
| | 2 | 2 | 1 | 2 | 4 | | | | | | | | | | | | | | | | 1 |
| | 1 | | | 1 | 1 | | | | | 2 | | | | | | | | | | | 2 |
| | | 1 | 1 | | 1 | | | | 2 | 3 | | | | | | | | | | | 4 |
| | | | 1 | | | | | 1 | 1 | 1 | | | | | | | | | | | 5 |
| | | | | 1 | | | | | 1 | 4 | | 1 | | | | | | | | | 6 |
| | | | | | | | | | | 1 | | 2 | | 1 | | | | | | | 7 |
| | | | | | | | | | | | | 1 | | 1 | | | | | | | 8 |
| | 3 | 3 | 2 | 3 | 1 | 4 | 5 | 1 | 3 | 8 | 4 | 2 | 2 | 2 | | | | | | | 9 |
| | | | | | | | | | | | | | | | | | | | | | 10 |
| | 1 | | | | | | | | | | | | | 1 | | | | | | | 1 |
| | | | | | | | | | | | | | | 1 | | | | | | | 2 |
| | 1 | | | | | | | | | | | | | 1 | 1 | 1 | | | | | 3 |
| | | 1 | | | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | 2 | 1 | | | | | | | | | | | 2 |
| | | 1 | | | | | | | 2 | 1 | | | | | | | | | | | 1 |
| | | | | | | | | | | 1 | | | | | | | | | | | 1 |
| | | | | | | | | | | 1 | | | | | | | | | | | 1 |
| | | 1 | | | | | | | | | | | | | | | | | | | 1 |
| | | | 1 | | | | | | | | | | | | | | | | | | 2 |
| | | | | | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | | | | | 1 |
| | 1 | 3 | 1 | | | | | 1 | | 1 | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | | | | | 2 |
| | 1 | 4 | 1 | | | | 1 | | 1 | | | | | 4 | 4 | | | 2 | | | 1 |
| | | | | | | | | 1 | 2 | | | | | | | | | | | | 1 |
| | | | | | | | | 1 | | | | | | | | | | | | | 2 |
| | | | | | | | | | | | | | | | | | | | | | 3 |
| | 2 | 2 | 2 | 4 | 2 | | | | 1 | 1 | | | | 1 | | | | | | | 4 |
| | | | | | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | | | | | 2 |
| | | | | | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | | | | | 2 |
| | | | | | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | | | | | 2 |
| | | | | | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | | | | | 2 |
| | | | | | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | | | | | 2 |
| | | | | | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | | | | | 2 |
| | | | | | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | | | | | 2 |
| | | | | | | | | | | | | | | | | | | | | | 1 |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 16 (GROUP II)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employ-és. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | | |
|------------------------------------|---|----------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|----|---|----|---|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | | | |
| Supervisor, yard | 1 | 1 | \$2.30 | | | | | | | | | | 1 | | | |
| | | 1 | | | | | | | | | | | | 1 | | |
| Switchmen | 1 2 3 4 5 6 7 8 9 10 11 12 13 14 | 1 | .49 $\frac{1}{2}$ | | | | | | | | | | | 1 | | |
| | | 2 | .82 | | | | | | | | | | | 1 | | |
| | | 3 | .98 $\frac{1}{2}$ | | | | | | | | | | | | 1 | |
| | | 4 | 1.00 | | | | | | | | | | | | 1 | |
| | | 5 | 1.07 | | | | | | | | | | | 1 | 2 | |
| | | 6 | 1.15 | 1 | | 2 | 1 | | | | | | | 5 | 5 | |
| | | 7 | 1.18 | 1 | 3 | | 2 | | | | | | | 3 | 3 | |
| | | 8 | 1.23 $\frac{1}{2}$ | 2 | | | | | | 2 | | | | | 1 | 1 |
| | | 9 | 1.26 $\frac{1}{2}$ | 2 | | | | | | 1 | | | | | | 1 |
| | | 10 | 1.31 $\frac{1}{2}$ | 21 | | | | | | 2 | | | 1 | 2 | 15 | 3 |
| | | 11 | 1.39 $\frac{1}{2}$ | 3 | | | | | | | | | | 2 | 3 | 3 |
| | | 12 | 1.48 | 50 | | 21 | 7 | 11 | | 2 | | | | 2 | 5 | 2 |
| | | 13 | 1.64 $\frac{1}{2}$ | 16 | | 6 | | 1 | 2 | | | | | 1 | 5 | 2 |
| | | 14 | 1.81 | 5 | | 1 | | 1 | | | | | | | 2 | 1 |
| | | 128 | | 31 | 11 | 15 | 10 | 7 | 1 | 6 | | 46 | 1 | | | |
| Tallymen | 1 2 3 4 5 6 7 8 9 | 1 | 1.07 | | | | | | | | | | | 1 | | |
| | | 2 | 1.15 | | | | 1 | | | | | | | 1 | | |
| | | 3 | 1.23 $\frac{1}{2}$ | | | | | | | | | | | 5 | | |
| | | 4 | 1.31 $\frac{1}{2}$ | | | 1 | | | | | | | | 2 | | |
| | | 5 | 1.39 | | | | | | | | | 1 | | 4 | | |
| | | 6 | 1.48 | | | | | | | | | | 2 | 2 | | |
| | | 7 | 1.56 | | | | | | | | | | | 1 | | |
| | | 8 | 1.81 | | | | | | | | | | | 1 | | |
| | | 9 | 2.14 | | | | | | | | | | | 1 | | |
| | | 20 | | 1 | 1 | | | | | | 1 | 17 | | | | |
| Telegraph operators | 1 2 3 4 5 6 7 8 9 10 11 12 | 1 | .16 $\frac{1}{2}$ | | | | | | | | | | | 1 | | |
| | | 2 | .40 $\frac{1}{2}$ | | | | | | 1 | | | | | | 4 | |
| | | 3 | .66 | | | 1 | | | | | | | | | 1 | |
| | | 4 | .82 | | | 1 | 2 | | | | 1 | | | | 1 | |
| | | 5 | .90 $\frac{1}{2}$ | | | | | | | | | | | | 3 | |
| | | 6 | .98 $\frac{1}{2}$ | | | | 1 | | | 2 | | | 1 | | 1 | |
| | | 7 | 1.15 | | | 2 | 2 | 3 | 3 | 2 | | 1 | 15 | | 9 | |
| | | 8 | 1.31 $\frac{1}{2}$ | | | 2 | 2 | 3 | 1 | 4 | | 3 | 9 | | 1 | |
| | | 9 | 1.39 $\frac{1}{2}$ | | | | | | | | | 1 | 2 | | 8 | |
| | | 10 | 1.48 | | | 3 | 2 | 2 | | 2 | 1 | 1 | 8 | | 8 | |
| | | 11 | 1.64 $\frac{1}{2}$ | | | 1 | | | | 2 | 2 | | | | 8 | |
| | | 12 | 1.97 | | | | | | | 1 | | | | | 8 | |
| | | 112 | | 4 | 10 | 8 | 8 | 12 | 10 | 7 | | 52 | 1 | | | |
| Telegraph operators and switchmen. | 1 2 | 1 | 1.31 $\frac{1}{2}$ | | | | | | | | | | | 1 | | |
| | | 2 | 1.48 | | | | | | | | | | | 1 | | |
| | | 2 | | | | | | | | | | | | 2 | | |
| Timekeepers | 1 2 | 1 | 1.48 | | | | | | | | | | | 1 | | |
| | | 2 | 1.97 | | | | | | | | | | | 1 | | |
| | | 2 | | | | | | | | | | | 2 | | | |
| Tinsmiths..... | 1 2 | 4 | 2.00 | | | | | | | | | 4 | | | | |
| | | 1 | 2.50 | | | | | | | | | 1 | | | | |
| | | 5 | | | | | | | | | | 5 | | | | |
| Tool collectors | 1 2 3 | 2 | 1.31 $\frac{1}{2}$ | | | | | | | | | | | 2 | | |
| | | 1 | 1.64 $\frac{1}{2}$ | | | | | | | | | | | 1 | | |
| | | 1 | 2.14 | | | | | | | | | | | 1 | | |
| | | 4 | | | | | | | | | | | | 4 | | |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 16 (GROUP II)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000.—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

Table with 19 columns (50 to 1001 dollars) and 24 rows of data, including a 'NUMBER EARNING THE AMOUNT STATED IN ONE YEAR.' header and a vertical index column on the right.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 16 (GROUP II)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000—Concluded.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employ-ees. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | | |
|----------------------------|------------------|-----------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|-------|-------|-------|-------|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | | | |
| Transfermen | 1 | 3 | \$1.15 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 2 | 2 | 1.64½ | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 5 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Upholsterers | 1 | 2 | 2.20 | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... |  |
| | 2 | 1 | 3.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... |  |
| | 3 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... |  |
| Yardmasters | 1 | 3 | 1.31½ | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | 1 | ..... | ..... |  |
| | 2 | 2 | 1.48 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |  |
| | 3 | 4 | 1.64½ | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 4 | 4 | 1.81 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 5 | 5 | 1.97 | ..... | ..... | ..... | 3 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 6 | 12 | 2.14 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 7 | 2 | 2.30 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 8 | 6 | 2.46½ | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 38 | | | | 5 | | 1 | | 5 | | 2 | | 5 | | 3 | |
| Yardmasters, assistant.... | 1 | 3 | 1.15 | | | | | | | | | | | | | |
| | 2 | 3 | 1.64½ | | | | | | | | | | | | | |
| | 3 | 1 | 1.97 | | | | | | | | | | | | | |
| | 4 | 1 | 2.14 | | | | | | | | | | | | | |
| | 8 | | | | | | | | | | | | | | | |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 16 (GROUP II)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$1,000 TO \$2,000.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Num-ber of em-ploy-ees. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | |
|----------------------|------------------|-------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|----|----|--|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | | |
| Agents..... | 1 | 2 | \$0.59 | | 1 | | | | | | | | | 1 | |
| | 2 | 2 | .66 | | | | | | | | | | | 2 | |
| | 3 | 1 | .82 | | | | | | | | | | | 1 | |
| | 4 | 2 | .89 | | | | | | | | | | | 2 | |
| | 5 | 1 | .96 | | | | | | | | | | | 1 | |
| | 6 | 3 | .98½ | | | | | | | | | | | 3 | |
| | 7 | 1 | 1.00 | | | | | | | | | | | 1 | |
| | 8 | 2 | 1.15 | | | | | | | | | | | 2 | |
| | 9 | 2 | 1.18 | | | | | | | | | | | 2 | |
| | 10 | 1 | 1.25 | | | | | | | | | | | 1 | |
| | 11 | 15 | 1.31½ | | | | | | | | | | | 15 | |
| | 12 | 11 | 1.48 | | | | | | | | | | | 11 | |
| | 13 | 1 | 1.51½ | | | | | | | | | | | 1 | |
| | 14 | 13 | 1.64½ | | | 1 | | | | | | | | 11 | |
| | 15 | 3 | 1.81 | | | | | | | | | 1 | | 3 | |
| | 16 | 1 | 1.85 | | | | | | | | | | | 1 | |
| | 17 | 1 | 1.90½ | | | | | | | | | | | 1 | |
| | 18 | 10 | 1.97 | | | | | | | | | | | 10 | |
| | 19 | 7 | 2.14 | | | 1 | | | 1 | | | 1 | | 4 | |
| | 20 | 1 | 2.17 | | | | | | | | | | | 1 | |
| | 21 | 2 | 2.30 | | | | | | | | | | | 2 | |
| | 22 | 4 | 2.46½ | | | | | | | | | | | 4 | |
| | 23 | 2 | 2.74 | | | | | | | | | | | 2 | |
| | 24 | 1 | 2.80 | | | | | | | | | | | 1 | |
| | 25 | 1 | 2.96 | | | | | | | | | | | 1 | |
| | 26 | 3 | 3.29 | | | | | | | | | | | 3 | |
| | 27 | 1 | 3.78 | | | | | | | | | | | 1 | |
| | 28 | 4 | 4.11 | | | | 1 | | | 1 | | | | 2 | |
| | | 98 | | | 1 | 2 | 1 | 1 | 1 | | 2 | | 90 | | |
| Agents, freight..... | 1 | 1 | 2.46½ | | | | | | | | | | 1 | | |
| | 2 | 1 | 2.96 | | | | | | | | | | 1 | | |
| | 3 | 1 | 4.44 | | | | | | | | | | 1 | | |
| | | 3 | | | | | | | | | | | 3 | | |
| Agents, ticket..... | 1 | 1 | .49½ | | | | | | | | | | 1 | | |
| | 2 | 1 | .98½ | | | | | | | | | | 1 | | |
| | 3 | 1 | 1.31½ | | | | | | | | | | 1 | | |
| | 4 | 3 | 1.64½ | | 1 | | | | | | 1 | | 1 | | |
| | 5 | 1 | 1.81 | | | | | | | | 1 | | 1 | | |
| | 6 | 1 | 2.14 | | | | | | | | | | 1 | | |
| | 7 | 1 | 2.46½ | | | | | | | | 1 | | 1 | | |
| | 8 | 1 | 2.74 | | | | | | | | | | 1 | | |
| | 9 | 1 | 3.45 | | | | | | | | | | 1 | | |
| | | 11 | | | 1 | | | | | | 3 | | 7 | | |
| Bridgmaster..... | 1 | 1 | 3.94½ | | | | | | | | | | 1 | | |
| | | 1 | | | | | | | | | | | 1 | | |
| Conductors..... | 1 | 1 | 1.91½ | | 1 | | | | | | | | | | |
| | 2 | 3 | 2.14 | | 1 | | | | | 1 | | | | | |
| | 3 | 28 | 2.49 | | 3 | 1 | 1 | 4 | 5 | 1 | 3 | | 8 | 2 | |
| | 4 | 2 | 2.63 | | | | | | | | | | 2 | | |
| | 5 | 2 | 2.87½ | | | | | | 1 | | | | 4 | 1 | |
| | 6 | 6 | 2.96 | | | | | | 1 | | | | 4 | 1 | |
| | 7 | 9 | 3.06½ | | | | | | 1 | | | | 8 | | |
| | 8 | 9 | 3.45 | | | | | | 1 | | 2 | | 6 | | |
| | | 60 | | 4 | 2 | 1 | 4 | 9 | 2 | 5 | 29 | | 4 | | |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 16 (GROUP II)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$1,000 TO \$2,000.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|-----------------------------|----|----|
| 100 dolls. and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 doll | 401 to 500 doll | 501 to 600 doll | 601 to 700 doll | 701 to 800 doll | 801 to 900 doll | 901 to 1000 doll | 1001 to 1100 doll | 1101 to 1200 doll | 1201 to 1300 doll | 1301 to 1400 doll | 1401 to 1500 doll | 1501 to 1600 doll | 1601 to 1700 doll | 1701 to 1800 doll | 1801 to 1900 doll | 1901 to 2000 doll | 2001 doll and over | | |
| 1 | 1 | 2 | | | | | | | | | | | | | | | | | | | 1 | |
| | | 1 | | | | | | | | | | | | | | | | | | | 2 | |
| | | 1 | 1 | | | | | | | | | | | | | | | | | | 3 | |
| | | | 1 | | | | | | | | | | | | | | | | | | 4 | |
| | | | | 1 | | | | | | | | | | | | | | | | | 5 | |
| | | | | | 2 | | | | | | | | | | | | | | | | 6 | |
| | | | | | 2 | | | | | | | | | | | | | | | | 7 | |
| | | | | | 1 | | | | | | | | | | | | | | | | 8 | |
| | | | | | 15 | | | | | | | | | | | | | | | | 9 | |
| | | | | | 2 | | | | | | | | | | | | | | | | 10 | |
| | | | | | 9 | | | | | | | | | | | | | | | | 11 | |
| | | | | | 1 | | | | | | | | | | | | | | | | 12 | |
| | | | | | 11 | | | | | | | | | | | | | | | | 13 | |
| | | | | | | | | | | | | | | | | | | | | | 14 | |
| | | | | | | | | | | | | | | | | | | | | | 15 | |
| | | | | | | | | | | | | | | | | | | | | | 16 | |
| | | | | | | | | | | | | | | | | | | | | | 17 | |
| | | | | | | | | | | | | | | | | | | | | | 18 | |
| | | | | | | | | | | | | | | | | | | | | | 19 | |
| | | | | | | | | | | | | | | | | | | | | | 20 | |
| | | | | | | | | | | | | | | | | | | | | | 21 | |
| | | | | | | | | | | | | | | | | | | | | | 22 | |
| | | | | | | | | | | | | | | | | | | | | | 23 | |
| | | | | | | | | | | | | | | | | | | | | | 24 | |
| | | | | | | | | | | | | | | | | | | | | | 25 | |
| | | | | | | | | | | | | | | | | | | | | | 26 | |
| | | | | | | | | | | | | | | | | | | | | | 27 | |
| | | | | | | | | | | | | | | | | | | | | | 28 | |
| 1 | 3 | 4 | 7 | 24 | 22 | 5 | 15 | 6 | 3 | 2 | 3 | 1 | 1 | 1 | | | | | | | 1 | |
| | | | | | | | | | | | | | | | | | | | | | | 2 |
| | | | | | | | | | | | | | | | | | | | | | | 3 |
| | | | | | | | | | | | | | | | | | | | | | | 4 |
| | | | | | | | | | | | | | | | | | | | | | | 5 |
| | | | | | | | | | | | | | | | | | | | | | | 6 |
| | | | | | | | | | | | | | | | | | | | | | | 7 |
| | | | | | | | | | | | | | | | | | | | | | | 8 |
| | | | | | | | | | | | | | | | | | | | | | | 9 |
| | | | | | | | | | | | | | | | | | | | | | | 10 |
| | | | | | | | | | | | | | | | | | | | | | | 11 |
| | | | | | | | | | | | | | | | | | | | | | | 12 |
| | | | | | | | | | | | | | | | | | | | | | | 13 |
| | | | | | | | | | | | | | | | | | | | | | | 14 |
| | | | | | | | | | | | | | | | | | | | | | | 15 |
| | | | | | | | | | | | | | | | | | | | | | | 16 |
| | | | | | | | | | | | | | | | | | | | | | | 17 |
| | | | | | | | | | | | | | | | | | | | | | | 18 |
| | | | | | | | | | | | | | | | | | | | | | | 19 |
| | | | | | | | | | | | | | | | | | | | | | | 20 |
| | | | | | | | | | | | | | | | | | | | | | | 21 |
| | | | | | | | | | | | | | | | | | | | | | | 22 |
| | | | | | | | | | | | | | | | | | | | | | | 23 |
| | | | | | | | | | | | | | | | | | | | | | | 24 |
| | | | | | | | | | | | | | | | | | | | | | | 25 |
| | | | | | | | | | | | | | | | | | | | | | | 26 |
| | | | | | | | | | | | | | | | | | | | | | | 27 |
| | | | | | | | | | | | | | | | | | | | | | | 28 |
| 1 | 1 | 1 | 3 | 5 | 4 | 3 | 10 | 3 | 12 | 7 | 4 | 1 | | | | | | | | | 1 | |
| | | | | | | | | | | | | | | | | | | | | | | 2 |
| | | | | | | | | | | | | | | | | | | | | | | 3 |
| | | | | | | | | | | | | | | | | | | | | | | 4 |
| | | | | | | | | | | | | | | | | | | | | | | 5 |
| | | | | | | | | | | | | | | | | | | | | | | 6 |
| | | | | | | | | | | | | | | | | | | | | | | 7 |
| | | | | | | | | | | | | | | | | | | | | | | 8 |
| 6 | 1 | 1 | 3 | 5 | 4 | 3 | 10 | 3 | 12 | 7 | 4 | 1 | | | | | | | | | 1 | |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 16 (GROUP II)—Concluded.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$1,000 TO \$2,000—Concluded.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employ- ees. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | | | | | | |
|---------------------------|------------------|---------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|-----|-----|-----|-----|-----|-----|-----|---|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | | | | | | | |
| Engineers'..... | 1 | 1 | \$1.64½ | 1 | | | | | | | | | | | | | | | | |
| | 2 | 1 | 1.81 | 1 | | | | | | | | | | | | | | | | |
| | 3 | 2 | 2.96 | | | | | | | | | | | | | | | | | 2 |
| | 4 | 9 | 3.26 | | | 1 | | | | | | | 3 | | | | | | | 5 |
| | 5 | 2 | 3.29 | | | | | | | | | | 1 | | | | | | | 1 |
| | 6 | 1 | 3.62 | | | | | | | | | | | | | | | | | 1 |
| | | 16 | | | 2 | | 1 | | | | | | 4 | | | | | | | 9 |
| | 193 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | |
| | 209 | | | | | | | | | | | | | | | | | | | |
| Foremen, machine shop ... | 1 | 3 | 1.64½ | | | | | | | | | | | | | | | | 3 | |
| | 2 | 1 | 1.81 | | | | | | | | | | | | | | | | 1 | |
| | 3 | 2 | 1.97 | | | | | | | | | | | | | | | | 2 | |
| | 4 | 2 | 2.00 | | | | | | | | | | | | | | | | 2 | |
| | 5 | 1 | 2.14 | | | | | | | | | | | | | | | | 1 | |
| | 6 | 1 | 2.25 | | | | | | | | | | 1 | | | | | | 1 | |
| | 7 | 2 | 2.46½ | | 1 | | | | | | | | | | | | | | 1 | |
| | 8 | 6 | 2.63 | | | | | | 1 | | | | 1 | | | | | | 4 | |
| | 9 | 2 | 2.75 | | | | | | | | | | | | | | | | 2 | |
| | 10 | 3 | 2.80 | | | 1 | | | | | | | | | | | | | 2 | |
| | 11 | 2 | 2.96 | | | | | | | | | | | | | | | | 2 | |
| | 12 | 7 | 3.00 | | | | | | | | | | 1 | | | | | | 6 | |
| | 13 | 2 | 3.25 | | 1 | | | | | | | | | | | | | | 1 | |
| | 14 | 2 | 3.29 | | | | | | | | | | | | | | | | 2 | |
| | 15 | 1 | 3.50 | | | | | | | | | | | | | | | | 1 | |
| | 37 | | | 2 | 1 | | | 1 | | | | 3 | | | | | | | 30 | |
| Master mason..... | 1 | 1 | 3.94½ | | | | | | | | | | | | | | | | 1 | |
| | | 1 | | | | | | | | | | | | | | | | | 1 | |
| Master mechanics..... | 1 | 1 | 4.10 | | | | | | | | | | | | | | | | 1 | |
| | 2 | 2 | 4.44 | | | | | | | | | | | | | | | | 2 | |
| | 3 | | | | | | | | | | | | | | | | | | 3 | |
| Stationmaster..... | 1 | 1 | 2.80 | | | | | | | | | | | | | | | | 1 | |
| | | 1 | | | | | | | | | | | | | | | | | 1 | |
| Trackmasters..... | 1 | 1 | 3.29 | | | | | | | | | | | | | | | | 1 | |
| | 2 | 2 | 4.93 | | | | | | | | | | | | | | | | 2 | |
| | | 3 | | | | | | | | | | | | | | | | | 3 | |

a Rate and time cannot be stated, as they worked by the mile, trip, etc.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 16 (GROUP II)—Concluded.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$1,000 TO \$2,000—Concluded.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|-----------------------------|----|
| 100 dolls and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 doll | 401 to 500 doll | 501 to 600 doll | 601 to 700 doll | 701 to 800 doll | 801 to 900 doll | 901 to 1000 doll | 1001 to 1100 doll | 1101 to 1200 doll | 1201 to 1300 doll | 1301 to 1400 doll | 1401 to 1500 doll | 1501 to 1600 doll | 1601 to 1700 doll | 1701 to 1800 doll | 1801 to 1900 doll | 1901 to 2000 doll | 2001 doll and over | |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | | | | | | | | | | | | | | | | | | | | | 2 |
| | | | | | | | | | 1 | 1 | | | | | | | | | | | 3 |
| | | 1 | | | | | | 1 | 3 | 4 | | | | | | | | | | | 4 |
| | | | | | | | | | 1 | | 1 | | | | | | | | | | 5 |
| | | | | | | | | | | | | | 1 | | | | | | | | 6 |
| 2 | | 1 | | | | | | 1 | 5 | 5 | 1 | | | | | | | | | | |
| 2 | 3 | 2 | 6 | 2 | 7 | 11 | 3 | 18 | 17 | 46 | 40 | 12 | 14 | 7 | 3 | | | | | | |
| 4 | 3 | 3 | 6 | 2 | 7 | 11 | 3 | 19 | 22 | 51 | 41 | 12 | 15 | 7 | 3 | | | | | | |
| | | | | | 3 | | | | | | | | | | | | | | | | 1 |
| | | | | | | 1 | | | | | | | | | | | | | | | 2 |
| | | | | | | | 2 | | | | | | | | | | | | | | 3 |
| | | | | | | | 1 | | | | | | | | | | | | | | 4 |
| | | | | | | | 1 | | | | | | | | | | | | | | 5 |
| | | | | | | | | 1 | | | | | | | | | | | | | 6 |
| | 1 | | | | | | | 1 | | | | | | | | | | | | | 7 |
| | | | 1 | | | | | 2 | | 3 | | | | | | | | | | | 8 |
| | | | | | | | | | 2 | | | | | | | | | | | | 9 |
| | | | | | | | | | 1 | 1 | | | | | | | | | | | 10 |
| | | | | | | | | | 1 | 2 | | | | | | | | | | | 11 |
| | | | | | | | | | 1 | 6 | | | | | | | | | | | 12 |
| | | | | | | | | | | | | | 2 | | | | | | | | 13 |
| | | | | | | | | | | | | | | | | | | | | | 14 |
| | | | | | | | | | | 1 | | | | | | | | | | | 15 |
| 1 | 1 | 1 | | 1 | 3 | 3 | 6 | 4 | 10 | 4 | 1 | 2 | | | | | | | | | |
| | | | | | | | | | | | | | | | 1 | | | | | | 1 |
| | | | | | | | | | | | | | | | 1 | | | | | | |
| | | | | | | | | | | | | | | | 1 | | | | | | 1 |
| | | | | | | | | | | | | | | | 1 | 1 | 1 | | | | 2 |
| | | | | | | | | | | | | | | | 1 | 1 | 1 | | | | |
| | | | | | | | | | | 1 | | | | | | | | | | | 1 |
| | | | | | | | | | | 1 | | | | | | | | | | | |
| | | | | | | | | | | | 1 | | | | | | | | | | 1 |
| | | | | | | | | | | | | 1 | | | | | | | | | 2 |
| | | | | | | | | | | | | | 1 | | | | | | | | |
| | | | | | | | | | | | | | | 1 | | | | | | | |
| | | | | | | | | | | | | | | | 1 | | | | | | |
| | | | | | | | | | | | | | | | | 1 | | | | | |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 20 (GROUP I).

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employ- és. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | | | | |
|------------------------------|------------------|--------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|---|--|--|--|--|--|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | | | | | |
| Agents, assistant..... | 1 | 1 | \$1.50 | | | | | | | 1 | | | | | | | | |
| | 2 | 1 | 2.00 | | | | | | | | 1 | | | | | | | |
| | | 2 | | | | | | | | | 2 | | | | | | | |
| Agents, transfer..... | 1 | 1 | 1.50 | 1 | | | | | | | | | | | | | | |
| | 2 | 7 | 1.60 | 2 | | 2 | 1 | | | | | 1 | 1 | | | | | |
| | 3 | 1 | 1.75 | | | | | 1 | | | | | | | | | | |
| | | 9 | | 3 | | 2 | 1 | 1 | | | | 1 | 1 | | | | | |
| Baggagemasters, assistant. | 1 | 1 | 1.54 | | | | | | | | 1 | | | | | | | |
| | 2 | 1 | 1.73 | 1 | | | | | | | | | | | | | | |
| | | 2 | | 1 | | | | | | | 1 | | | | | | | |
| Bolt cutter | 1 | 1 | 1.75 | | | | | | | | | 1 | | | | | | |
| | | 1 | | | | | | | | | | 1 | | | | | | |
| Brakemen, shifting..... | 1 | 2 | 1.70 | 2 | | | | | | | | | | | | | | |
| | | 2 | | 2 | | | | | | | | | | | | | | |
| Bricklayers | 1 | 1 | 2.00 | | | 1 | 1 | | | | | | | | | | | |
| | 2 | 2 | 3.00 | | 1 | 1 | | | | | | | | | | | | |
| | 3 | 1 | 3.25 | 1 | | | | | | | | | | | | | | |
| | | 4 | | 1 | 1 | 2 | | | | | | | | | | | | |
| Bridgemen | 1 | 1 | 1.50 | 1 | | | | | | | | | | | | | | |
| | 2 | 7 | 1.60 | | 1 | 2 | | 1 | 1 | 2 | | | | | | | | |
| | 3 | 12 | 1.75 | 4 | 1 | 3 | 4 | | | | | | | | | | | |
| | 4 | 10 | 2.00 | 2 | | 4 | 3 | | | | | 1 | | | | | | |
| | 5 | 2 | 2.25 | 1 | | | 1 | | | | | | | | | | | |
| | 6 | 1 | 2.50 | | 1 | | | | | | | | | | | | | |
| | 33 | | 8 | 3 | 9 | 8 | 1 | 1 | 3 | | | | | | | | | |
| Callers | 1 | 2 | 1.73 | | | 2 | | | | | | | | | | | | |
| | | 2 | | | | 2 | | | | | | | | | | | | |
| Car reporters | 1 | 2 | 1.65 | | | | 1 | 1 | | | | | | | | | | |
| | | 2 | | | | | 1 | 1 | | | | | | | | | | |
| Coppersmiths' apprentice. | 1 | 1 | 1.00 | 1 | | | | | | | | | | | | | | |
| | | 1 | | 1 | | | | | | | | | | | | | | |
| Copyist | 1 | 1 | 2.00 | 1 | | | | | | | | | | | | | | |
| | | 1 | | 1 | | | | | | | | | | | | | | |
| Electric light tenders | 1 | 1 | 1.00 | 1 | | | | | | | | | | | | | | |
| | 2 | 1 | 1.35 | | | | | 1 | | | | | | | | | | |
| | 3 | 1 | 1.50 | | | | 1 | | | | | | | | | | | |
| | | 3 | | 1 | | | 1 | 1 | | | | | | | | | | |
| Electricians | 1 | 2 | 2.00 | | | 2 | | | | | | | | | | | | |
| | 2 | 2 | 2.50 | | 1 | | | 1 | | | | | | | | | | |
| | | 4 | | | 1 | 2 | | 1 | | | | | | | | | | |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 20 (GROUP I)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 163.]

| Occupation. | Marginal number. | Number of employ- ees. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|-----------------------------|------------------|---------------------------|--|--|----------------|-----------------|------------------|-----------------|-----------------|-----------------|-----------------|--------------------|-------|-------|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days. | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | |
| Flagmen | 1 | 11 | \$0.50 | ..... | ..... | 2 | 1 | 3 | ..... | ..... | ..... | ..... | 5 | ..... |
| | 2 | 3 | .62 | ..... | ..... | 1 | ..... | ..... | 1 | ..... | ..... | ..... | 1 | ..... |
| | 3 | 1 | .77 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| | 4 | 3 | .80 | 1 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 5 | 3 | .96 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| | 6 | 15 | 1.00 | 4 | 3 | 1 | 2 | ..... | 2 | ..... | ..... | ..... | 3 | ..... |
| | 7 | 2 | 1.04 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| | 8 | 5 | 1.10 | 1 | ..... | 1 | ..... | 1 | ..... | ..... | ..... | ..... | 3 | 1 |
| | 9 | 7 | 1.15 | ..... | ..... | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 10 | 4 | 1.25 | 1 | 1 | ..... | ..... | 1 | ..... | 1 | ..... | ..... | ..... | ..... |
| | 11 | 2 | 1.35 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 12 | 2 | 1.65 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 13 | 1 | 1.92 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | 59 | ..... | 7 | 8 | 8 | 3 | 6 | 9 | 5 | 13 | ..... | ..... | ..... |
| Foremen, pier laborers | 1 | 3 | 1.75 | 2 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 2 | 1 | 2.00 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 3 | 4 | 2.25 | ..... | ..... | ..... | 4 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 4 | 3 | 2.50 | ..... | ..... | ..... | 1 | 2 | ..... | ..... | ..... | ..... | ..... | ..... |
| | 5 | 1 | 3.00 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | 12 | ..... | 2 | ..... | 1 | 7 | 2 | ..... | ..... | ..... | ..... | ..... |  |
| Foreman, stonecutters | 1 | 1 | 3.00 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | 1 | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Freighthandlers | 1 | 1 | 1.00 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 2 | 1 | 1.25 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 3 | 1 | 1.50 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 4 | 17 | 1.54 | 4 | 4 | 2 | 3 | 2 | ..... | 1 | 1 | ..... | ..... |  |
| | 5 | 3 | 1.69 | ..... | 1 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | | 23 | ..... | 5 | 6 | 3 | 4 | 2 | ..... | 1 | 2 | ..... | ..... |  |
| Gatemen | 1 | 1 | .74 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| | 2 | 1 | .77 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| | 3 | 3 | .83 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 | ..... |
| | 4 | 1 | .85 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| | 5 | 2 | 1.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 | ..... |
| | 6 | 18 | 1.10 | 3 | ..... | ..... | ..... | 4 | ..... | ..... | ..... | ..... | 11 | ..... |
| | 7 | 3 | 1.15 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 | ..... |
| | 8 | 2 | 1.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 | 1 |
| | 9 | 21 | 1.25 | 3 | ..... | 2 | 1 | 1 | 1 | 3 | 10 | ..... | 1 | ..... |
| | 10 | 1 | 1.30 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| | 11 | 3 | 1.35 | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | 1 | ..... |
| | 12 | 4 | 1.40 | 1 | ..... | ..... | 1 | 1 | ..... | ..... | ..... | ..... | 1 | ..... |
| | 13 | 3 | 1.50 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| | 14 | 1 | 1.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| | 15 | 1 | 1.73 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| | 16 | 1 | 1.85 | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... |
| | 17 | 1 | 2.31 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... |
| | | 67 | ..... | 9 | ..... | 3 | 2 | 7 | 2 | 4 | 39 | 1 | ..... | ..... |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 20 (GROUP I)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employ- ees. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | | |
|---------------------|------------------|---------------------------|--|--|----------------|-----------------|------------------|------------------|------------------|------------------|------------------|--------------------|--|---|---|--|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days. | 151 to 200 days. | 201 to 250 days. | 251 to 300 days. | 301 to 365 days. | 366 days and over. | | | | |
| Helpers | 1 | 1 | \$2.39 | | | | | | | | | | | | 1 | |
| | 2 | 1 | .50 | 1 | | | | | | | | | | | | |
| | 3 | 4 | 1.00 | 1 | 1 | 1 | 1 | | | | | | | | | |
| | 4 | 2 | 1.25 | | | 2 | | | | | | | | | | |
| | 5 | 8 | 1.35 | 5 | 1 | 1 | 1 | | | | | | | | | |
| | 6 | 7 | 1.50 | 2 | | 3 | 1 | 1 | | | | | | | | |
| | 7 | 9 | 1.60 | 2 | 1 | 2 | 2 | 2 | | | | | | | | |
| | 8 | 1 | 1.65 | | | | 1 | | | | | | | | | |
| | 9 | 1 | 1.70 | | 1 | | | | | | | | | | | |
| | 10 | 3 | 1.75 | 2 | | | 1 | | | | | | | | | |
| | 11 | 2 | 2.00 | | | 2 | | | | | | | | | | |
| | 12 | 1 | 2.20 | 1 | | | | | | | | | | | | |
| | 13 | 2 | 2.30 | | 1 | | | | | 1 | | | | | | |
| | 14 | 1 | 2.50 | | | | 1 | | | | | | | | | |
| | | 43 | | | 14 | 5 | 12 | 7 | 3 | 1 | | | | 1 | | |
| Hostlers | 1 | 1 | 2.25 | | | | 1 | | | | | | | | | |
| | 2 | 1 | 2.50 | 1 | | | | | | | | | | | | |
| | 3 | 1 | 3.25 | 1 | | | | | | | | | | | | |
| | | 3 | | | 2 | | 1 | | | | | | | | | |
| Laborers | 1 | 5 | 1.25 | 1 | | 3 | 1 | | | | | | | | | |
| | 2 | 8 | 1.35 | 5 | 3 | | | | | | | | | | | |
| | 3 | 98 | 1.50 | 47 | 5 | 19 | 10 | 5 | 1 | 8 | 3 | | | | | |
| | 4 | 7 | 1.54 | 1 | 1 | 1 | | | | | | | | | | |
| | 5 | 4 | 1.75 | | | | 3 | | 1 | | | | | | | |
| | 6 | 1 | 2.00 | | | | | | | | | | | | 1 | |
| | | 123 | | | 54 | 9 | 23 | 14 | 6 | 2 | 8 | 7 | | | | |
| Laborers, pier..... | 1 | 77 | 1.65 | 21 | 4 | 12 | 39 | | | | 1 | | | | | |
| | 2 | 23 | 1.75 | 5 | 3 | 3 | 12 | | | | | | | | | |
| | 3 | 7 | 1.90 | 3 | 3 | | 1 | | | | | | | | | |
| | 4 | 17 | 2.00 | 13 | 4 | | | | | | | | | | | |
| | | 124 | | | 42 | 14 | 15 | 52 | | | 1 | | | | | |
| Lamplighters | 1 | 1 | .50 | | 1 | | | | | | | | | | | |
| | 2 | 1 | .65 | | | | | | | | | | | | 1 | |
| | 3 | 2 | .70 | | 1 | | | | | | | | | | 1 | |
| | 4 | 3 | 1.00 | 1 | | 2 | | | | | | | | | | |
| | | 7 | | | 1 | 2 | 2 | | | | | | | | 2 | |
| Ledgemen..... | 1 | 2 | 1.35 | | 1 | | 1 | | | | | | | | | |
| | 2 | 13 | 1.50 | 1 | 2 | 4 | | 2 | 3 | 1 | | | | | | |
| | 3 | 54 | 1.60 | 10 | 11 | 17 | 2 | 8 | 2 | 4 | | | | | | |
| | 4 | 2 | 1.75 | | | | | 1 | 1 | | | | | | | |
| | 5 | 2 | 2.00 | 1 | | | | 1 | | | | | | | | |
| | | 73 | | | 12 | 14 | 21 | 3 | 12 | 6 | 5 | | | | | |
| Linemen | 1 | 1 | 2.30 | | | | | | | 1 | | | | | | |
| | 2 | 1 | 2.50 | 1 | | | | | | | | | | | | |
| | 3 | 1 | 3.00 | 1 | | | | | | | | | | | | |
| | | 3 | | | 2 | | | | | | 1 | | | | | |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 20 (GROUP I)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|--------------------------|--------------------------|-------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|----------------------------|-----|
| 25 dolls. and under | 26 to 50 dolls. | 51 to 75 dolls. | 76 to 100 doll | 101 to 125 doll | 126 to 150 doll | 151 to 175 doll | 176 to 200 doll | 201 to 225 doll | 226 to 250 doll | 251 to 275 doll | 276 to 300 doll | 301 to 325 doll | 326 to 350 doll | 351 to 375 doll | 376 to 400 doll | 401 to 425 doll | 426 to 450 doll | 451 to 475 doll | 476 to 500 doll | 501 doll and over | |
| 1 | | | | 1 | | | | | | | | | | | | | | | | 1 | |
| 1 | 1 | | 1 | 1 | 1 | | | | | | | | | | | | | | | 2 | |
| 4 | 1 | 1 | 1 | 1 | | | 1 | | | | | | | | | | | | | 3 | |
| 2 | | | | | | | | | | | | | | | | | | | | 4 | |
| 1 | 2 | | 1 | 1 | 2 | | 1 | | 1 | 1 | | | | | | | | | | 5 | |
| | | | | | | | | | | | | | | | | | | | | 6 | |
| 1 | 1 | 1 | | | | | 1 | | 1 | | | | | | | | | | | 7 | |
| | | | | | | | | | | | | | | | | | | | | 8 | |
| | 1 | | | | | | 1 | | | | | | | | | | | | | 9 | |
| | | | 1 | | | | | | | | | | | | | | | | | 10 | |
| | | | | 1 | | | | | | | | | | | | | | | | 11 | |
| | | | | | | | | | | | | | | | | | | | | 12 | |
| | | | | | | 1 | | | | | | | | | | | | | | a 1 | |
| | | | | | | | | | | | | | | | | | | | | 13 | |
| | | | | | | | | | | | | | | | | | | | | 14 | |
| 10 | 6 | 3 | 4 | 3 | 5 | 1 | 3 | 1 | 4 | 1 | 1 | | | | | | | | | 1 | |
| | | | | | | | | | | | | | | | | | | | | | |
| | 1 | | | | | | | | | 1 | | | | | | | | | | | 1 |
| 1 | | | | | | | | | | | | | | | | | | | | | 2 |
| 1 | 1 | | | | | | | | | 1 | | | | | | | | | | | 3 |
| | | | | | | | | | | | | | | | | | | | | | |
| 1 | 4 | 2 | 2 | 1 | 1 | | | | | | | | | | | | | | | | 1 |
| 4 | 2 | 4 | 9 | 3 | 9 | 3 | 2 | 3 | 3 | 1 | 1 | | | | | | | | | | 2 |
| 44 | 4 | 4 | 1 | 1 | | | | | | | | | | | | | | | | | 3 |
| | | 1 | | | | | | | | | | | | | | | | | | | 4 |
| | | | | | | | | 1 | 1 | 1 | | | | | | | | | | | e 2 |
| | | | | | | | | | | | | | | | | | | | | | d 1 |
| | | | | | | | | | | | | | | | | | | | | | 6 |
| 50 | 6 | 7 | 12 | 4 | 9 | 4 | 3 | 4 | 4 | 1 | 2 | | | | 2 | | 1 | 7 | 3 | | 4 |
| | | | | | | | | | | | | | | | | | | | | | |
| 17 | 7 | 1 | 1 | 3 | 5 | 6 | 9 | 17 | 10 | | | | | | | | | | | | 1 |
| 3 | 2 | 2 | 1 | 2 | | 1 | 3 | 5 | 3 | 1 | | | | | | | | | | | 2 |
| 3 | | 1 | 2 | | | | 1 | | | | | | | | | | | | | | 3 |
| 7 | 0 | 4 | | | | | | | | | | | | | | | | | | | 4 |
| | | | | | | | | | | | | | | | | | | | | | |
| 30 | 15 | 8 | 4 | 5 | 5 | 7 | 13 | 22 | 13 | 1 | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| | 1 | | | | | | | | | | | | | | | | | | | | 2 |
| 1 | | 2 | | | | | | | | | | | | | | | | | | | 3 |
| | | | | | | | | | | | | | | | | | | | | | 4 |
| 2 | 1 | 2 | | | | | 1 | 1 | | | | | | | | | | | | | 4 |
| | | | | | | | | | | | | | | | | | | | | | |
| 1 | | 1 | | | | | | | | | | | | | | | | | | | 1 |
| 7 | 7 | 2 | 1 | 2 | 1 | | | | | 1 | 1 | | | | | | | | | | 2 |
| | | 7 | 5 | 7 | 5 | | 1 | 1 | | | 3 | 5 | 1 | 2 | 1 | 1 | 3 | | | | 3 |
| | | | | | | | | | | | | | | 1 | 1 | | | | | | 4 |
| | | 1 | | | | | | | | | | | | 1 | | | | | | | 5 |
| 8 | 8 | 10 | 6 | 9 | 6 | 1 | 1 | 1 | | 1 | 4 | 5 | 3 | 4 | 2 | 3 | | 1 | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | | | | | | | | | | | | | | | | | | | | | 2 |
| 2 | | | | | | | | | | | | | | | | | | | | | 3 |
| | | | | | | | | | | | | | | | | | | | | | 1 |

a \$526.

b \$545.

c One \$504, one \$542.

d \$633.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 20 (GROUP I)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employ- és. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | | | | | | |
|--------------------------|------------------|--------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|---|--|--|--|--|--|---|---|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | | | | | | | |
| Masons | 1 | 10 | \$3.00 | 7 | 2 | 1 | | | | | | | | | | | | | | |
| | 2 | 1 | 3.50 | 1 | | | | | | | | | | | | | | | | |
| | | 11 | | 8 | 2 | 1 | | | | | | | | | | | | | | |
| Masons' helpers | 1 | 1 | 1.50 | 1 | | | | | | | | | | | | | | | | |
| | 2 | 1 | 2.00 | | 1 | | | | | | | | | | | | | | | |
| | | 2 | | 1 | 1 | | | | | | | | | | | | | | | |
| Messengers | 1 | 2 | .75 | | | 1 | | 1 | | | | | | | | | | | | |
| | 2 | 2 | .96 | | 1 | | | | | | | | | | | | | | | |
| | 3 | 10 | 1.00 | 1 | 2 | 1 | 2 | 1 | 2 | 1 | 2 | 1 | | | | | | | | |
| | 4 | 1 | 1.54 | | | | | | | | | | | | | | | | | 1 |
| | | 15 | | 1 | 3 | 2 | 2 | 2 | 2 | 3 | 1 | 1 | 1 | | | | | | | 1 |
| Miners | 1 | 1 | 1.65 | | | | | 1 | | | | | | | | | | | | |
| | 2 | 4 | 1.70 | 1 | | | | | 1 | 2 | | | | | | | | | | |
| | 3 | 1 | 1.80 | | | | | | | 1 | | | | | | | | | | |
| | | 6 | | 1 | | | | 1 | 2 | 2 | | | | | | | | | | |
| Office boys | 1 | 1 | .50 | | | 1 | | | | | | | | | | | | | | |
| | 2 | 1 | .58 | 1 | | | | | | | | | | | | | | | | |
| | 3 | 2 | .66 | 1 | | 1 | | | | | | | | | | | | | | |
| | 4 | 1 | .75 | | | 1 | | | | | | | | | | | | | | |
| | 5 | 6 | 1.00 | 2 | 1 | | 2 | 1 | | | | | | | | | | | | |
| | 6 | 2 | 1.15 | | | | | | | 1 | | 1 | 1 | | | | | | | |
| | 7 | 2 | 1.35 | | | | | | 1 | | | 1 | 1 | | | | | | | |
| | | 15 | | 4 | 2 | 2 | 3 | 1 | 1 | 1 | 2 | | | | | | | | | |
| Paint cleaners..... | 1 | 1 | 1.00 | | | | | 1 | | | | | | | | | | | | |
| | 2 | 2 | 1.35 | 1 | | | | 1 | | | | | | | | | | | | |
| | 3 | 9 | 1.40 | 1 | 2 | 2 | 1 | | | 1 | 2 | | | | | | | | | |
| | 4 | 13 | 1.50 | 1 | 1 | 2 | 2 | 3 | | | 2 | 2 | | | | | | | | |
| | 5 | 1 | 1.60 | | | | | 1 | | | | | | | | | | | | |
| | 6 | 1 | 1.75 | | | | | 1 | | | | | | | | | | | | |
| | | 27 | | 3 | 3 | 5 | 5 | 4 | 1 | 4 | 2 | | | | | | | | | |
| Sparemen | 1 | 4 | 1.50 | 3 | | 1 | | | | | | | | | | | | | | |
| | 2 | 1 | 1.54 | | | | 1 | | | | | | | | | | | | | |
| | 3 | 59 | 1.75 | 39 | 7 | 10 | 1 | 1 | | | 1 | | | | | | | | | |
| | 4 | 4 | 1.90 | 4 | | | | | | | | | | | | | | | | |
| | 5 | 1 | 1.92 | | | 1 | | | | | | | | | | | | | | |
| | 6 | 1 | 2.50 | 1 | | | | | | | | | | | | | | | | |
| | | 70 | | 47 | 7 | 12 | 2 | 1 | | | 1 | | | | | | | | | |
| Stevedores | 1 | 3 | 1.35 | | | 1 | 1 | 1 | | | | | | | | | | | | |
| | 2 | 15 | 1.50 | 5 | 1 | 1 | 3 | 1 | | | | | | | | | | | 3 | 1 |
| | | 18 | | 5 | 1 | 2 | 4 | 2 | | | | | | | | | | | 3 | 1 |
| Switch lamp tender | 1 | 1 | 1.50 | | | | | | | | | 1 | | | | | | | | |
| | | 1 | | | | | | | | | | 1 | | | | | | | | |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 20 (GROUP I)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|--------------------------|--------------------------|-------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|----------------------------|---|
| 25 dolls. and under | 26 to 50 dolls. | 51 to 75 dolls. | 76 to 100 doll | 101 to 125 doll | 126 to 150 doll | 151 to 175 doll | 176 to 200 doll | 201 to 225 doll | 226 to 250 doll | 251 to 275 doll | 276 to 300 doll | 301 to 325 doll | 326 to 350 doll | 351 to 375 doll | 376 to 400 doll | 401 to 425 doll | 426 to 450 doll | 451 to 475 doll | 476 to 500 doll | 501 doll and over | |
| 2 | 3 | 1 | 2 | 1 | | | 1 | | | | | | | | | | | | | | 1 |
| | 1 | | | | | | | | | | | | | | | | | | | | 2 |
| 2 | 4 | 1 | 2 | 1 | | | 1 | | | | | | | | | | | | | | |
| 1 | | | 1 | | | | | | | | | | | | | | | | | | 1 |
| 1 | | | 1 | | | | | | | | | | | | | | | | | | 2 |
| | | 1 | | 1 | | | | | | | | | | | | | | | | | 1 |
| 1 | 1 | 2 | 1 | | 1 | 1 | | 1 | 2 | | | | | | | | | | | | 2 |
| | | | | | | | 1 | | | | 1 | | | | | | | | | | 3 |
| | | | | | | | | | | | | | | | | | | | | | 4 |
| 1 | 3 | 2 | | 2 | 1 | | 1 | 3 | | | 1 | | | | | | | | | 1 | |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | 1 | | | | | | | | | | | | 2 |
| 1 | | | | | | | | | | | | | | | | | | | | | 3 |
| 1 | | | | | | | | | 1 | | | | | | | | | | | | 1 |
| 1 | | | | | | | | | | | | | | | | | | | | | 2 |
| 1 | 1 | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | | 1 | | | | | | | | | | | | | | | | | | | 2 |
| 2 | 1 | 1 | | | | 2 | 1 | | 1 | | | | 1 | | 1 | | | | | | 4 |
| | | | | | | | | | | | | | | | | | | | | | 5 |
| 5 | 3 | | | | 2 | 1 | 1 | | 1 | | | | | 1 | 1 | | | | | | 6 |
| | | | | | | | | | | | | | | | | | | | | | 7 |
| | | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | | | 1 | | | | | | 1 | | | | | | | | | | | | 2 |
| 1 | 1 | | 1 | 1 | 1 | 1 | | | | | | | | | | | | | | | 3 |
| 1 | | | 1 | 1 | 1 | | 2 | 1 | 1 | 1 | | | | | | 2 | | | | | 4 |
| | | | | | | | | 1 | | | | | | | | | | | | | 5 |
| | | | | | | | | | | | | | | | | | | | | | 6 |
| 3 | 1 | 2 | 2 | 1 | 2 | 1 | 3 | 2 | 1 | 1 | | 2 | | | 2 | 2 | | 2 | | | 1 |
| 3 | | | 1 | | | | | | | | | | | | | | | | | | 2 |
| 27 | | | | | | 1 | | | | | | | | | | | | | | | 3 |
| 3 | 12 | 5 | 5 | 3 | 4 | | | | 1 | | | | | | | | | | | 1 | 4 |
| 3 | 1 | | | | | 1 | | | | | | | | | | | | | | | 5 |
| 1 | | | | | | | | | | | | | | | | | | | | | 6 |
| 34 | 13 | 5 | 6 | 3 | 4 | 2 | | | 1 | | | | 1 | | | | | | | 1 | |
| | | | | | | | | | | | | | | | | | | | | | 1 |
| 4 | 1 | 1 | 1 | | | 1 | | 2 | | 1 | | | | | | | | 1 | 1 | | 2 |
| 4 | 1 | 1 | 2 | | | 1 | 1 | 2 | | 1 | 1 | | | | | | | 1 | 1 | | 2 |
| | | | | | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | 1 | | | | | | 1 |
| | | | | | | | | | | | | | | | 1 | | | | | | |

a One \$531, one \$552.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 20 (GROUP I)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500—Concluded.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employ- ees. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|---------------------------|--------------------------------------|----------------------------|---|--|-------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|----------------------------|--|--|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 to days over. | | |
| Tallymen | 1 2 3 4 5 6 7 8 | 1 | \$1.50 | | | | | | | | 1 | | | |
| | | 1 | 1.54 | | | | | 1 | | | | | | |
| | | 3 | 1.60 | | | | | 1 | 1 | | | 1 | | |
| | | 1 | 1.70 | | | 1 | | | | | | | | |
| | | 1 | 2.10 | | | | 1 | | | | | | | |
| | | 1 | 2.11 | | | | | | | 1 | | | | |
| | | 1 | 2.15 | | | | | | | 1 | | | | |
| | | 1 | 2.31 | | 1 | | | | | | | | | |
| | | | 10 | | | 1 | 1 | 1 | 2 | 3 | 1 | 1 | | |
| | | Tinmiths' apprentice | 1 | 1 | 1.00 | | | 1 | | | | | | |
| 1 | | | | | | 1 | | | | | | | | |
| Track drillers | 1 | 3 | 1.75 | 2 | 1 | | | | | | | | | |
| | | 3 | | 2 | 1 | | | | | | | | | |
| Tunnel door tenders | 1 | 2 | 1.80 | | | 2 | | | | | | | | |
| | | 2 | | | | 2 | | | | | | | | |
| Warehousemen | 1 2 | 23 | 1.50 | 3 | | 7 | 1 | 7 | 5 | | | | | |
| | | 1 | 1.60 | | | | | 1 | | | | | | |
| | | 24 | | 3 | | 7 | 1 | 8 | 5 | | | | | |
| Watchmen, bridge | 1 2 | 1 | 1.75 | | 1 | | | | | | | | | |
| | | 1 | 1.90 | | 1 | | | | | | | | | |
| | | 2 | | | 2 | | | | | | | | | |
| Watchmen, dock | 1 2 | 3 | 1.50 | | | 1 | 1 | 1 | | | | | | |
| | | 2 | 1.65 | | | | 1 | 1 | | | | | | |
| | | 5 | | | | 1 | 2 | 2 | | | | | | |
| Water boys | 1 2 3 | 4 | .75 | 4 | | | | | | | | | | |
| | | 13 | 1.00 | 4 | 4 | 2 | 3 | | | | | | | |
| | | 2 | 1.25 | 1 | | | | | | | 1 | | | |
| | | 19 | | 9 | 4 | 2 | 3 | | | | 1 | | | |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 20 (GROUP I)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500—Concluded.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|--------------------------|--------------------------|-------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|----------------------------|---|
| 25 dolls. and under | 26 to 50 dolls. | 51 to 75 dolls. | 76 to 100 doll | 101 to 125 doll | 126 to 150 doll | 151 to 175 doll | 176 to 200 doll | 201 to 225 doll | 226 to 250 doll | 251 to 275 doll | 276 to 300 doll | 301 to 325 doll | 326 to 350 doll | 351 to 375 doll | 376 to 400 doll | 401 to 425 doll | 426 to 450 doll | 451 to 475 doll | 476 to 500 doll | 501 doll and over | |
| | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | 1 | | | 1 | | | | | | 1 |
| | | | | | | | | | | | 1 | | 1 | | | | | | | | 2 |
| | | | | | | 1 | | | | | | | | | | | | | | | 4 |
| | | | | | | | | | | | 1 | | | | | | | | | | 5 |
| | | | | | | | | | | | | | | | | | 1 | | | | 6 |
| | | | | | | 1 | | | | | | | | | | | 1 | | | | 7 |
| | | | | | | | | | | | | | | | | | | | | | 8 |
| | | | | | 1 | 1 | | | | | 2 | 1 | 1 | | 1 | | 2 | | | | 1 |
| | | | 1 | | | | | | | | | | | | | | | | | | 1 |
| | | | 1 | | | | | | | | | | | | | | | | | | 1 |
| 1 | 1 | | 1 | | | | | | | | | | | | | | | | | | 1 |
| 1 | 1 | | 1 | | | | | | | | | | | | | | | | | | 1 |
| | | | | 1 | 1 | | | | | | | | | | | | | | | | 1 |
| | | | | 1 | 1 | | | | | | | | | | | | | | | | 1 |
| 2 | 1 | | 4 | 3 | | | 1 | | 2 | | 5 | 5 | | | | | | | | | 1 |
| | | | | | | | | | | | | 1 | | | | | | | | | 2 |
| 2 | 1 | | 4 | 3 | | | 1 | | 2 | | 5 | 6 | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | | | | | 2 |
| | | | | | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | | | | | 2 |
| | | | | | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | | | | | 2 |
| | | | | | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | | | | | 2 |
| | | | | | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | | | | | 2 |
| | | | | | | | | | | | | | | | | | | | | | 1 |
| 4 | | | | | | | | | | | | | | | | | | | | | 1 |
| 4 | 4 | | 2 | | 2 | 1 | | | | | | | | | | | | | | | 2 |
| | | | | | | | | | | | | | | | | | | | | | 3 |
| | | | | | | | | | | | | | | | | | | | | | 3 |
| 8 | 5 | 2 | | 2 | 1 | | | | | | | | 1 | | | | | | | | 3 |

a \$541.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 20 (GROUP I)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employ- ees. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|-----------------------|------------------|---------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|-------|-------|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | |
| Accountants, car..... | 1 | 1 | \$1.35 | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... |
| | 2 | 1 | 1.69 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| | 3 | 2 | 3.85 | ..... | ..... | 1 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... |
| | 4 | ..... | ..... | ..... | ..... | ..... | 1 | ..... | 1 | 1 | ..... | ..... | 1 | ..... |
| Agents..... | 1 | 1 | .45 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| | 2 | 2 | .58 | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | 1 |
| | 3 | 3 | .84 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 |
| | 4 | 1 | 1.06 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 5 | 1 | 1.10 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| | 6 | 4 | 1.15 | ..... | ..... | 1 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... |
| | 7 | 6 | 1.25 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 8 | 1 | 1.30 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 9 | 6 | 1.35 | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 1 | ..... | ..... | ..... |
| | 10 | 1 | 1.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 11 | 1 | 1.42 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 12 | 1 | 1.46 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 13 | 3 | 1.50 | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... |
| | 14 | 11 | 1.54 | ..... | ..... | ..... | 3 | 1 | 1 | 3 | ..... | ..... | ..... | ..... |
| | 15 | 5 | 1.73 | ..... | ..... | 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 16 | 3 | 1.75 | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... |
| | 17 | 1 | 1.81 | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... |
| | 18 | 11 | 1.92 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | 2 | 1 | ..... | 7 |
| | 19 | 2 | 2.10 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 20 | 4 | 2.12 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 21 | 3 | 2.25 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... |
| | 22 | 4 | 2.31 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... |
| | 23 | 1 | 2.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 24 | 2 | 2.50 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 25 | 6 | 2.69 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 | 2 | ..... | ..... |
| | 26 | 4 | 2.88 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 | ..... | ..... |
| | 27 | 1 | 3.08 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 28 | 1 | 3.27 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 29 | 1 | 3.65 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 30 | 2 | 3.85 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 31 | 2 | 4.23 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... |
| | | 95 | ..... | ..... | 1 | 5 | 9 | 2 | 5 | 13 | 10 | 47 | 3 | |
| Agents, claim..... | 1 | 1 | 3.50 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 2 | 1 | 3.85 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | | 2 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Agents, freight..... | 1 | 1 | 1.75 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 2 | 1 | 2.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 3 | 1 | 2.69 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 4 | 1 | 3.85 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 5 | 1 | 4.23 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 6 | 1 | 4.81 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | | 6 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | 2 | ..... | ..... | 3 | |
| Agents, ticket..... | 1 | 1 | .54 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 2 | 1 | 1.75 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 3 | 1 | 1.92 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 4 | 2 | 2.12 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 5 | 1 | 2.30 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 6 | 2 | 2.69 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 7 | 3 | 2.88 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 8 | 3 | 3.85 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | | 14 | ..... | ..... | ..... | 1 | 1 | ..... | 3 | 1 | ..... | ..... | 8 | |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued

RAILROAD NO. 20 (GROUP I)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employes. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | | | | | |
|----------------------------|------------------|---------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|---|---|---|--|--|--|--|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | | | | | | |
| Baggagemasters | 1 | 2 | \$0.96 | | | | | | | | | | | | | | | | |
| | 2 | 2 | 1.15 | | | | | | | | | | | | | | | | |
| | 3 | 1 | 1.25 | | | | | | | | | | | | | | | | |
| | 4 | 22 | 1.54 | 4 | 1 | 5 | 2 | 3 | 1 | 1 | 5 | | | | | | | | |
| | 5 | 1 | 1.60 | | | | | | | | | | | | | | | | |
| | 6 | 2 | 1.70 | | 1 | | 1 | | | | | | | | | | | | |
| | 7 | 6 | 1.73 | | | 1 | 1 | 1 | 1 | 1 | 2 | | | | | | | | |
| | 8 | 1 | 1.75 | | 1 | | | | | | | | | | | | | | |
| | 9 | 2 | 1.80 | | | | | | | | | | | | | | | | |
| | 10 | 3 | 1.83 | | | | | | 1 | | | | | | | | | | |
| | 11 | 13 | 1.90 | | 1 | | | 1 | 3 | 1 | 1 | 1 | 6 | 3 | 1 | | | | |
| | 12 | 5 | 1.92 | | | | | | | 1 | 1 | 1 | 1 | 3 | 1 | | | | |
| | 13 | 3 | 2.00 | | | | | | | 1 | | 1 | 1 | 1 | 1 | | | | |
| | 14 | 8 | 2.12 | | | | | | | | 2 | 1 | 1 | 5 | 1 | | | | |
| | 15 | 15 | 2.20 | | 2 | | | | | | | | 4 | 9 | 1 | | | | |
| | 16 | 1 | 2.31 | | | | | | | | | | | | | | | | |
| | | 87 | | 7 | 3 | 6 | 5 | 9 | 7 | 11 | 37 | 2 | | | | | | | |
| Baggagemaster and clerk .. | 1 | 1 | 1.92 | | | | | | | | | | | | | | | | |
| | | 1 | | | | | | | | | | | | | | | | | |
| Baggagemen | 1 | 3 | 1.54 | | | | | | | | | | | | | | | | |
| | 2 | 1 | 1.60 | | | | | | | 1 | | | | | | | | | |
| | 3 | 1 | 1.80 | | | | | | | | | | | | | | | | |
| | 4 | 2 | 2.00 | | | | 1 | | | | | | | | | | | | |
| | 5 | 1 | 2.20 | | | | 1 | | | | | | | | | | | | |
| | | 8 | | | | 1 | 1 | | 1 | | | | | | | | | | |
| Blacksmiths | 1 | 4 | 2.00 | 1 | | 1 | | | | | | | | | | | | | |
| | 2 | 3 | 2.20 | | | 1 | | | | | | | | 2 | | | | | |
| | 3 | 7 | 2.25 | | | 1 | | | | | 1 | | 1 | | | | | | |
| | 4 | 2 | 2.30 | 3 | 1 | | 2 | | | 1 | | | | | | | | | |
| | 5 | 2 | 2.40 | | | | | | | | | | 1 | 1 | | | | | |
| | 6 | 3 | 2.50 | | | | | | 2 | | | | 1 | 1 | | | | | |
| | 7 | 2 | 2.70 | | | | | | | | | | 2 | | | | | | |
| | 8 | 11 | 2.75 | | | | | | | | | | 7 | 2 | | | | | |
| | 9 | 1 | 2.80 | | | | | | | | | | | | | | | | |
| | 10 | 1 | 2.90 | | | | | | | | | | | | | | | | |
| | 11 | 2 | 3.00 | | | | | | | | | 1 | | | | | | | |
| | 12 | 1 | 3.25 | | | | | | | | | | | | | | | | |
| | | 39 | | 4 | 1 | 4 | 2 | 3 | 3 | 16 | 6 | | | | | | | | |
| Blacksmiths' helpers | 1 | 3 | 1.60 | | | | | | | | | | | | | | | | |
| | 2 | 23 | 1.65 | | | | | | | | | | | | | | | | |
| | 3 | 2 | 1.70 | | | | | | | | | | | | | | | | |
| | 4 | 1 | 1.75 | | | | | | | | | | | | | | | | |
| | 5 | 1 | 1.80 | | | | | | | | | | | | | | | | |
| | | 30 | | | | 1 | 4 | 2 | 7 | 2 | 5 | 9 | | | | | | | |
| Boilermakers | 1 | 1 | 1.50 | | | | | | | | | | | | | | | | |
| | 2 | 3 | 1.60 | | | | | | | | | | | | | | | | |
| | 3 | 1 | 1.75 | | | | | | | | | | | | | | | | |
| | 4 | 1 | 2.00 | | | | | | | | | | | | | | | | |
| | 5 | 4 | 2.75 | | | | | | | | | | 3 | 1 | | | | | |
| | 6 | 1 | 3.25 | | | | | | | | | | | | | | | | |
| | | 11 | | | | | | | | | | 3 | 8 | | | | | | |
| Bookkeeper | 1 | 1 | 2.12 | | | | | | | | | | | | | | | | |
| | | 1 | | | | | | | | | | | | | | | | | |

REPORT OF THE COMMISSIONER OF LABOR.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 20 (GROUP I)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 to \$1,000—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employ- ees. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | | | | | | |
|----------------------------|------------------|---------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|---|--|---|--|--|--|--|--|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | | | | | | | |
| Brakemen..... | 1 | 1 | \$1.50 | | | | 1 | | | | | | | | | | | | | |
| | 2 | 2 | 1.54 | 2 | | | | | | | | | | | | | | | | |
| | 3 | 4 | 1.70 | | 1 | | | | | | | | | | | | | | | |
| | 4 | 1 | 1.73 | 1 | | | | | | | | | 1 | | 2 | | | | | |
| | 5 | 68 | 1.75 | 1 | | | | | | | | | | | | | | | | |
| | 6 | 13 | 1.90 | 30 | 10 | 11 | 6 | 4 | 4 | 2 | 1 | 1 | 3 | | | | | | | |
| | 7 | 1 | 2.00 | | | 1 | | | | | | | | | | | | | | |
| | 90 | | | 35 | 13 | 14 | 9 | 4 | 5 | 4 | 6 | | | | | | | | | |
| Brakemen, freight..... | 1 | 13 | 1.60 | 9 | 3 | 1 | | | | | | | | | | | | | | |
| | 2 | 5 | 1.70 | 2 | | 2 | 1 | | | | | | | | | | | | | |
| | 3 | 320 | 1.75 | 98 | 37 | 48 | 44 | 33 | 16 | 20 | 23 | 1 | | | | | | | | |
| | 4 | 139 | 1.90 | 19 | 14 | 11 | 12 | 9 | 12 | 18 | 41 | 3 | | | | | | | | |
| | 5 | 6 | 2.00 | | 2 | | | | | | | 4 | | | | | | | | |
| | 6 | 3 | 2.12 | 1 | | 2 | | | | | | | | | | | | | | |
| | 7 | 2 | 2.31 | | | | | | | 1 | | | 1 | | | | | | | |
| | 8 | 1 | 2.75 | 1 | | | | | | | | | | | | | | | | |
| | 489 | | | 130 | 56 | 64 | 57 | 42 | 29 | 38 | 69 | 4 | | | | | | | | |
| Brakemen, freight yard ... | 1 | 1 | 1.50 | | | | | | | 1 | | | | | | | | | | |
| | 2 | 3 | 1.60 | 2 | 1 | | | | | | | | | | | | | | | |
| | 3 | 5 | 1.70 | | | | | | | | | | | | | | | | | |
| | 4 | 24 | 1.75 | 6 | 7 | 7 | 1 | 2 | 1 | 1 | 1 | | | | | | | | | |
| | 5 | 2 | 1.85 | | | | 1 | 1 | 1 | | 1 | | | | | | | | | |
| | 6 | 21 | 1.90 | 5 | 2 | 2 | 3 | 1 | 3 | | 5 | | | | | | | | | |
| | 56 | | | 13 | 10 | 10 | 6 | 4 | 5 | 2 | 6 | | | | | | | | | |
| Brakemen, passenger..... | 1 | 5 | 1.54 | 2 | 1 | 1 | 1 | | | | | | | | | | | | | |
| | 2 | 44 | 1.60 | 21 | 5 | 5 | 6 | | 1 | 2 | 4 | | | | | | | | | |
| | 3 | 13 | 1.70 | 1 | 1 | 1 | 2 | 1 | | 2 | 5 | | | | | | | | | |
| | 4 | 9 | 1.80 | | 2 | 2 | 2 | 1 | | 2 | 3 | | | | | | | | | |
| | 5 | 11 | 1.90 | 1 | 2 | 2 | 1 | 2 | | 1 | 2 | | | | | | | | | |
| | 6 | 6 | 1.92 | | | | 3 | 1 | | 1 | 1 | | | | | | | | | |
| | 7 | 24 | 2.00 | 2 | 1 | 2 | 1 | 2 | 1 | 1 | 14 | 1 | | | | | | | | |
| | 8 | 1 | 2.10 | | | | | | | | 1 | | | | | | | | | |
| | 113 | | | 27 | 12 | 11 | 16 | 6 | 2 | 9 | 29 | 1 | | | | | | | | |
| Brakemen, work train..... | 1 | 9 | 1.75 | | | 3 | 3 | 1 | | | | 2 | | | | | | | | |
| | 2 | 9 | 1.90 | | | 1 | 1 | | 1 | 2 | 4 | | | | | | | | | |
| | 18 | | | | | 4 | 4 | 1 | 1 | 2 | 6 | | | | | | | | | |
| Brakemen, yard..... | 1 | 2 | 1.54 | | | 1 | 1 | | | | | | | | | | | | | |
| | 2 | 17 | 1.60 | 15 | 1 | 1 | 1 | | | | | | | | | | | | | |
| | 3 | 4 | 1.70 | 1 | 1 | 2 | | | | | | | | | | | | | | |
| | 4 | 123 | 1.75 | 67 | 15 | 13 | 12 | 4 | 9 | 1 | 2 | | | | | | | | | |
| | 5 | 6 | 1.85 | 2 | | | 1 | 2 | 1 | | | | | | | | | | | |
| | 6 | 13 | 1.90 | | 1 | 1 | 2 | 1 | 3 | 1 | 4 | | | | | | | | | |
| | 7 | 3 | 2.10 | | | 1 | | 1 | 1 | | | | | | | | | | | |
| | 8 | 1 | 2.75 | 1 | | | | | | | | | | | | | | | | |
| | 169 | | | 86 | 18 | 18 | 17 | 8 | 14 | 2 | 6 | | | | | | | | | |
| Carder..... | 1 | 1 | 1.73 | | | | | | | | | | | | | | | | | |
| | 1 | | | | | | | | | | | | | | | | | | | |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 20 (GROUP I)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|---------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|-----------------------------|---|
| 50 dolls. and under | 51 to 100 dolls. | 101 to 150 dolls. | 151 to 200 doll | 201 to 250 doll | 251 to 300 doll | 301 to 350 doll | 351 to 400 doll | 401 to 450 doll | 451 to 500 doll | 501 to 550 doll | 551 to 600 doll | 601 to 650 doll | 651 to 700 doll | 701 to 750 doll | 751 to 800 doll | 801 to 850 doll | 851 to 900 doll | 901 to 950 doll | 951 to 1000 doll | 1001 doll and over | |
| | | | 1 | | | | | | | | | | | | | | | | | | 1 |
| 2 | | | | | | | | | | | | | | | | | | | | | 2 |
| | 1 | | | | | | | | | 2 | 1 | | | | | | | | | | 3 |
| 33 | 10 | 4 | 9 | 1 | 2 | 2 | 4 | | 1 | 2 | | | | | | | | | | | 4 |
| 2 | 2 | 1 | 1 | 1 | 1 | | | | 1 | 1 | 1 | 2 | | | | | | | | | 5 |
| | | 1 | | | | | | | | | | | | | | | | | | | 6 |
| | | | | | | | | | | | | | | | | | | | | | 7 |
| 38 | 13 | 6 | 11 | 2 | 3 | 2 | 4 | | 2 | 5 | 2 | 2 | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | 1 |
| 11 | 2 | 2 | 1 | | | | | | | | | | | | | | | | | | 2 |
| 2 | | 2 | 28 | 27 | 10 | 25 | 14 | 5 | 10 | 14 | 13 | 3 | 2 | | | | | | | | 3 |
| 107 | 41 | 21 | 8 | 7 | 4 | 4 | 8 | 6 | 8 | 9 | 23 | 11 | 12 | 1 | | | | | | | 4 |
| 20 | 14 | 4 | | | | | | | | | | 2 | | 2 | | | | | | | 5 |
| | 2 | | | | | | | | | | | | | | | | | | | | 6 |
| 1 | | 1 | 1 | | | | | | | | 1 | | | | 1 | | | | | | 7 |
| | | | | | | | | | | | | | | | | | | | | | 8 |
| 1 | | | | | | | | | | | | | | | | | | | | | |
| 142 | 59 | 28 | 37 | 35 | 14 | 29 | 22 | 11 | 18 | 23 | 37 | 16 | 14 | 3 | 1 | | | | | | |
| | | | | | | | | 1 | | | | | | | | | | | | | 1 |
| 3 | | | 2 | | 2 | | | | 1 | | | | | | | | | | | | 2 |
| | | | | | | | 1 | | | | | | | | | | | | | | 3 |
| 8 | 6 | 4 | 2 | 1 | 1 | | | | 1 | 1 | | | | | | | | | | | 4 |
| | | | | | | | 2 | 2 | | | | 1 | 3 | 1 | | | | | | | 5 |
| 5 | 2 | 2 | 1 | 2 | | | | | | | | | | | | | | | | | 6 |
| | | | | | | | | | | | | | | | | | | | | | |
| 16 | 8 | 6 | 5 | 2 | 5 | | 4 | 2 | 2 | 1 | 1 | 3 | 1 | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | 1 |
| 2 | 1 | 1 | 1 | 1 | | | | | 1 | 4 | | | | | | | | | | | 2 |
| 23 | 4 | 4 | 5 | 1 | | 1 | | 1 | 1 | 2 | | 3 | | | | | | | | | 3 |
| 1 | 2 | | 1 | 2 | | | | | 1 | 2 | | 1 | 1 | | | | | | | | 4 |
| | | | | | | | | | | | | | | | | | | | | | 5 |
| 1 | 2 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | | 1 | 2 | 1 | | 1 | | | | | | | 6 |
| | | | | | | | | | | | | | | | | | | | | | 7 |
| 2 | 1 | 1 | 1 | 1 | 1 | 2 | | | 1 | | | 9 | 3 | 3 | | | | | | | 8 |
| | | | | | | | | | | 1 | | | | | | | | | | | |
| 29 | 12 | 8 | 9 | 6 | 2 | 5 | 2 | 2 | 4 | 10 | 7 | 10 | 4 | 3 | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| | | | 3 | | 3 | | 1 | | | 1 | 1 | | | | | | | | | | 1 |
| | | | 1 | | 1 | | | | | 2 | 4 | | | | | | | | | | 2 |
| | | | | | | | | | | | | | | | | | | | | | |
| | | 3 | 1 | 3 | 1 | 1 | | | 1 | 3 | 5 | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| | | 1 | 1 | | | | | | | | | | | | | | | | | | 1 |
| 15 | 1 | | | 1 | | | | | | | | | | | | | | | | | 2 |
| 1 | 2 | 1 | | 1 | | | | | | | | | | | | | | | | | 3 |
| 73 | 14 | 5 | 6 | 9 | 3 | 1 | 7 | 2 | | 1 | 1 | | 1 | | | | | | | | 4 |
| 2 | | | | 1 | | 2 | 1 | 1 | | | | | | | | | | | | | 5 |
| | | | | 1 | | 1 | 1 | 1 | | | | 4 | 1 | | | | | | | | 6 |
| | 1 | 1 | | | | | | | | | | | | | | | | | | | 7 |
| | | | | | | | | | | | | | | | | | | | | | 8 |
| 92 | 18 | 8 | 8 | 12 | 4 | 4 | 8 | 6 | 1 | 1 | 5 | 1 | 1 | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | 1 | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 20 (GROUP I)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employees. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | |
|--------------------------|------------------|----------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|---|---|--|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | | |
| Carpenters | 1 | 1 | \$1.50 | | | | | | 1 | | | | | | |
| | 2 | 4 | 1.75 | 1 | 1 | | | | 1 | | | 1 | | | |
| | 3 | 18 | 2.00 | | 3 | 3 | 2 | 2 | 4 | | | | | | |
| | 4 | 24 | 2.25 | 3 | 2 | 8 | 2 | 2 | 3 | | | | 4 | | |
| | 5 | 18 | 2.50 | 2 | 2 | 3 | 1 | 2 | 1 | 2 | 5 | | | | |
| | 6 | 5 | 2.60 | | | 1 | | | | 1 | 2 | 1 | | | |
| | 7 | 1 | 2.75 | | | | 1 | | | | | | | | |
| | 8 | 1 | 2.80 | | | | | | | | | | 1 | | |
| | 72 | | | 9 | 8 | 14 | 6 | 9 | 6 | 5 | 15 | | | | |
| Cashiers, assistant..... | 1 | 1 | 1.92 | | | | | 1 | | | | | | | |
| | 2 | 4 | 2.31 | 1 | | | | | | 1 | 1 | 1 | | | |
| | 5 | | | 1 | | | | 1 | | 1 | 1 | 1 | | | |
| Checker | 1 | 1 | 1.95 | | | | | | | | | | 1 | | |
| | 1 | | | | | | | | | | | | 1 | | |
| Cleaners, car | 1 | 12 | 1.00 | | | | 1 | | | | 4 | 7 | | | |
| | 2 | 34 | 1.50 | 3 | 3 | 6 | | 1 | 3 | 2 | 15 | 1 | | | |
| | 3 | 1 | 1.75 | | | | | | | | | 1 | | | |
| | 47 | | | 3 | 3 | 7 | | 1 | 3 | 6 | 23 | 1 | | | |
| Cleaners, office | 1 | 2 | 1.35 | 1 | | | | | 1 | | | | | | |
| | 2 | 1 | 1.50 | | | | | | | | | 1 | | | |
| | 3 | | | 1 | | | | | | | | 1 | | | |
| Clerks | 1 | 2 | .62 ⁵ / ₈ | 1 | | | | | | | | | 1 | | |
| | 2 | 3 | .77 | | | 1 | 1 | 1 | | | | | | | |
| | 3 | 1 | .85 | 1 | | | | | | | | | | | |
| | 4 | 9 | .96 | | | | 3 | 2 | 1 | | | 2 | | | |
| | 5 | 7 | 1.00 | | 1 | 1 | 3 | | | | | | | | |
| | 6 | 12 | 1.06 | | | | 1 | | | | | | | | |
| | 7 | 12 | 1.15 | 5 | 1 | 2 | 1 | 1 | 1 | | | 1 | | | |
| | 8 | 5 | 1.16 | 1 | 1 | 1 | | 1 | | | 1 | | | | |
| | 9 | 4 | 1.25 | | | | 1 | 2 | 1 | | | | | | |
| | 10 | 1 | 1.30 | | | | | | | | | | 1 | | |
| | 11 | 1 | 1.34 | | 1 | | | | | | | | | | |
| | 12 | 13 | 1.35 | | | 4 | 2 | 3 | 1 | 1 | | 2 | | | |
| | 13 | 3 | 1.40 | | | | 2 | 2 | | | | 1 | | | |
| | 14 | 14 | 1.50 | 2 | | 1 | 2 | 3 | 1 | | | 5 | | | |
| | 15 | 25 | 1.54 | 4 | 1 | 5 | 3 | 2 | 4 | 3 | 3 | 3 | | | |
| | 16 | 4 | 1.55 | | 1 | | | | | | 1 | | 2 | | |
| | 17 | 8 | 1.60 | 3 | | 1 | | | 1 | | | 3 | | | |
| | 18 | 2 | 1.65 | | | | | | 1 | | | | 1 | | |
| | 19 | 4 | 1.66 | | | | 1 | | | | | 1 | 2 | | |
| | 20 | 4 | 1.66 | | | | | | | | | | 2 | | |
| | 21 | 7 | 1.69 | | | | | 1 | | | | 1 | 5 | | |
| | 22 | 5 | 1.70 | | | | 1 | 1 | 1 | | | 1 | | 1 | |
| | 23 | 51 | 1.73 | 8 | 3 | 5 | 4 | 4 | 5 | 2 | 2 | 17 | 3 | | |
| | 24 | 52 | 1.75 | 13 | 2 | 8 | 6 | 4 | 4 | 6 | 3 | 9 | | | |
| | 25 | 14 | 1.90 | 2 | | 3 | 2 | 1 | 1 | 1 | 3 | 1 | 1 | 2 | |
| | 26 | 49 | 1.92 | 5 | 2 | 5 | 3 | 4 | 8 | 3 | 3 | 17 | 2 | | |
| | 27 | 7 | 1.93 | | | | | | | | 1 | 4 | 2 | | |
| | 28 | 22 | 1.95 | | 1 | 2 | 1 | 3 | 3 | 3 | | 7 | 2 | | |
| | 29 | 9 | 2.00 | 2 | | | | | 1 | | | 5 | 1 | | |
| | 30 | 3 | 2.10 | | | | 1 | | | | | | 2 | | |
| | 31 | 1 | 2.11 | | | | | | | | | | | | |
| | 32 | 6 | 2.12 | | | | | 1 | 1 | 1 | | 3 | | | |
| | 33 | 4 | 2.15 | | | | 1 | | | | | 1 | 1 | 2 | |
| | 34 | 2 | 2.20 | | | | | | | | | | 2 | | |
| | 35 | 7 | 2.25 | | | | 2 | 1 | | | | 4 | 3 | | |
| | 36 | 17 | 2.31 | 3 | 2 | 1 | 4 | 1 | | | 2 | 3 | 1 | | |
| | 2 | 2.40 | | | | | | | | | | 2 | | | |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 20 (GROUP I)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|---------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|-----------------------------|----|
| 50 dolls. and under | 51 to 100 dolls. | 101 to 150 dolls. | 151 to 200 doll | 201 to 250 doll | 251 to 300 doll | 301 to 350 doll | 351 to 400 doll | 401 to 450 doll | 451 to 500 doll | 501 to 550 doll | 551 to 600 doll | 601 to 650 doll | 651 to 700 doll | 701 to 750 doll | 751 to 800 doll | 801 to 850 doll | 851 to 900 doll | 901 to 950 doll | 951 to 1000 doll | 1001 doll and over | |
| 1 | 1 | | | | | 1 | | | | 1 | | | | | | | | | | | 1 |
| 3 | 3 | 1 | 1 | 1 | 1 | 2 | 1 | 1 | | | | | | | | | | | | | 2 |
| 3 | 1 | 6 | | 3 | 1 | 1 | 2 | | 2 | 1 | | 2 | 2 | 1 | 1 | | | | | | 3 |
| 1 | 3 | 3 | 1 | | | 1 | | 1 | 1 | 1 | | | 2 | 2 | 4 | 1 | | | | | 4 |
| | | | | | | | | | | | | | 2 | 1 | 1 | | | | | | 5 |
| | | | | | | | | | | | | | | | | | | | | | 6 |
| | | | | | | | | | | | | | | | | | | | | | 7 |
| | | | | | | | | | | | | | | | | | | | | | 8 |
| 8 | 8 | 10 | 2 | 4 | 2 | 6 | 4 | 2 | 3 | 3 | | 2 | 5 | 4 | 6 | 2 | | 1 | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| 1 | | | 1 | | | | | | | | | | | | | | | | | | 1 |
| 1 | | | 1 | | | | | | | | | | | | | | | | | | 2 |
| | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| 4 | 5 | 3 | | 1 | | 4 | 7 | | | | | | | | | | | | | | 1 |
| | | | | | | 2 | 1 | 2 | 9 | 6 | 1 | | | | | | | | | | 2 |
| | | | | | | | | | | | | | | | | | | | | | 3 |
| 4 | 6 | 3 | | 1 | 4 | 9 | 1 | 2 | 9 | 6 | 1 | 1 | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| 1 | | | | 1 | | | | | | 1 | | | | | | | | | | | 1 |
| 1 | | | | 1 | | | | | | 1 | | | | | | | | | | | 2 |
| | | | | | | | | | | | | | | | | | | | | | |
| 1 | | | 1 | | | | | | | | | | | | | | | | | | 1 |
| | 2 | 1 | | | | | | | | | | | | | | | | | | | 2 |
| 1 | | | 4 | 1 | 1 | | 2 | | | | | | | | | | | | | | 3 |
| 1 | 3 | 3 | | | | | | | | | | | | | | | | | | | 4 |
| | | 1 | | | | | | | | | | | | | | | | | | | 5 |
| 6 | 2 | 2 | 1 | 2 | | | 1 | | | | | | | | | | | | | | 6 |
| 2 | | 1 | 1 | 1 | | | | | | | | | | | | | | | | | 7 |
| | | 1 | 1 | 1 | | | | | 1 | | | | | | | | | | | | 8 |
| | | 1 | 1 | 1 | | | | | | | | | | | | | | | | | 9 |
| | | 2 | 2 | 3 | | 1 | 1 | 2 | | | | | | | | | | | | | 10 |
| | | | | | | | | | | | | | | | | | | | | | 11 |
| | | | | | | | | | | | | | | | | | | | | | 12 |
| 2 | | 1 | 2 | 2 | 3 | | | | 1 | | | | | | | | | | | | 13 |
| 5 | 1 | 4 | 2 | 1 | 2 | 1 | 4 | 1 | 2 | 4 | | | | | | | | | | | 14 |
| 1 | | | | | 1 | 1 | | | 1 | 1 | | | | | | | | | | | 15 |
| 3 | | 1 | | | 1 | | | | 1 | 2 | 1 | | | | | | | | | | 16 |
| | | | | | | | | | | | | | | | | | | | | | 17 |
| | | | 1 | | | | | | 1 | | | | | | | | | | | | 18 |
| | | | | | | | | | | | | | | | | | | | | | 19 |
| | | | | | | | | | | | | | | | | | | | | | 20 |
| | 1 | | | 1 | 1 | 1 | | 1 | | | | | | | | | | | | | 21 |
| 8 | 6 | 2 | 1 | 3 | | 4 | 4 | 1 | 2 | 12 | 3 | | 1 | | | | | | | | 22 |
| 14 | 1 | 6 | 2 | 4 | 4 | 2 | 2 | 3 | 3 | 4 | 4 | 3 | | | | | | | | | 23 |
| 2 | | 2 | 1 | 1 | 2 | 1 | 1 | 1 | 2 | 1 | 2 | 1 | | | | | | | | | 24 |
| 5 | 2 | 3 | 2 | 1 | 2 | 2 | 6 | 2 | 2 | 3 | 8 | 6 | 2 | 2 | 1 | | | | | | 25 |
| | | | | | | | | | | | | | | | | | | | | | 26 |
| | 1 | 1 | 1 | | 1 | 3 | 1 | 1 | 1 | 2 | 2 | | 2 | 4 | 1 | 1 | | | | | 27 |
| | | | | | | | | | | | | | | | | | | | | | 28 |
| | | | 1 | | | | | | | | | | | | | | | | | | 29 |
| | | | | | | | | | | | | | | | | | | | | | 30 |
| | | | | | | | | | | | | | | | | | | | | | 31 |
| | | | 1 | | | | | | | | | | | | | | | | | | 32 |
| | | | | | | | | | | | | | | | | | | | | | 33 |
| | | | 1 | 1 | 1 | | | | | | | | | | | | | | | | 34 |
| 3 | 1 | 1 | 1 | 1 | 1 | 2 | 1 | | | | | | | | | | | | | | 35 |
| | | | | | | | | | | | | | | | | | | | | | 36 |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 20 (GROUP I)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 163.]

| Occupation. | Marginal number. | Number of employ- ees. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | |
|-----------------------------|------------------|---------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|---|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | |
| Clerks—concluded | 37 | 7 | \$2.50 | | | | 1 | | | | | 6 | |
| | 38 | 3 | 2.69 | | | | | 1 | | | 1 | 1 | |
| | 39 | 2 | 2.75 | | | | 1 | | | | | 1 | |
| | 40 | 5 | 2.88 | | | | | 3 | | | | 2 | |
| | 41 | 1 | 2.89 | | | | | | | | | 1 | |
| | 42 | 3 | 3.00 | | 1 | | | | | | | 2 | |
| | 43 | 3 | 3.08 | | | | 1 | | | 1 | | 1 | |
| | 44 | 1 | 3.20 | | | 1 | | | | | | | |
| | 45 | 1 | 3.21 | | | 1 | | | | | | | |
| | 46 | 1 | 3.27 | | | | | | | | | | 1 |
| | 47 | 4 | 3.46 | | | | 1 | | | 1 | | 2 | |
| 48 | 4 | 3.85 | | | | | 1 | 1 | | | 2 | | |
| | | 412 | | 50 | 17 | 52 | 49 | 41 | 33 | 28 | 124 | 18 | |
| Coal shovellers | 1 | 82 | 1.50 | 43 | 5 | 6 | 2 | 6 | 2 | 4 | 13 | 1 | |
| | 2 | 4 | 1.70 | 1 | | | 1 | | | | | | |
| | 3 | 9 | 2.00 | | | | | | | | | | |
| | | 95 | | 53 | 5 | 8 | 3 | 6 | 2 | 4 | 13 | 1 | |
| Collectors | 1 | 1 | 2.31 | | | | | | 1 | | | | |
| | 2 | 1 | 2.88 | | | | | 1 | | | | | |
| | | 2 | | | | | | 1 | 1 | | | | |
| Conductors | 1 | 2 | 1.90 | | 1 | | 1 | | | | | | |
| | 2 | 2 | 2.20 | | 1 | | | | | | | 1 | |
| | 3 | 1 | 2.25 | | | | 1 | | | | | | |
| | 4 | 5 | 2.30 | | | 1 | | 2 | | | | 2 | |
| | 5 | 2 | 2.50 | 1 | | | | | | | | 1 | |
| | 6 | 2 | 2.75 | | | | | | 1 | 1 | | | |
| | 14 | | 1 | 2 | 1 | 2 | 2 | 1 | 1 | 4 | | | |
| Conductors, freight | 1 | 1 | 2.20 | | | | | 1 | | | | | |
| | 2 | 17 | 2.31 | | | 3 | | 3 | 1 | 3 | 6 | 1 | |
| | 3 | 25 | 2.50 | 6 | 2 | 3 | 2 | 1 | 2 | 1 | 6 | 2 | |
| | 4 | 40 | 2.75 | | | 1 | 2 | 2 | 6 | 5 | 22 | 2 | |
| | 83 | | 6 | 2 | 7 | 4 | 7 | 9 | 9 | 34 | 5 | | |
| Conductors, passenger | 1 | 1 | 1.60 | | 1 | | | | | | | | |
| | 2 | 2 | 2.20 | 2 | | | | | | | | | |
| | 3 | 4 | 2.50 | | | | 1 | | | 2 | 1 | | |
| | 4 | 7 | 2.60 | | | | 1 | | | | 6 | | |
| | 5 | 3 | 2.69 | | | | | | | | 3 | | |
| | 6 | 7 | 2.70 | | | | | | | 2 | 5 | | |
| | 7 | 5 | 2.80 | | | | | 2 | | 2 | | 1 | |
| | 8 | 6 | 2.88 | | | | | | | | 5 | 1 | |
| | 9 | 17 | 3.30 | | | 2 | | | 1 | 5 | 9 | | |
| | 10 | 1 | 3.45 | | | | | | 1 | | | | |
| | 53 | | 2 | 1 | 2 | 2 | 2 | 2 | 11 | 29 | 2 | | |
| Conductors, yard | 1 | 4 | 1.90 | | | 2 | 1 | | 1 | | | | |
| | 2 | 6 | 2.20 | 2 | 1 | | | 1 | | | 1 | | |
| | 3 | 2 | 2.25 | 1 | | | | | | | 1 | | |
| | 4 | 8 | 2.30 | 1 | 1 | 1 | | | 2 | | 3 | | |
| | 5 | 1 | 2.40 | 1 | | | | | | | | | |
| | 6 | 3 | 2.75 | | | 1 | 1 | | | | 1 | | |
| | 24 | | 5 | 2 | 4 | 3 | | 4 | | 6 | | | |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 20 (GROUP I)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Num-ber of em-ploy-és. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|----------------------------|------------------|------------------------|--|--|---------------|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-------------------|----|---|
| | | | | 25 days and under | 26 to 50 days | 51 to 100 days | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over | | |
| Coopers | 1 | 1 | \$1.66½ | | | | | | | | | | 1 | |
| | 2 | 1 | 1.92 | | | | | | | 1 | | | | |
| Coppersmiths | | 2 | | | | | | | | 1 | | | | 1 |
| | 1 | 1 | 2.25 | | | | | | | | | | 1 | |
| | 2 | 1 | 2.50 | | | | | | | | | 1 | | |
| Crossing tenders | | 2 | | | | | | | | | | 1 | 1 | |
| | 1 | 1 | .19 | | | | | | | | | | 1 | |
| | 2 | 1 | .75 | | | | | | | | | | 1 | |
| | 3 | 4 | 1.00 | | | | | | | | | 2 | 2 | |
| | 4 | 3 | 1.10 | | | | | | | | | | 2 | |
| | 5 | 2 | 1.15 | | | | | | | 2 | | | | |
| | 6 | 5 | 1.31 | | | | | | 4 | | | | | 1 |
| | 7 | 2 | 1.40 | | | | | | | | | | 2 | |
| | 8 | 1 | 1.45 | | | | | | | | | | | 1 |
| | 9 | 1 | 1.43 | | | | | | | | | | | 1 |
| | 10 | 2 | 1.50 | | | | | | | | 1 | | 1 | |
| 11 | 9 | 1.60 | | | 2 | | | 1 | 2 | | | | 4 | |
| | 30 | | | | 2 | | | 5 | 4 | 3 | 10 | 6 | | |
| Depotmaster | 1 | 1 | 3.85 | | | | | | | 1 | | | | |
| | | 1 | | | | | | | | 1 | | | | |
| Dispatchers | 1 | 1 | 2.00 | | | | | | | | | | 1 | |
| | 2 | 1 | 2.35 | | | | | | | | | | 1 | |
| | 3 | 1 | 2.50 | | | | | | | | | | 1 | |
| | 4 | 6 | 2.70 | | | | 1 | | | 2 | | | 3 | |
| | 5 | 1 | 3.85 | | | 1 | | | | | | | | |
| | 10 | | | | 1 | | 1 | | 2 | | | 6 | | |
| Draw tenders | 1 | 1 | 1.50 | | | | | | | | | | 1 | |
| | 2 | 1 | 1.73 | | | | | | | | | | 1 | |
| | | 2 | | | | | | | | | | | 2 | |
| Engineers, hydraulic..... | 1 | 1 | 2.25 | | 1 | | | | | | | | | |
| | 2 | 1 | 3.85 | | | | | 1 | | | | | | |
| | | 2 | | | 1 | | | 1 | | | | | | |
| Firemen..... | 1 | 2 | 1.60 | | 1 | | | 1 | | | | | | |
| | 2 | 11 | 1.65 | | 3 | 4 | 3 | 1 | | | | | | |
| | 3 | 24 | 1.73 | | | | | 4 | 8 | 5 | 5 | 2 | 2 | |
| | 4 | 37 | 1.75 | | 7 | 3 | 4 | 3 | 3 | 7 | 2 | 6 | 2 | |
| | 5 | 38 | 1.85 | | 1 | | 2 | 2 | 3 | 4 | 4 | 15 | 3 | |
| | 6 | 64 | 1.90 | | 6 | 2 | 7 | 2 | 4 | 7 | 2 | 25 | 9 | |
| | 7 | 49 | 2.00 | | 3 | 5 | 4 | 7 | 8 | 3 | 3 | 10 | 6 | |
| | 8 | 14 | 2.25 | | | 3 | 5 | 2 | 1 | | 1 | 2 | | |
| | 9 | 5 | 2.50 | | | 1 | 1 | | | 1 | | 2 | | |
| | 10 | 2 | 2.75 | | | | 2 | | | | | | | |
| | 246 | | | | 21 | 18 | 28 | 23 | 28 | 29 | 17 | 62 | 20 | |
| Foremen, car cleaners..... | 1 | 1 | 1.75 | | | | | | | | | | 1 | |
| | 2 | 1 | 2.75 | | | | | | | | | | 1 | |
| | | 2 | | | | | | | | | | | 2 | |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 20 (GROUP I)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employ- és. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|----------------------------|------------------|--------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|----|--|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | |
| Foremen, carpenters..... | 1 | 2 | \$2.75 | | | | 1 | | | | | | 1 | |
| | 2 | 3 | 3.00 | | | | | | | | | | 3 | |
| | | 5 | | | | | 1 | | | | | | 4 | |
| Foremen, freighthandlers . | 1 | 3 | 1.92 | | | 1 | | 1 | | | | | 1 | |
| | | 3 | | | | 1 | | 1 | | | | | 1 | |
| Foreman, machinists..... | 1 | 1 | 2.75 | | | | | | | | | 1 | | |
| | | 1 | | | | | | | | | | 1 | | |
| Foreman, masons..... | 1 | 1 | 2.75 | | | | | 1 | | | | | | |
| | | 1 | | | | | | 1 | | | | | | |
| Foremen, painters..... | 1 | 1 | 2.50 | 1 | | | | | | | | | | |
| | 2 | 1 | 2.75 | | | | | | | | | | 1 | |
| | 3 | 1 | 3.30 | | | | | | | | | | 1 | |
| | | 3 | | 1 | | | | | | | | | 2 | |
| Foreman, tinsmiths..... | 1 | 1 | 2.40 | | | | | | | 1 | | | | |
| | | 1 | | | | | | | | 1 | | | | |
| Foremen, track laborers... | 1 | 2 | 2.25 | | | | | | | | | | 2 | |
| | 2 | 55 | 2.50 | 1 | 1 | 3 | | 4 | 10 | | | | 36 | |
| | 3 | 7 | 2.75 | | | 1 | | 2 | 2 | 1 | | | 1 | |
| | 4 | 1 | 2.85 | | | | | | | | | | 1 | |
| | 5 | 1 | 3.00 | | | | | | 1 | | | | | |
| | 6 | 1 | 3.25 | | | | | | | | 1 | | | |
| | 7 | 1 | 3.45 | | | | | | | | | | 1 | |
| | 8 | 3 | 3.50 | | | 1 | | | 1 | | | | 1 | |
| | 9 | 2 | 3.85 | | | | 1 | | | | | | 1 | |
| | 10 | 2 | 4.00 | | 1 | | | | | | | 1 | | |
| | 11 | 1 | 4.25 | | | | | | | | | | 1 | |
| | | 76 | | 1 | 2 | 5 | 1 | 6 | 14 | 3 | | 44 | | |
| Foremen, yard..... | 1 | 1 | 1.75 | | | | | | | | | | 1 | |
| | 2 | 1 | 1.90 | | 1 | | | | | | | | | |
| | 3 | 3 | 2.20 | | | 2 | | | 1 | | | | | |
| | 4 | 1 | 2.50 | | | | | | 1 | | | | | |
| | 5 | 1 | 2.75 | | | | | | | | | | 1 | |
| | | 7 | | | 1 | 2 | | | 2 | | | 2 | | |
| Inspectors..... | 1 | 8 | 2.00 | 2 | | 1 | | | | | | | 5 | |
| | 2 | 1 | 2.25 | | | | | | | | | | 1 | |
| | 3 | 1 | 2.40 | | | | | | | | | | 1 | |
| | | 10 | | 2 | | 1 | | | | | | 7 | | |
| Inspector, bridge..... | 1 | 1 | 2.50 | | | | | | | | | 1 | | |
| | | 1 | | | | | | | | | | 1 | | |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 20 (GROUP I)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|---------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|-----------------------------|----|
| 50 dolls. and under | 51 to 100 dolls. | 101 to 150 dolls. | 151 to 200 doll | 201 to 250 doll | 251 to 300 doll | 301 to 350 doll | 351 to 400 doll | 401 to 450 doll | 451 to 500 doll | 501 to 550 doll | 551 to 600 doll | 601 to 650 doll | 651 to 700 doll | 701 to 750 doll | 751 to 800 doll | 801 to 850 doll | 851 to 900 doll | 901 to 950 doll | 951 to 1000 doll | 1001 doll and over | |
| | | | | | 1 | | | | | | | | | | 1 | | | | 2 | a1 | 1 |
| | | | | | 1 | | | | | | | | | | | 1 | | | 2 | | 1 |
| | | | 1 | | | 1 | | | | 1 | | | | | | | | | | | 1 |
| | | | 1 | | | 1 | | | | 1 | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | 1 | | | | | | | 1 |
| | | | | | | | | | | 1 | | | | | | | | | | | 1 |
| | | | | | | | | | | 1 | | | | | | | | | | | 1 |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | | | | | 2 |
| 1 | | | | | | | | | | | | | | | | | | | | | 3 |
| | | | | | | | | | | 1 | | | | | | | | | | | 1 |
| | | | | | | | | | | 1 | | | | | | | | | | | 1 |
| | 1 | | | | | | | | | | | | | 2 | | | | | | | 1 |
| | | | 2 | 1 | 1 | | 2 | | 2 | 6 | 1 | 3 | | | 20 | 16 | | | | | 2 |
| | | | 1 | | | | 2 | | | 1 | | 1 | | 1 | | | | | | | 3 |
| | | | | | | | | | | | | 1 | | | | | | | | 1 | 4 |
| | | | | | | | | | | | | | 1 | | | | | | | | 5 |
| | | | | | | 1 | | | | | | | | | | | | | | 1 | 6 |
| | | | | | | | | | | | | | | | 1 | | | | | | 7 |
| | | | | | | | | | | | | | | | | | | | | | b1 |
| | | | | | | | | | | | | | | | | | | | | | c1 |
| | | | | | | | | | | | | | | | | | | | | | d1 |
| | | | 1 | | | | | | | | | | | | | | | | | | e1 |
| | | | | | | | | | | | | | | | | | | | | | f1 |
| 1 | | | 3 | 2 | 1 | 1 | 2 | 2 | 3 | 7 | 1 | 5 | 2 | 1 | 21 | 16 | 1 | | 2 | 5 | 11 |
| | | | | | | | | | | | 1 | | | | | | | | | | 1 |
| 1 | | | | | | | | | | | | 1 | | | | | | | | | 2 |
| | | | | | | | | | | | 1 | | | | | | | | | | 3 |
| | | | | | | | | | | | | 1 | | | | | | | | | 4 |
| | | | | | | | | | | | | | | | | | | | | | g1 |
| 1 | | | | | 2 | | | | | 1 | | | | | | | | | | | 5 |
| | | | | | | | | | | | | 2 | 3 | | | | | | | | 1 |
| 2 | | | | 1 | | | | | | | | | 2 | 3 | | | | | | | 2 |
| | | | | | | | | | | | | | | | | 1 | | | | | 3 |
| 2 | | | | 1 | | | | | | | | | 2 | 3 | | 1 | 1 | | | | 3 |
| | | | | | | | | | | | | | | | 1 | | | | | | 1 |
| | | | | | | | | | | | | | | 1 | | | | | | | 1 |

a \$1,058.

b \$1,052.

c \$1,068.

d \$1,197.

e \$1,168.

f \$1,279.

g \$1,017.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 20 (GROUP 1)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employ- ees. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | |
|-------------------------------|------------------|---------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|---|---|---|--|--|--|--|--|----|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | | | | | | | | |
| Inspectors, car | 1 | 1 | \$1.50 | | 1 | | | | | | | | | | | | | | | | |
| | 2 | 2 | 1.70 | 1 | | | | | | | | | | | | | | | | | 1 |
| | 3 | 12 | 1.75 | 3 | 1 | | 3 | 2 | 1 | 1 | | | | | | | | | | | |
| | 4 | 5 | 1.85 | | | 2 | | | | | | | | 2 | | | | | | | 1 |
| | 5 | 2 | 1.90 | | | | | 1 | | | | | | 1 | | | | | | | 1 |
| | 6 | 3 | 2.00 | | | | | | | | | | 1 | | | | | | | | 1 |
| | 7 | 1 | 2.50 | | | | | | | | | | | | | | | | | | 1 |
| | 8 | 1 | 2.75 | | | | | | | | | | | | | | | | | | 1 |
| | | 27 | | | 4 | 2 | 3 | 3 | 3 | 1 | 2 | | | | 6 | | | | | | |
| Inspectors, freight | 1 | 1 | 1.65 | | | | | | | | | | | | | | | | | | 1 |
| | 2 | 1 | 1.85 | | | | | | | | | | | | | | | | | | 1 |
| | 2 | | | | | | | | | | | | | | | | | | | | 2 |
| Inspectors and oilers, car .. | 1 | 1 | 1.75 | 1 | | | | | | | | | | | | | | | | | |
| | 2 | 4 | 1.85 | | | | | | | | | | | 1 | | | | | | | 3 |
| | 3 | 4 | 2.00 | | | | | | | | | | | 1 | | | | | | | 3 |
| | 4 | 1 | 2.60 | | | | | | | | | | | | | | | | | | 1 |
| | 10 | | | 1 | | | | | | | | | | 2 | | | | | | | 7 |
| Inspector and repairer, car | 1 | 1 | 2.00 | | | | | | | | | | | | | | | | | | 1 |
| | 1 | | | | | | | | | | | | | | | | | | | | 1 |
| Janitors | 1 | 1 | 1.15 | | | | | | | | | | | | | | | | | | 1 |
| | 2 | 1 | 1.54 | | | | | | | | | | | | | | | | | | 1 |
| | 3 | 1 | 1.60 | | | | 1 | | | | | | | | | | | | | | |
| | 4 | 3 | 1.73 | 1 | | | | | | | 1 | | | | | | | | | | 1 |
| | 5 | 1 | 1.75 | | | 1 | | | | | | | | | | | | | | | |
| | 7 | | | 1 | | 1 | 1 | | | 1 | | | | | | | | | | | 3 |
| Jobbers | 1 | 2 | 2.00 | | | | | | | | | | | | | | | | | | 1 |
| | 2 | 1 | 2.25 | | | | | | | | | | | | | | | | | | 1 |
| | 3 | | | | | | | | | | | | | | | | | | | | 2 |
| | | | | | | | | | | | | | | | | | | | | | 1 |
| Laborers, coal dump | 1 | 12 | 1.50 | 7 | 1 | | 1 | | | | | | | | | | | | | | 2 |
| | 2 | 32 | 1.70 | 24 | | 1 | 1 | 2 | 2 | | | | | | | | | | | | 1 |
| | 3 | 3 | 1.75 | 2 | | | | | | | | | | | | | | | | | 1 |
| | 4 | 2 | 1.90 | 2 | | | | | | | | | | | | | | | | | |
| | 5 | 1 | 2.31 | | | | | | | | | | | | | | | | | | 1 |
| | 50 | | | 35 | 1 | 1 | 2 | 2 | 4 | | | | | | | | | | | | 5 |
| Laborers, shop | 1 | 1 | 1.25 | | | | | | | | | | | 1 | | | | | | | |
| | 2 | 1 | 1.30 | | | | 1 | | | | | | | | | | | | | | |
| | 3 | 1 | 1.40 | | | | | | | | | | | | | | | | | | |
| | 4 | 56 | 1.50 | 17 | 4 | 5 | 11 | 2 | 4 | 4 | | | | 1 | | | | | | | 8 |
| | 5 | 5 | 1.60 | | | | | | | 2 | 1 | | | | | | | | | | 1 |
| | 6 | 2 | 1.75 | | | | | | | | | | | | | | | | | | 2 |
| | 7 | 1 | 2.00 | | | | | | | | | | | | | | | | | | 1 |
| | 67 | | | 17 | 4 | 6 | 11 | 2 | 7 | 6 | | | | | | | | | | | 12 |
| Laborers, track | 1 | 1 | 1.25 | | | | 1 | | | | | | | | | | | | | | |
| | 2 | 139 | 1.35 | 81 | 41 | 15 | 1 | 1 | | | | | | | | | | | | | |
| | 3 | 1275 | 1.50 | 289 | 156 | 289 | 199 | 86 | 80 | 67 | 108 | | | | | | | | | | 1 |
| | 4 | 45 | 1.60 | 5 | 3 | 9 | 10 | 6 | 3 | 6 | 3 | | | | | | | | | | |
| | 5 | 3 | 1.65 | 1 | | 2 | | | | | | | | | | | | | | | |
| | 6 | 1 | 1.70 | | | 1 | | | | | | | | | | | | | | | |
| | 7 | 69 | 1.75 | 4 | 1 | 5 | 6 | 3 | 2 | 5 | 41 | | | | | | | | | | 2 |
| | 8 | 1 | 1.90 | | | 1 | | | | | | | | | | | | | | | |
| | 9 | 1 | 1.92 | | | 1 | | | | | | | | | | | | | | | |
| | 10 | 6 | 2.00 | 2 | | 1 | | 1 | 1 | | | | | | | | | | | | 1 |
| | 1541 | | | 382 | 201 | 325 | 216 | 97 | 86 | 78 | 153 | | | | | | | | | | 3 |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 30 (GROUP I)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 163.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|--------------------------|---------------------------|--------------------------|--------------------------|--------------------------|--------------------------|------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|-----------------------------|----|
| 50 dols. and under | 51 to 100 dols. | 101 to 150 dols. | 151 to 200 doll | 201 to 250 doll | 251 to 300 doll | 301 to 350 doll | 351 to 400 | 401 to 450 doll | 451 to 500 doll | 501 to 550 doll | 551 to 600 doll | 601 to 650 doll | 651 to 700 doll | 701 to 750 doll | 751 to 800 doll | 801 to 850 doll | 851 to 900 doll | 901 to 950 doll | 951 to 1000 doll | 1001 doll and over | |
| 1 | 1 | | | | | | | | | | | | 1 | | | | | | | | 1 |
| 3 | 1 | | 1 | 3 | | 2 | 1 | | 1 | | | | | | | | | | | | 2 |
| | | | 2 | | | | | 1 | | | | 2 | 1 | | | | | | | | 3 |
| | | | | | | | | | | | 1 | 1 | | | | | | | | | 4 |
| | | | | | | | | | | | | 1 | 1 | | | | | | | | 5 |
| | | | | | | | | | | | | | | | 1 | | | | | | 6 |
| | | | | | | | | | | | | | | | 1 | | | | | | 7 |
| | | | | | | | | | | | | | | | 1 | | | | | | 8 |
| 4 | 2 | 2 | 1 | 3 | | 2 | 2 | | 1 | | 1 | 4 | 2 | | 2 | | | | | 1 | 1 |
| | | | | | | | | | | 1 | | | | | | | | | | | 2 |
| | | | | | | | | | | | 1 | | | | | | | | | | 3 |
| | | | | | | | | | | | | 1 | | | | | | | | | 4 |
| 1 | | | | | | | | | | | | 4 | | | | | | | | | 1 |
| | | | | | | | | | | 1 | | | 3 | | | | | | | | 2 |
| 1 | | | | | | | | | | | | | | | | 1 | | | | | 3 |
| | | | | | | | | | | | | | | | | | | | | | 4 |
| | | | | | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | | | | | 2 |
| | | | | | | | | | 1 | | | | | | | | | | | | 3 |
| 1 | | | | 1 | | | | | 1 | | | | | | | | | | | | 4 |
| | | | | | | | | | | | | | | | | | | | | | 5 |
| 1 | | | | 1 | 1 | | 2 | | 1 | 1 | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | | | | | 2 |
| | | | | | | | | | | | | 1 | 1 | | | | | | | | 3 |
| | | | | | | | | | | | | 1 | 1 | 1 | | | | | | | 4 |
| | | | | | | | | | | | | | | | | | | | | | 5 |
| 7 | 1 | | | 1 | | 2 | | | 1 | | | | | | | | | | | | 1 |
| 24 | | | 1 | | 2 | 1 | 2 | | | | 2 | | | | | | | | | | 2 |
| 2 | | | | | | | | | | | | 1 | | | | | | | | | 3 |
| 2 | | | | | | | | | | | | | | | | | | | | | 4 |
| | | | | | | | | | | | | | | | 1 | | | | | | 5 |
| 35 | 1 | 1 | | 1 | 2 | 3 | 2 | | 1 | | 2 | 1 | | 1 | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | | | | | 2 |
| | | | | | | | | | | | | | | | | | | | | | 3 |
| | | | | | | | | | | | | | | | | | | | | | 4 |
| | | | | | | | | | | | | | | | | | | | | | 5 |
| | | | | | | | | | | | | | | | | | | | | | 6 |
| | | | | | | | | | | | | | | | | | | | | | 7 |
| | | | | | | | | | | | | | | | | | | | | | 8 |
| | | | | | | | | | | | | | | | | | | | | | 9 |
| | | | | | | | | | | | | | | | | | | | | | 10 |
| 110 | 23 | 4 | 1 | 1 | | | | | | | | | | | | | | | | | 1 |
| 338 | 221 | 179 | 138 | 94 | 47 | 66 | 28 | 55 | 84 | 24 | 1 | | | | | | | | | 2 | |
| 5 | 7 | 3 | 8 | 5 | 4 | 3 | 1 | 3 | 3 | 3 | | | | | | | | | | 3 | |
| 1 | | 1 | 1 | | | | | | | | | | | | | | | | | | 4 |
| | | | | | | | | | | | | | | | | | | | | | 5 |
| 4 | 2 | 1 | 5 | 4 | 2 | 1 | 1 | 1 | 2 | 14 | 27 | 5 | | | | | | | | | 6 |
| | | | 1 | | | | | | | | | | | | | | | | | | 7 |
| | | | | | | | | | | | | | | | | | | | | | 8 |
| | | | 1 | | | | | | | | | | | | | | | | | | 9 |
| 2 | | | | | | 1 | | | 1 | | | | | 1 | | | | | | | 10 |
| 460 | 254 | 189 | 156 | 104 | 53 | 71 | 30 | 59 | 90 | 41 | 28 | 5 | 1 | | | | | | | | |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 20 (GROUP I)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employ- ees. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | | | | | | |
|----------------------------|------------------|---------------------------|--|--|----------------|-----------------|------------------|------------------|------------------|------------------|------------------|--------------------|---|----|---|--|--|--|---|---|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days. | 151 to 200 days. | 201 to 250 days. | 251 to 300 days. | 301 to 365 days. | 366 days and over. | | | | | | | | |
| Laborers, water works | 1 | 11 | \$1.50 | 8 | 3 | | | | | | | | | | | | | | | |
| | 2 | 1 | 2.00 | | | | | | | | | | | | | | | | | 1 |
| | 3 | 1 | 2.75 | | | | | | | | | | | | | | | | 1 | |
| | | 13 | | 8 | 3 | | | | | | | | | | | | | | | 2 |
| Laborers, yard | 1 | 1 | 1.25 | 1 | | | | | | | | | | | | | | | | |
| | 2 | 32 | 1.50 | 13 | 8 | 5 | 3 | 2 | | | | 1 | | | | | | | | |
| | 3 | 59 | 1.75 | 43 | 5 | 3 | 5 | 1 | 1 | | | 1 | | | | | | | | |
| | 4 | 20 | 1.90 | 4 | 7 | 3 | | | | | | | 6 | | | | | | | |
| | 5 | 8 | 2.00 | 1 | 5 | 2 | | | | | | | | | | | | | | |
| | 6 | 8 | 2.50 | 1 | | 3 | 2 | 2 | | | | | | | | | | | | |
| | | 128 | | 63 | 25 | 16 | 10 | 5 | 1 | | 8 | | | | | | | | | |
| Machinists | 1 | 10 | 1.50 | 2 | | 2 | | | | | | 2 | | 4 | | | | | | |
| | 2 | 3 | 1.60 | 1 | | | | | | | | | | 2 | | | | | | |
| | 3 | 4 | 1.75 | | | | | | 1 | | | 1 | | 2 | | | | | | |
| | 4 | 2 | 1.80 | | | | | | | | | | 1 | 1 | | | | | | |
| | 5 | 6 | 1.90 | | 1 | 1 | | | 1 | | | 2 | 1 | 1 | | | | | | |
| | 6 | 12 | 2.00 | 1 | 1 | | 1 | 1 | | | | 3 | 5 | | | | | | | |
| | 7 | 4 | 2.10 | | | | | | | | | 1 | 3 | | | | | | | |
| | 8 | 12 | 2.20 | | 2 | 1 | 1 | 2 | 1 | | | 2 | 3 | | | | | | | |
| | 9 | 20 | 2.25 | | 2 | 1 | 5 | 1 | 1 | | | 7 | 3 | | | | | | | |
| | 10 | 15 | 2.30 | 4 | 1 | 3 | 1 | 2 | 1 | | | 2 | 2 | 1 | | | | | | |
| | 11 | 8 | 2.40 | | 1 | 1 | 1 | 1 | | | | 2 | 2 | | | | | | | |
| | 12 | 28 | 2.50 | 6 | | 3 | 2 | 2 | 2 | | | 8 | 5 | | | | | | | |
| | 13 | 6 | 2.60 | | | | | | 1 | | | 2 | 3 | | | | | | | |
| | 14 | 4 | 2.70 | | | | | | | | | 1 | 1 | | | | | | | |
| | 15 | 3 | 2.75 | | | | | 1 | | | | | 2 | | | | | | | |
| | 16 | 3 | 2.80 | | | | | | | | | | 2 | 1 | | | | | | |
| | 17 | 2 | 3.25 | | | | | | | | | | 1 | | | | | | | |
| | | 142 | | 14 | 8 | 12 | 12 | 12 | 6 | 34 | 43 | 1 | | | | | | | | |
| Mill hands | 1 | 2 | 1.75 | | | | | | | | | 1 | | 1 | | | | | | |
| | 2 | 1 | 2.00 | | | | | 1 | | | | | | | | | | | | |
| | 3 | 1 | 2.25 | | | | | | | | | 1 | | | | | | | | |
| | 4 | 1 | 2.50 | | | | | 1 | | | | | | | | | | | | |
| | 5 | 1 | 3.50 | | | | | 1 | | | | | | | | | | | | |
| | | 6 | | | | | | 3 | | 2 | | | | 1 | | | | | | |
| Number takers | 1 | 1 | 1.50 | | 1 | | | | | | | | | | | | | | | |
| | 2 | 3 | 1.75 | 1 | 1 | | | | | | | | | | | | | | | |
| | 3 | 4 | 1.90 | | | | | 1 | | | | | | 3 | | | | | | |
| | | 8 | | 1 | 2 | | 1 | | | | | | | 4 | | | | | | |
| Oilers | 1 | 13 | 1.50 | | | | | | | | | | 2 | 10 | 1 | | | | | |
| | 2 | 1 | 1.70 | | | | | | | | | | | | 1 | | | | | |
| | 3 | 2 | 2.00 | | | | | | | | | | | 2 | | | | | | |
| | | 16 | | | | | | | | | | | 2 | 12 | 2 | | | | | |
| Painters | 1 | 7 | 1.50 | | 1 | 4 | | 1 | | | | | | 1 | | | | | | |
| | 2 | 3 | 1.75 | | | 1 | 1 | 1 | | | | | | | | | | | | |
| | 3 | 3 | 1.85 | 1 | | | | 1 | | | | | 1 | | | | | | | |
| | 4 | 15 | 2.00 | 1 | 1 | 2 | 2 | 1 | 3 | 4 | | 1 | | | | | | | | |
| | 5 | 29 | 2.10 | 8 | 1 | 4 | 3 | | 4 | 6 | 3 | | | | | | | | | |
| | 6 | 7 | 2.20 | | | 3 | | 1 | 1 | | 2 | | | | | | | | | |
| | 7 | 10 | 2.25 | 1 | 5 | 1 | | | | 1 | 2 | | | | | | | | | |
| | 8 | 1 | 2.40 | | | | | | | | | 1 | | | | | | | | |
| | 9 | 1 | 2.70 | | | | | | | | | | | | 1 | | | | | |
| | | 76 | | 11 | 8 | 15 | 7 | 4 | 9 | 14 | 8 | | | | | | | | | |

REPORT OF THE COMMISSIONER OF LABOR.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued

RAILROAD NO. 20 (GROUP I)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employ- ees. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | |
|----------------------|------------------|---------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|---|---|---|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | | |
| Patternmakers | 1 | 2 | \$2.50 | | | | | | | | | | | 2 | |
| | 2 | 1 | 3.00 | | 1 | | | | | | | | | | |
| | | 3 | | | 1 | | | | | | | | | | 2 |
| Piper | 1 | 1 | 2.00 | | | | | | | | | | | | 1 |
| | | 1 | | | | | | | | | | | | | 1 |
| Porters | 1 | 1 | .39 | | | | | | | | | | | | 1 |
| | 2 | 1 | 1.70 | | | | | | | | | | | | 1 |
| | | 2 | | | | | | | | | | | | | 2 |
| Repairers, car | 1 | 1 | 1.00 | | | 1 | | | | | | | | | |
| | 2 | 6 | 1.50 | 2 | 1 | 1 | | 1 | | | | | 1 | | |
| | 3 | 4 | 1.65 | 1 | | | 1 | | | 1 | | | 1 | | |
| | 4 | 1 | 1.70 | | | | | | | | | | | | 1 |
| | 5 | 29 | 1.75 | 10 | 3 | 5 | 3 | 2 | 2 | 2 | 3 | 1 | | | |
| | 6 | 8 | 1.80 | | | 1 | 1 | | | | 2 | 4 | | | |
| | 7 | 36 | 1.85 | 2 | 2 | 6 | 7 | 8 | 2 | 2 | 4 | 5 | | | |
| | 8 | 13 | 1.90 | | | | | 2 | 2 | 2 | 5 | 4 | | | |
| | 9 | 93 | 2.00 | 3 | 5 | 13 | 10 | 11 | 10 | 17 | 23 | 1 | | | |
| | 10 | 3 | 2.15 | | | | | | | 3 | 3 | | | | |
| | 11 | 29 | 2.20 | 1 | 3 | 4 | 4 | 7 | 3 | 4 | 3 | | | | |
| | 12 | 14 | 2.25 | | | | | | | 5 | 9 | | | | |
| | 13 | 2 | 2.30 | | | | | | | 1 | 1 | | | | |
| | 14 | 1 | 2.40 | | | | | | | | 1 | | | | |
| | 15 | 1 | 2.50 | | | | | | | 1 | | | | | |
| | 16 | 1 | 2.60 | | | | | | | | | 1 | | | |
| 17 | 1 | 2.70 | | | | | | | | | 1 | | | | |
| | | 243 | | 10 | 14 | 31 | 26 | 31 | 22 | 48 | 51 | 1 | | | |
| Scaler | 1 | 1 | 1.70 | | | | | | | | | | | 1 | |
| | | 1 | | | | | | | | | | | | 1 | |
| Signalmen | 1 | 4 | 1.15 | | | | | | | | | | | 4 | |
| | 2 | 3 | 1.25 | | | | | | | | | | | 1 | |
| | 3 | 1 | 1.50 | 1 | | 1 | | | | | | | | 1 | |
| | 4 | 1 | 1.60 | | | | | | | 1 | | | | | |
| | 5 | 4 | 1.70 | 1 | | | | | | 1 | | | | 1 | |
| | 6 | 7 | 1.75 | | 1 | 5 | 1 | | | | | | | | |
| | 7 | 1 | 1.85 | | | | | | | | | | | | |
| | 8 | 1 | 1.90 | | | | | | | | | | | | |
| | 9 | 1 | 2.00 | | | 1 | | | 1 | | | | | | |
| | 10 | 2 | 2.12 | | | | | | | | | | | | |
| | 11 | 10 | 2.30 | 2 | | 1 | 1 | | | | 2 | | | 4 | |
| | 12 | 1 | 2.50 | | | | | | | | | | | 1 | |
| | | | 36 | | 4 | 1 | 8 | 2 | 2 | 4 | 4 | 11 | | | |
| Stenographers | 1 | 1 | 1.33 | | | | | | | | | | | | |
| | 2 | 1 | 1.66 | 1 | | | | | | | | | | | |
| | 3 | 1 | 1.73 | | | | 1 | | | | | | | | |
| | 4 | 1 | 1.75 | | | | | 1 | | | | | | 1 | |
| | 5 | 1 | 1.95 | | | | | | | | | | | | |
| | 6 | 1 | 2.12 | | | | | | | | | | | 1 | |
| | | 6 | | 1 | | | 2 | 1 | | | | | 2 | | |
| Stonecutters | 1 | 1 | 1.35 | 1 | | | | | | | | | | | |
| | 2 | 3 | 2.25 | | | | | 1 | | 1 | 1 | | | | |
| | 10 | 1 | 2.50 | 1 | | 3 | 1 | | | 2 | 3 | | | | |
| | | 14 | | 2 | | 3 | 1 | 1 | 3 | 4 | | | | | |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 20 (GROUP I)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|--------------------------|---------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|-----------------------------|----|
| 50 dols. and under | 51 to 100 dols. | 101 to 150 dols. | 151 to 200 doll | 201 to 250 doll | 251 to 300 doll | 301 to 350 doll | 351 to 400 doll | 401 to 450 doll | 451 to 500 doll | 501 to 550 doll | 551 to 600 doll | 601 to 650 doll | 651 to 700 doll | 701 to 750 doll | 751 to 800 doll | 801 to 850 doll | 851 to 900 doll | 901 to 950 doll | 951 to 1000 doll | 1001 doll and over | |
| | | | | | | | | | | | | | | | | | | | | | |
| | | | 1 | | | | | | | | | | | | | 2 | | | | | 1 |
| | | 1 | | | | | | | | | | | | | | 2 | | | | | 2 |
| | | | | | | | | | | | | | 1 | | | | | | | | 1 |
| | | | | | | | | | | | | | 1 | | | | | | | | 1 |
| | | | 1 | | | | | | | | 1 | | | | | | | | | | 1 |
| | | | 1 | | | | | | | | 1 | | | | | | | | | | 2 |
| | | 1 | | | | | | | | | | | | | | | | | | | 1 |
| | | 2 | | | | | | | | | | | | | | | | | | | 2 |
| | 1 | | | | | | | | | | | | | | | | | | | | 3 |
| | 11 | 2 | 3 | 3 | 2 | 2 | | 1 | 1 | 1 | 3 | | | | | | | | | | 4 |
| | 2 | 2 | 1 | 3 | 6 | 2 | 4 | 5 | 2 | 1 | 2 | 1 | 1 | | | | | | | | 5 |
| | 3 | 5 | 5 | 8 | 5 | 5 | 4 | 1 | 1 | 7 | 5 | 5 | 6 | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 6 |
| | 1 | 3 | 1 | 2 | 3 | 1 | 2 | 6 | 1 | | 2 | | 2 | 1 | 1 | 1 | 2 | | | | 7 |
| | | | | | | | | | | 1 | | | | | | | | | | | 8 |
| | | | | | | | | | | | | | 1 | | | | | | | | 9 |
| | | | | | | | | | | | | | 1 | | | | | | | | 10 |
| | | | | | | | | | | | | | 1 | | | | | | | | 11 |
| | | | | | | | | | | | | | 1 | | | | | | | | 12 |
| | | | | | | | | | | | | | 1 | | | | | | | | 13 |
| | | | | | | | | | | | | | 1 | | | | | | | | 14 |
| | | | | | | | | | | | | | 1 | | | | | | | | 15 |
| | | | | | | | | | | | | | | | | | | | | | 16 |
| | | | | | | | | | | | | | | | | | | | | | 17 |
| | 20 | 15 | 13 | 20 | 18 | 13 | 12 | 18 | 11 | 11 | 16 | 25 | 26 | 16 | 8 | 5 | | 1 | | | 1 |
| | | | | | | | | | | | | | | 1 | | | | | | | 1 |
| | | | | | | | | | | | | | | 1 | | | | | | | 1 |
| | 1 | 1 | | | | | | 4 | 1 | | | | | | | | | | | | 1 |
| | | | | | | | | 1 | 1 | | | | | | | | | | | | 2 |
| | | | | | | | | 1 | 1 | | | | | | | | | | | | 3 |
| | | | | | | | | 1 | 1 | | | | | | | | | | | | 4 |
| | | | | | | | | 1 | 1 | | | | | | | | | | | | 5 |
| | | | | | | | | 1 | 1 | | | | | | | | | | | | 6 |
| | | | | | | | | 1 | 1 | | | | | | | | | | | | 7 |
| | | | | | | | | 1 | 1 | | | | | | | | | | | | 8 |
| | | | | | | | | 1 | 1 | | | | | | | | | | | | 9 |
| | | | | | | | | 1 | 1 | | | | | | | | | | | | 10 |
| | | | | | | | | 1 | 1 | | | | | | | | | | | | 11 |
| | | | | | | | | 1 | 1 | | | | | | | | | | | | 12 |
| | 3 | 5 | 4 | 1 | 1 | 2 | 3 | 6 | 1 | | 2 | 1 | 2 | | 4 | 1 | | | | | 3 |
| | 1 | | | | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | 1 | | | | | | | | | | | | | 2 |
| | | | | | | | | 1 | | | | | | | | | | | | | 3 |
| | | | | | | | | 1 | | | | | | | | | | | | | 4 |
| | | | | | | | | 1 | | | | | | | | | | | | | 5 |
| | 1 | | | | | | | 1 | 1 | | | | | | | | | | | | 6 |
| | 1 | | | | | | | 1 | | | | | | | | | | | | | 1 |
| | 1 | | | | | | | 1 | | | | | | | | | | | | | 2 |
| | 1 | | | | | | | 1 | | | | | | | | | | | | | 3 |
| | 2 | | | | | | | 1 | | | | | | | | | | | | | 3 |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 20 (GROUP I)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employ- és. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | |
|--------------------------|------------------|--------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|---|---|---|---|---|--|--|---|---|---|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | | | | | | | | | |
| Stonemasons..... | 1 | 3 | \$1.50 | | | 3 | | | | | | | | | | | | | | | | |
| | 2 | 2 | 1.60 | | | 1 | | | 1 | | | | | | | | | | | | | |
| | 3 | 2 | 1.65 | | | | | | 2 | | | | | | | | | | | | | |
| | 4 | 5 | 1.75 | | 2 | 3 | | | | | | | | | | | | | | | | |
| | 5 | 6 | 1.90 | | 1 | 1 | 1 | | | 2 | | | 1 | | | | | | | | | |
| | 6 | 22 | 2.00 | | 1 | 2 | 4 | | 2 | 1 | 12 | | 4 | | | | | | | | | |
| | 7 | 12 | 2.25 | | 1 | | 2 | | 3 | 2 | 4 | | | | | | | | | | | |
| | | 52 | | | 1 | 4 | 12 | 5 | 8 | 5 | 17 | | | | | | | | | | | |
| Storekeepers..... | 1 | 1 | 1.25 | | | | | | 1 | | | | | | | | | | | | | |
| | 2 | 1 | 1.50 | | | | | | | | | | | | 1 | | | | | | | |
| | 3 | 1 | 1.60 | | | | | | | 1 | | | | | | | | | | | | |
| | 4 | 1 | 1.73 | | 1 | | | | | | | | | | | | | | | | | |
| | 5 | 1 | 1.90 | | | | | | | | | | | | 1 | | | | | | | |
| | 6 | 2 | 2.00 | | 1 | | | | | | | | | | | | | | | 1 | | |
| | | 7 | | | | | | | | 2 | | | | 2 | | | | | | 1 | | |
| Switchmen..... | 1 | 1 | .19 | | | | | 1 | | | | | | | | | | | | | | |
| | 2 | 2 | .58 | | | | | | | | 1 | | | | | | | | | | | |
| | 3 | 1 | .60 | | | | 1 | | | | | | | | | | | | | | | |
| | 4 | 1 | .75 | | | | | | | | | | | | | | | | | | 1 | |
| | 5 | 1 | .77 | | | | | | | | | | | | | | | | | | 1 | |
| | 6 | 1 | .96 | | 1 | | | | | | | | | | | | | | | | 1 | |
| | 7 | 1 | 1.35 | | | 1 | | | | | | | | | | | | | | | | |
| | 8 | 2 | 1.50 | | | | | | | | | | | | | | | | | | 2 | |
| | 9 | 8 | 1.54 | | 2 | | | | | | | | | | | | | | | | 4 | |
| | 10 | 4 | 1.60 | | 1 | | | | 1 | | | | | | 1 | | | | | | 1 | |
| | 11 | 2 | 1.70 | | | | | | 1 | | | | | | | | | | | | 1 | |
| | 12 | 4 | 1.73 | | | | 1 | | | | | | | 1 | | | | | | | 2 | |
| | 13 | 4 | 1.75 | | 2 | | 1 | | | | 1 | | | | | | | | | | | |
| | 14 | 3 | 1.80 | | | | | | | | | | | | 1 | | | | | | 2 | |
| | 15 | 3 | 1.85 | | 1 | | | | | | | | | | 1 | | | | | | | |
| | 16 | 9 | 1.90 | | | | 1 | 2 | 1 | 4 | | | | | | | | | | | 1 | |
| | 17 | 6 | 1.92 | | | | | | | 1 | | | | | | 2 | 3 | | | | 3 | |
| | 18 | 6 | 1.95 | | | | | | | | | | | | 1 | 1 | 3 | | | | 1 | |
| | 19 | 2 | 2.00 | | 1 | | | | | | | | | | 1 | | | | | | | |
| | 20 | 1 | 2.10 | | | | | | | | | | | | | | | | | | | 1 |
| | 21 | 1 | 2.25 | | | | 1 | | | | | | | | | | | | | | | |
| | 22 | 2 | 2.31 | | | | | | | | | | | | | | | | | | | |
| | | 65 | | | 8 | 2 | 4 | 6 | 4 | 9 | 8 | 23 | 1 | | | | | | | | | |
| Telegraph operators..... | 1 | 2 | .19 | | | | 1 | 1 | | | | | | | | | | | | | | |
| | 2 | 1 | .20 | | | | | | | | | | | | | | | | | | 1 | |
| | 3 | 1 | .35 | | | | | | | | | | | | | | | | | | 1 | |
| | 4 | 2 | .40 | | | | | | | 1 | | | | | | | | | | | | |
| | 5 | 1 | .45 | | | | | | | | | | | | | | | | | | 1 | |
| | 6 | 1 | .80 | | | | | | | | | | | | | | | | | | 1 | |
| | 7 | 1 | .83 | | | 1 | | | | | | | | | | | | | | | | |
| | 8 | 2 | .85 | | | | | | | | | | | | | | | | | | | |
| | 9 | 5 | 1.00 | | 1 | 1 | 2 | | | | | | | | | | | | | | 1 | |
| | 10 | 2 | 1.15 | | | | | | | | | | | | | | | | | | 2 | |
| | 11 | 2 | 1.25 | | | | | | | | | | | | | | | | | | 1 | |
| | 12 | 35 | 1.50 | | 12 | 3 | 4 | 5 | | | 7 | | | | | | | | | | 4 | |
| | 13 | 2 | 1.54 | | | | 2 | | | | | | | | | | | | | | | |
| | 14 | 3 | 1.60 | | | | | | 1 | | | | | | | | | | | | 2 | |
| 15 | 9 | 1.70 | | 2 | 1 | | 2 | | | | | | | 2 | 1 | | | | | 1 | | |
| 16 | 13 | 1.75 | | 2 | 1 | 3 | 1 | 3 | 2 | 1 | | | | | | | | | | | | |
| 17 | 1 | 1.90 | | 1 | | | | | | | | | | | | | | | | | | |
| 18 | 1 | 1.92 | | | | | | | | | | | | | | | | | | | | |
| 19 | 2 | 2.00 | | | | | | | | 2 | | | | | | | | | | | | |
| 20 | 1 | 2.50 | | | | | | | | | | | | | | | | | | | | |
| 21 | 1 | 2.66 | | 1 | | | | | | | | | | | | | | | | | | |
| | | 88 | | | 19 | 7 | 12 | 10 | 4 | 12 | 4 | 18 | 2 | | | | | | | | | |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 20 (GROUP I)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|--------------------------|---------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|-----------------------------|----|
| 50 dols. and under | 51 to 100 dols. | 101 to 150 dols. | 151 to 200 doll | 201 to 250 doll | 251 to 300 doll | 301 to 350 doll | 351 to 400 doll | 401 to 450 doll | 451 to 500 doll | 501 to 550 doll | 551 to 600 doll | 601 to 650 doll | 651 to 700 doll | 701 to 750 doll | 751 to 800 doll | 801 to 850 doll | 851 to 900 doll | 901 to 950 doll | 951 to 1000 doll | 1001 doll and over | |
| | | 3 | | | 1 | | | | | | | | | | | | | | | | 1 |
| | | 1 | | | 2 | | | | | | | | | | | | | | | | 2 |
| | 2 | 2 | 1 | | 1 | | | | | | | | | | | | | | | | 3 |
| | 1 | | 1 | | 3 | 2 | 1 | 1 | 1 | | | | | | | | | | | | 4 |
| | 1 | | 2 | | | | | 3 | 1 | 8 | 4 | | | | | | | | | | 5 |
| | 1 | | 2 | | | | | | | 1 | 2 | 2 | | | | | | | | | 6 |
| | 5 | 6 | 6 | 1 | 7 | 2 | 1 | 4 | 3 | 9 | 6 | 2 | | | | | | | | | 7 |
| | | | | 1 | | | | 1 | | | | | | | | | | | | | 1 |
| 1 | | | | | | 1 | | | | 1 | | | | | | | | | | | 2 |
| 1 | | | | | | | | | | | | 1 | | | | | | | | | 3 |
| 2 | | | | 1 | | 1 | | 1 | | 1 | | 1 | | | | | | | | | 4 |
| 1 | | | | | | | | | | | | | | | | | | | | | 5 |
| 1 | | 1 | | | | | | | | | | | | | | | | | | | 6 |
| 2 | | | | | | | | | | | | | | | | | | | | | 7 |
| 1 | | | | | | | | | | | | | | | | | | | | | 8 |
| 1 | | | | | | | | | | | | | | | | | | | | | 9 |
| 2 | | | | | | | | | | 2 | 5 | | | | | | | | | | 10 |
| 1 | | | | | | | | | | 1 | | | | | | | | | | | 11 |
| 2 | | | | | | | | | | 1 | 1 | | | | | | | | | | 12 |
| 1 | | | | | | | | | | | | | | | | | | | | | 13 |
| 2 | | | | | | | | | | | | | | | | | | | | | 14 |
| 1 | | | | | | | | | | | | | | | | | | | | | 15 |
| 2 | | | | | | | | | | | | | | | | | | | | | 16 |
| 1 | | | | | | | | | | | | | | | | | | | | | 17 |
| 1 | | | | | | | | | | | | | | | | | | | | | 18 |
| 1 | | | | | | | | | | | | | | | | | | | | | 19 |
| 1 | | | | | | | | | | | | | | | | | | | | | 20 |
| 1 | | | | | | | | | | | | | | | | | | | | | 21 |
| 1 | | | | | | | | | | | | | | | | | | | | | 22 |
| 11 | 1 | 4 | 1 | 6 | 2 | 3 | 2 | 6 | 9 | 3 | 7 | 3 | 4 | 2 | 1 | | | | | | 1 |
| 2 | | | | | | | | | | | | | | | | | | | | | 2 |
| | 1 | | | | | | | | | | | | | | | | | | | | 3 |
| | 1 | | | | | | | | | | | | | | | | | | | | 4 |
| | 1 | | | | | | | | | | | | | | | | | | | | 5 |
| | 2 | | | | | | | | | | | | | | | | | | | | 6 |
| | 1 | | | | | | | | | | | | | | | | | | | | 7 |
| | 2 | 2 | | | | | | | | | | | | | | | | | | | 8 |
| | 15 | | 4 | 5 | | | 7 | 1 | 1 | | | | | | | | | | | | 9 |
| | | | 1 | 1 | | | | | | | 4 | | | | | | | | | | 10 |
| | 2 | | 1 | 1 | | | | | | | 2 | | | | | | | | | | 11 |
| | 2 | | 2 | 1 | | | | | | | 1 | 1 | | | | | | | | | 12 |
| | 1 | | | | | | | | | | 1 | | | | | | | | | | 13 |
| | | | | | | | | | | | | | | | | | | | | | 14 |
| | | | | | | | | | | | | | | | | | | | | | 15 |
| | | | | | | | | | | | | | | | | | | | | | 16 |
| | | | | | | | | | | | | | | | | | | | | | 17 |
| | | | | | | | | | | | | | | | | | | | | | 18 |
| | | | | | | | | | | | | | | | | | | | | | 19 |
| | | | | | | | | | | | | | | | | | | | | | 20 |
| | | | | | | | | | | | | | | | | | | | | | 21 |
| 26 | 7 | 8 | 10 | 4 | 1 | 10 | 5 | 3 | 3 | 7 | 2 | 1 | | | | 1 | | | | | |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 20 (GROUP I)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000—Concluded.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employes. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | |
|-----------------------------|------------------|---------------------|--|--|----------------|-----------------|------------------|------------------|------------------|------------------|------------------|--------------------|---|---|---|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days. | 151 to 200 days. | 201 to 250 days. | 251 to 300 days. | 301 to 365 days. | 366 days and over. | | | |
| Timekeepers | 1 | 1 | \$1.69 | | | | | | | | | | | | |
| | 2 | 4 | 2.50 | | 1 | | | | | | | | | 3 | 1 |
| | | 5 | | | 1 | | | | | | | | | 3 | 1 |
| Tinsmiths | 1 | 1 | 1.50 | | | | | 1 | | | | | | | |
| | 2 | 2 | 1.90 | | | | | | 1 | | | 1 | 1 | | |
| | 3 | 3 | 2.00 | 1 | | 1 | | | | | | 1 | | | |
| | 4 | 1 | 2.20 | | 1 | | | | | | | | | | |
| | 5 | 1 | 2.25 | | | | | | | | | 1 | | | |
| | 8 | | | 1 | 1 | 1 | | 1 | | | 3 | 1 | | | |
| Upholsterers | 1 | 1 | 2.00 | | | | | 1 | | | | | | | |
| | 2 | 3 | 2.20 | 1 | 1 | 1 | | | | | | | | | |
| | 3 | 4 | 2.25 | | | 2 | 1 | | | | | 1 | | | |
| | 4 | 1 | 2.50 | | | | | | | | | | 1 | | |
| | 9 | | | 1 | 1 | 3 | 1 | 1 | | | 1 | 1 | | | |
| Watchmen | 1 | 1 | 1.30 | | | | | 1 | | | | | | | |
| | 2 | 2 | 1.35 | | | | | | | | | | | 2 | |
| | 3 | 1 | 1.43 | | | | | | | | | | | 1 | |
| | 4 | 16 | 1.50 | 5 | | 3 | | 1 | 3 | | | 3 | 3 | 1 | |
| | 5 | 5 | 1.54 | 1 | | | 1 | | 1 | | | 2 | | | |
| | 6 | 1 | 1.60 | | | | | 1 | 1 | | | | | | |
| | 7 | 6 | 1.65 | | 1 | | | | 2 | | | | 3 | | |
| | 8 | 1 | 1.70 | | | | | | | | | | 1 | | |
| | 9 | 1 | 1.73 | 1 | | | | | | | | | | | |
| | 10 | 3 | 1.75 | | | | | | | | | | 3 | | |
| | 11 | 1 | 1.83 | | | | | | | | | | 1 | | |
| | 12 | 1 | 1.85 | | | | | | | | | | | | 1 |
| | 13 | 1 | 1.92 | | | | | | | | | | | 1 | |
| | 14 | 1 | 2.00 | | | | | | | | | | | 1 | |
| | 15 | 1 | 2.88 | | | | | | | | | | | | 1 |
| | 42 | | | 7 | 1 | 3 | 1 | 5 | 4 | | | 18 | 3 | | |
| Watchmen, engine | 1 | 2 | 1.70 | | | | | | 1 | | | | | 1 | |
| | 2 | 1 | 1.73 | | | | | | 1 | | | | | | |
| | 3 | | | | | | | | 2 | | | | 1 | | |
| Weighers | 1 | 2 | 1.70 | | | 1 | 1 | | | | | | | | |
| | 2 | 1 | 1.92 | | | | 1 | | | | | | | | |
| | 3 | 2 | 2.12 | | | | | 1 | | | | | 1 | | |
| | 4 | 2 | 2.25 | | | | | 2 | | | | | | | |
| | 5 | 1 | 2.50 | | | | | 1 | | | | | | | |
| | 6 | 1 | 2.75 | | | | | 1 | | | | | | | |
| | 9 | | | | | 1 | 6 | 1 | | | | | 1 | | |
| Wipers..... | 1 | 59 | 1.50 | 12 | 4 | 7 | 9 | 1 | 1 | 4 | 20 | 1 | | | |
| | 2 | 1 | 1.75 | | | | | | | | 1 | | | | |
| | 60 | | | 12 | 4 | 7 | 9 | 1 | 1 | 4 | 21 | 1 | | | |
| Yardmaster, assistant. | 1 | 1 | 2.30 | | | | | | | | | | 1 | | |
| | 1 | | | | | | | | | | | | 1 | | |
| Yardmen..... | 1 | 1 | 1.54 | | 1 | | | | | | | | | | |
| | 2 | 2 | 1.70 | | 1 | | | | | | | | | | |
| | 3 | 2 | 1.75 | 1 | 1 | | | | | 1 | | | | | |
| | 4 | 10 | 1.92 | | 1 | | 1 | 2 | 2 | 2 | 2 | | | | |
| | 5 | 1 | 2.30 | | 1 | | | | | | | | | | |
| | 6 | 2 | 2.31 | | | | | | | | | 1 | 1 | | |
| | 7 | 1 | 2.88 | | | | | | | | | | | | |
| | 19 | | | 2 | 4 | | 1 | 2 | 4 | 2 | 3 | 1 | | | |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 20 (GROUP I)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000—Concluded.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 103.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|---------------------------|----------------------------|---------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|-----------------------------|---|
| 50 dolls. and under | 51 to 100 dolls. | 101 to 150 dolls. | 151 to 200 doll. | 201 to 250 doll | 251 to 300 doll | 301 to 350 doll | 351 to 400 doll | 401 to 450 doll | 451 to 500 doll | 501 to 550 doll | 551 to 600 doll | 601 to 650 doll | 651 to 700 doll | 701 to 750 doll | 751 to 800 doll | 801 to 850 doll | 851 to 900 doll | 901 to 950 doll | 951 to 1000 doll | 1001 doll and over | |
| | | | | | | | | | | | | | | 1 | | | 1 | | | 1 | |
| | 1 | | | | | | | | | | | | | 2 | | | 1 | | | 2 | |
| | 1 | | | | | | | | | | | | | 1 | 2 | | 1 | | | 1 | |
| | | | | | 1 | | | | | | | | | | | | | | | 1 | |
| 1 | | | 1 | | | | | | 1 | | 1 | | | | | | | | | 2 | |
| 1 | 1 | | | | | | | | | | | | | 1 | | | | | | 5 | |
| 1 | 1 | | 1 | | 1 | | | | | | 2 | | | 1 | | | | | | 4 | |
| 1 | 1 | | 1 | | | | 1 | | | | | | | | | | | | | 3 | |
| 1 | 1 | 2 | 1 | | | 1 | 1 | | | | | 1 | | | 1 | | | | | 4 | |
| | | | | 1 | | | | | | | | | | | | | | | | 1 | |
| | | | | | | | | | 2 | | | | | | | | | | | 2 | |
| 5 | | | | 1 | | | 2 | | | 1 | | | | | | | | | | 3 | |
| 1 | 2 | 1 | | 1 | | | 1 | | | 3 | | | | | | | | | | 4 | |
| 1 | | | | | 1 | | 1 | | | 1 | | | | | | | | | | 5 | |
| 1 | | | | | 1 | 2 | | | | 2 | | | | | | | | | | 6 | |
| 1 | | | | | | | | | | | 1 | | | | | | | | | 7 | |
| | | | | | | | | | | | | | | | | | | | | 8 | |
| | | | | | | | | | | | | | | | | | | | | 9 | |
| | | | | | | | | | | 1 | | | | | | | | | | 10 | |
| | | | | | | | | | | | | | | 1 | | | | | | 11 | |
| | | | | | | | | | | | | | | | 1 | | | | | 12 | |
| | | | | | | | | | | | | | | 1 | | | | | | 13 | |
| | | | | | | | | | | | | | | | 1 | | | | | 14 | |
| | | | | | | | | | | | | | | | | | | | a 1 | 15 | |
| 8 | 2 | 1 | | 3 | 3 | 2 | 2 | | 2 | 6 | 5 | 3 | 2 | 2 | | | | | | 1 | |
| | | | | | | 1 | | | | | | 1 | | | | | | | | 1 | |
| | | | | | | 1 | | | | | | | | | | | | | | 2 | |
| | | | | | | 2 | | | | | | 1 | | | | | | | | 1 | |
| | | 1 | | 1 | | | | | | | | | | | | | | | | 2 | |
| | | | | 1 | | | | | | | | | | 1 | | | | | | 3 | |
| | | | | | 2 | | | | | | | | | | | | | | | 4 | |
| | | | | | 1 | | | | | | | | | | | | | | | 5 | |
| | | | | | | 1 | | | | | | | | | | | | | | 6 | |
| | | | | | | 2 | | | | | | | | | | | | | | 7 | |
| | | | | | | 1 | 2 | | | | | | | | | | | | | 8 | |
| 13 | 6 | 4 | 4 | 6 | | 1 | 2 | 2 | 11 | 10 | | | | | | | | | | 1 | |
| 13 | 6 | 4 | 4 | 6 | | 1 | 2 | 2 | 11 | 10 | 1 | | | | | | | | | 2 | |
| | | | | | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | 1 | | | | 1 |
| | | | | | | | | | | | | | | | | 1 | | | | | 1 |
| | | 1 | | | | | | | | | | | | | | | | | | | 2 |
| | 1 | 1 | | | | | | 1 | | | | | | | | | | | | | 3 |
| | 1 | 1 | | | | | | | | 1 | 1 | 3 | | | | | | | | | 4 |
| | 1 | 1 | | | | 1 | 2 | 1 | | 1 | 1 | 3 | | | | | | | | | 5 |
| | | | | | | | | | | | | | | | | | | | | | 6 |
| | | | | | | | | | | | | | | 1 | | | | | | | 7 |
| | | | | | | | | | | | | | | | | | | | | | |
| 2 | 4 | | | | 1 | 2 | 1 | 1 | 1 | 1 | 3 | | | 1 | 1 | | | | 1 | | |

a \$1,071.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 20 (GROUP I)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$1,000 TO \$2,000.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employ- és. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|------------------------------|------------------|--------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|-----|-----|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | |
| Agent, special..... | 1 | 1 | \$3.50 | | | | | | | | | | 1 | |
| | | 1 | | | | | | | | | | | 1 | |
| Cashiers..... | 1 | 1 | 1.92 | | | | | | | | | | 1 | |
| | 2 | 1 | 2.31 | | | | | | | | | | 1 | |
| | 3 | 1 | 2.50 | | | | | | | | | | 1 | |
| | 4 | 1 | 2.69 | | | | | | | | | | 1 | |
| | 5 | 1 | 2.88 | | | | | | | 1 | | | | |
| | 6 | 2 | 4.81 | | | 1 | | | | | | | 1 | |
| | 7 | | | | | 1 | | | | 1 | | | 5 | |
| Civil engineers, assistant.. | 1 | 1 | 3.75 | | | | | | | | | | 1 | |
| | 2 | 1 | 3.85 | 1 | | | | | | | | | | |
| | | 2 | | 1 | | | | | | | | | 1 | |
| Cranemen..... | 1 | 1 | 3.00 | | | | 1 | | | | | | | |
| | 2 | 2 | 3.25 | | | | | | | | | | 2 | |
| | | 3 | | | | | 1 | | | | | | 2 | |
| Crossing tender boss..... | 1 | 1 | 3.75 | | | | | | | | | | 1 | |
| | | 1 | | | | | | | | | | | 1 | |
| Dispatcher, chief..... | 1 | 1 | 5.80 | | | | | | | | | | 1 | |
| | | 1 | | | | | | | | | | | 1 | |
| Engineers..... | 1 | 2 | 1.75 | | | | | | | | | 2 | | |
| | 2 | 3 | 1.90 | | | | | | 2 | | | | 1 | |
| | 3 | 1 | 1.95 | | | | | | | | | | | |
| | 4 | 5 | 2.00 | 1 | | | | | | | | | | |
| | 5 | 18 | 2.25 | | | | | | 3 | | 2 | | 3 | |
| | 6 | 28 | 2.50 | 1 | | 4 | | 3 | 5 | 4 | 3 | 5 | 8 | 2 |
| | 7 | 12 | 2.75 | 1 | | 4 | | | 2 | 4 | 7 | 8 | 3 | |
| | 8 | 4 | 3.00 | | | | | | | 1 | 3 | 6 | 6 | 1 |
| | 9 | 7 | 3.08 | | | | | | | 1 | 1 | 3 | 3 | |
| | 10 | 23 | 3.25 | | | | 1 | | | 1 | 2 | 3 | 18 | 2 |
| | 11 | 6 | 3.33 | | | | | | 1 | 1 | 1 | 18 | 2 | |
| | 12 | 50 | 3.50 | | 1 | 1 | 1 | 3 | 3 | 8 | 8 | 26 | 7 | |
| | 13 | 10 | 3.75 | | | | 1 | | | | | 9 | | |
| | 14 | 4 | 4.00 | | | | | | | | | 4 | | |
| | 15 | 8 | 4.25 | | | | | 1 | | | 2 | 5 | | |
| | 181 | | | 3 | 1 | 7 | 5 | 16 | 15 | 31 | 89 | 14 | | |
| Engineers, assistant..... | 1 | 4 | 1.25 | | | 1 | 2 | | | 1 | | | | |
| | 2 | 1 | 1.35 | | | | | | | | | 1 | | |
| | 3 | 1 | 1.50 | | | | | | 1 | | | | | |
| | 4 | 1 | 1.65 | | | | | 1 | | | | | | |
| | 5 | 1 | 2.50 | | | | | | | 1 | | | | |
| | 8 | | | | 1 | 2 | 1 | 1 | 2 | | 1 | | | |
| Engineers, stationary..... | 1 | 5 | 2.00 | | | | | 2 | 2 | 1 | | | | |
| | 2 | 4 | 2.25 | | 1 | | | | | 1 | 1 | 1 | | |
| | 3 | 4 | 2.50 | 4 | | | | | | 1 | | | | |
| | 4 | 1 | 2.75 | | | | | | | | 1 | | | |
| | 5 | 1 | 3.00 | | | | | 1 | | | | | | |
| | 15 | | | 4 | 1 | | | 3 | 2 | 2 | 2 | 1 | | |
| | 7 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) |
| | 22 | | | | | | | | | | | | | |

a Rate and time cannot be stated, as they worked by the ton, discharging coal.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 20 (GROUP I)—Concluded.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$1,000 TO \$2,000—Concluded.

For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 108.]

| Occupation. | Marginal number. | Number of employ- és. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | |
|-----------------------------|------------------|--------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|---|---|--|--|--|--|--|--|---|---|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | | | | | | | | | |
| Foremen | 1 | 1 | \$1.65 | 1 | | | | | | | | | | | | | | | | | | |
| | 2 | 1 | 1.80 | 1 | | | | | | | | | | | | | | | | | | |
| | 3 | 2 | 1.92 | | | | | | | | | | | | | | | | | | 2 | |
| | 4 | 2 | 2.00 | | | | | | | | | | | | | | | | | | 1 | |
| | 5 | 1 | 2.50 | | | | | | | | | | | | | | | | | | 1 | |
| | 6 | 3 | 3.00 | | 1 | | | | | 1 | | | | | | | | | | | | 1 |
| | 7 | 1 | 3.20 | | | | | | | | | | | | | | | | | | | 1 |
| | 8 | 1 | 3.30 | | | | | | | | | | | | | | | | | | | 1 |
| | 9 | 2 | 3.50 | | | | | | | | | | | | | | | | | | | 2 |
| | | 14 | | 2 | 1 | | | | 1 | 2 | 1 | | | | | | | | | | 7 | |
| Foreman, blacksmiths..... | 1 | 1 | 3.50 | | | | | | | | | | | | | | | | | | 1 | |
| | | 1 | | | | | | | | | | | | | | | | | | | 1 | |
| Foreman, car repairers..... | 1 | 1 | 3.00 | | | | | | | | | | | | | | | | | | 1 | |
| | | 1 | | | | | | | | | | | | | | | | | | | 1 | |
| Foreman, general | 1 | 1 | 3.90 | | | | | | | | | | | | | | | | | | 1 | |
| | | 1 | | | | | | | | | | | | | | | | | | | 1 | |
| Foremen, machine shop... | 1 | 2 | 3.50 | | | | | | | | | | | 1 | | | | | | | 1 | |
| | 2 | 1 | 3.90 | | | | | | | | | | | | | | | | | | 1 | |
| | | 3 | | | | | | | | | | | | 1 | | | | | | | 1 | |
| Foremen, roundhouse | 1 | 1 | 3.50 | | | | | | | | | | | 1 | | | | | | | 1 | |
| | 2 | 1 | 3.90 | | | | | | | | | | | | | | | | | | 1 | |
| | | 2 | | | | | | | | | | | | 1 | | | | | | | 1 | |
| Foremen, shop | 1 | 1 | 1.75 | | | | | | 1 | | | | | | | | | | | | | |
| | 2 | 1 | 1.80 | | | | | | | | | | | | | | | | | | 1 | |
| | 3 | 1 | 4.80 | | | | | | | | | | | | | | | | | | 1 | |
| | | 3 | | | | | | | 1 | | | | | | | | | | | | 1 | |
| Roadmasters | 1 | 1 | 3.85 | | | | | | | | | | | | | | | | | | 1 | |
| | 2 | 1 | 4.15 | | | | | | | | | | | 1 | | | | | | | 1 | |
| | 3 | 1 | 4.40 | | | | | | | | | | | | | | | | | | 1 | |
| | 4 | 1 | 5.15 | | | | | | | | | | | | | | | | | | 1 | |
| | 4 | | | | | | | | | | | | 1 | | | | | | | | 3 | |
| Wharfingers | 1 | 1 | 2.56 | | | | | | 1 | | | | | | | | | | | | 1 | |
| | 2 | 1 | 2.88 | | | | | | | | | | | | | | | | | | 1 | |
| | 3 | 1 | 3.85 | | | | | | | | | | | | | | | | | | 1 | |
| | 4 | 1 | 4.81 | | | | | | 1 | | | | | | | | | | | | 1 | |
| | 4 | | | | | | | | 2 | | | | | | | | | | | | 2 | |
| Yardmasters | 1 | 1 | 1.73 | | 1 | | | | | | | | | | | | | | | | | |
| | 2 | 3 | 2.50 | | 1 | | | | | | | | | | | | | | | | 1 | |
| | 3 | 3 | 2.75 | | | | | | | | | | | | | | | | | | 2 | |
| | 4 | 2 | 2.88 | | | | | | | 1 | | | | | | | | | | | 1 | |
| | 5 | 2 | 3.00 | | | | | | | | 1 | | | | | | | | | | 1 | |
| | 6 | 1 | 3.46 | | | | | | | | | | | | | | | | | | 1 | |
| | 7 | 1 | 4.23 | | 1 | | | | | | | | | | | | | | | | | |
| | 13 | | | 2 | 1 | | | | 1 | 1 | | | | | | | | | | | 5 | |
| | | | | | | | | | | | | | | | | | | | | | 3 | |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 21 (GROUP III).

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employ-és. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|----------------------------|------------------|----------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-------------------|---|--|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over | | |
| Baggagemen | 1 | 6 | \$0.75 | 5 | 1 | | | | | | | | | |
| | 2 | 5 | 1.48 | | 1 | 1 | 1 | 1 | | | | | | |
| | 3 | 14 | 1.50 | 10 | 1 | 2 | 1 | | | | | | | |
| | | 25 | | 15 | 3 | 3 | 2 | 1 | 1 | | | | | |
| Blacksmiths' helpers..... | 1 | 1 | 1.00 | | | | | | | | | 1 | | |
| | 2 | 9 | 1.25 | 2 | 2 | | 1 | 1 | | | | 1 | 1 | |
| | 3 | 1 | 1.60 | | | 1 | | | | | | | | |
| | | 11 | | 2 | 2 | 2 | 1 | 1 | | | 2 | 1 | | |
| Boilermakers' helpers..... | 1 | 1 | .60 | | 1 | | | | | | | | | |
| | 2 | 1 | .90 | | | | 1 | | | | | | | |
| | 3 | 3 | 1.00 | | 1 | 1 | | | | | 1 | | | |
| | 4 | 3 | 1.25 | 2 | | | | | | | | 1 | | |
| | 8 | | | 2 | 2 | 1 | 1 | | | | 1 | 1 | | |
| Bolt cutter | 1 | 1 | .50 | | | | | | | 1 | | | | |
| | | 1 | | | | | | | | 1 | | | | |
| Brakemen..... | 1 | 6 | 1.00 | 5 | 1 | | | | | | | | | |
| | 2 | 1 | 1.48 | | | | 1 | | | | | | | |
| | 3 | 12 | 1.50 | 7 | 3 | 1 | | 1 | | | | | | |
| | | 19 | | 12 | 4 | 1 | 1 | 1 | | | | | | |
| Brakemen, passenger..... | 1 | 2 | .75 | 2 | | | | | | | | | | |
| | 2 | 1 | .90 | 1 | | | | | | | | | | |
| | 3 | 5 | .98½ | | | | 1 | 2 | | 1 | | | | |
| | 4 | 17 | 1.00 | 12 | | | 4 | | | | | 1 | | |
| | 5 | 1 | 1.25 | | | | 1 | | | | | | | |
| | 6 | 12 | 1.48 | | | | 4 | 4 | 1 | 1 | 1 | 1 | | |
| | 7 | 25 | 1.50 | 15 | 4 | 4 | 1 | 1 | | | | | | |
| | 63 | | 31 | 4 | 14 | 7 | 2 | 2 | 2 | 1 | 2 | | | |
| Brakemen, work train..... | 1 | 1 | .75 | | | 1 | | | | | | | | |
| | 2 | 1 | 1.00 | | | | | | 1 | | | | | |
| | | 2 | | | | 1 | | | 1 | | | | | |
| Carpenters' helpers..... | 1 | 1 | .50 | | | 1 | | | | | | | | |
| | 2 | 4 | 1.00 | 2 | 1 | | | | | 1 | | | | |
| | 3 | 1 | 1.25 | | | 1 | | | | | | | | |
| | | 6 | | 2 | 1 | 2 | | | | 1 | | | | |
| Cleaners, car..... | 1 | 1 | .49½ | | | | | | | | | 1 | | |
| | 2 | 2 | .66 | | | | 1 | | | | | 1 | | |
| | 3 | 20 | 1.00 | 6 | 1 | 4 | | 1 | 1 | 1 | 1 | 5 | 1 | |
| | | 23 | | 6 | 1 | 4 | 1 | 1 | 1 | 1 | 1 | 7 | 1 | |
| Climbers..... | 1 | 4 | 1.25 | 2 | 2 | | | | | | | | | |
| | | 4 | | 2 | 2 | | | | | | | | | |
| Collectors..... | 1 | 1 | 1.97 | | | | | 1 | | | | | | |
| | 2 | 1 | 2.14 | | | | | | 1 | | | | | |
| | | 2 | | | | | | 1 | 1 | | | | | |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 21 (GROUP III).

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|--------------------------|--------------------------|-------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---|
| 25 dolls. and under | 26 to 50 dolls. | 51 to 75 dolls. | 76 to 100 doll | 101 to 125 doll | 126 to 150 doll | 151 to 175 doll | 176 to 200 doll | 201 to 225 doll | 226 to 250 doll | 251 to 275 doll | 276 to 300 doll | 301 to 325 doll | 326 to 350 doll | 351 to 375 doll | 376 to 400 doll | 401 to 425 doll | 426 to 450 doll | 451 to 475 doll | 476 to 500 doll | 501 to and over | |
| 6 | | | | | | | | | | | | | | | | | | | | | 1 |
| 8 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | | | | 1 | | | | | | | | 2 |
| 14 | 3 | 1 | 1 | 1 | 1 | 2 | | 1 | | | | | 1 | | | | | | | | 3 |
| 2 | 1 | 1 | 1 | | 1 | | 1 | | | 1 | | 1 | | | 1 | | | | | | 1 |
| 2 | 1 | 1 | 2 | | 1 | | 1 | | | 1 | | 1 | | | 1 | | | | | | 2 |
| | 1 | | | 1 | | | | | | | | | | | | | | | | | 1 |
| | 1 | 1 | | | | | | | | 1 | | | | | | | | | | | 2 |
| | 2 | | | | | | | | | | | | | | | | | | 1 | | 3 |
| | 4 | 1 | | 1 | | | | | | 1 | | | | | | | | | 1 | | 4 |
| | | | | 1 | | | | | | | | | | | | | | | | | 1 |
| | | | | 1 | | | | | | | | | | | | | | | | | 1 |
| 5 | 1 | | | | | | | | | | | | | | | | | | | | 1 |
| 4 | 4 | 2 | 1 | | | | | 1 | | | | 1 | | | | | | | | | 2 |
| 9 | 5 | 2 | 1 | | | | | 1 | | | 1 | | | | | | | | | | 3 |
| 2 | | | | 1 | | | | | | | | | | | | | | | | | 1 |
| 1 | | | | 1 | | | | | | | | | | | | | | | | | 2 |
| 1 | | | | 1 | | | | | | | | | | | | | | | | | 3 |
| 12 | | 1 | 3 | 1 | 1 | | | 1 | | | | 1 | | | | | | | | | 4 |
| | | 1 | 1 | 1 | 4 | 1 | 1 | 1 | | | 1 | | 1 | | 1 | | | | | a1 | 5 |
| 13 | 5 | 1 | 2 | 2 | | | | 1 | 1 | | | | | | | | | | | | 6 |
| 29 | 5 | 2 | 7 | 4 | 5 | 1 | 1 | 3 | 1 | | 1 | 1 | 1 | | 1 | | | | | | 7 |
| | 1 | | | | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | 1 | | | | | | | | 2 |
| | 1 | | | | | | | | | | | | 1 | | | | | | | | 1 |
| | 1 | | | | | | | | | | | | | | | | | | | | 2 |
| 2 | 1 | | | | | | | 1 | | | | | | | | | | | | | 1 |
| 1 | 1 | | | 1 | | | | | | | | | | | | | | | | | 2 |
| 2 | 2 | | 1 | | | | | 1 | | | | | | | | | | | | | 3 |
| | | | | | | 1 | | | | | | | | | | | | | | | 1 |
| 6 | 1 | 3 | 1 | | | 1 | | | 1 | 1 | | | 3 | 3 | | | | | | | 2 |
| 6 | 1 | 3 | 2 | | | 2 | | | 1 | 1 | 1 | | 3 | 3 | | | | | | | 3 |
| 1 | 3 | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | 3 | | | | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | 1 | | | | | | | | | | 1 |
| | | | | | | | | | | | | 1 | | | | | | | 1 | | 2 |
| | | | | | | | | | | | | | | | | | | | 1 | | 1 |

a \$504.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 21 (GROUP III)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Num. ber of employ- es. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|------------------------------|------------------|-------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|---|---|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | |
| Conductors | 1 | 1 | \$2.46 $\frac{1}{2}$ | | 1 | | | | | | | | | |
| | 2 | 3 | 2.50 | 3 | | | | | | | | | | |
| | 3 | 1 | 2.71 | 1 | | | | | | | | | | |
| | 4 | 1 | 2.80 | | | 1 | | | | | | | | |
| | | 6 | | 4 | 1 | 1 | | | | | | | | |
| Cooks | 1 | 1 | .49 $\frac{1}{2}$ | | 1 | | | | | | | | | |
| | 2 | 5 | .50 | 2 | 3 | | | | | | | | | |
| | 3 | 3 | .60 | 1 | 1 | | 1 | | | | | | | |
| | 4 | 4 | .75 | | 3 | | 1 | | | | | | | |
| | | 13 | | 3 | 8 | | 2 | | | | | | | |
| Coppersmiths' helpers ... | 1 | 1 | 1.00 | | | | | | | | | 1 | | |
| | 2 | 1 | 1.75 | 1 | | | | | | | | | | |
| | | 2 | | 1 | | | | | | | | 1 | | |
| Craneman | 1 | 1 | 1.50 | | | | | | | | | | 1 | |
| | | 1 | | | | | | | | | | | 1 | |
| Engineers, stationary | 1 | 1 | 1.00 | | | | | | | | | | 1 | |
| | 2 | 1 | 1.10 | | | 1 | | | | | | | | |
| | 3 | 1 | 1.31 $\frac{1}{2}$ | | | | | | | | | 1 | | |
| | 4 | 3 | 1.33 $\frac{1}{2}$ | 2 | | 1 | | | | | | | | |
| | 5 | 3 | 1.50 | 2 | | | | | | | | 1 | | |
| | | 9 | | 4 | | 2 | | | | | 2 | 1 | | |
| Firemen, steam shovel ... | 1 | 1 | 1.31 $\frac{1}{2}$ | | | 1 | | | | | | | | |
| | 2 | 3 | 1.48 | | 1 | 1 | 1 | | | | | | | |
| | 3 | 1 | 1.50 | | | 1 | | | | | | | | |
| | 4 | 1 | 1.64 $\frac{1}{2}$ | 1 | | | | | | | | | | |
| | | 6 | | 1 | 1 | 3 | 1 | | | | | | | |
| Flagmen | 1 | 1 | .82 | | | 1 | | | | | | | | |
| | 2 | 2 | 1.00 | 1 | 1 | | | | | | | | | |
| | | 3 | | 1 | 1 | 1 | | | | | | | | |
| Gatemen, bridge | 1 | 1 | 1.00 | | | | | | | | | | | 1 |
| | 2 | 1 | 1.48 | | | | 1 | | | | | | | |
| | | 2 | | | | | 1 | | | | | | | 1 |
| Greasers | 1 | 4 | 1.00 | | 1 | | | | | | | | | 3 |
| | 2 | 2 | 1.25 | | 1 | 1 | | | | | | | | |
| | 3 | 1 | 1.31 $\frac{1}{2}$ | | | | | | | | | | 1 | |
| | 4 | 8 | 1.50 | 5 | 1 | 1 | 1 | | | | | | | |
| | | 15 | | 5 | 3 | 2 | 1 | | | | | | 4 | |
| Inspectors' car, helpers ... | 1 | 5 | 1.25 | 1 | | | 2 | | | | | | 2 | |
| | | 5 | | 1 | | | 2 | | | | | | 2 | |
| Inspectors' helpers | 1 | 3 | 1.00 | 1 | 1 | | | | | | | | 1 | |
| | 2 | 1 | 1.25 | | 1 | | | | | | | | | |
| | | 4 | | 1 | 2 | | | | | | | | 1 | |
| Jackmen, steam shovel.... | 1 | 1 | .75 | 1 | | | | | | | | | | |
| | 2 | 3 | .90 | 1 | 2 | | | | | | | | | |
| | 3 | 9 | 1.00 | 1 | 4 | 3 | 1 | | | | | | | |
| | | 13 | | 3 | 6 | 3 | 1 | | | | | | | |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 21 (GROUP III)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|--------------------------|--------------------------|-------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|----------------------------|---|
| 25 dolls. and under | 26 to 50 dolls. | 51 to 75 dolls. | 76 to 100 doll | 101 to 125 doll | 126 to 150 doll | 151 to 175 doll | 176 to 200 doll | 201 to 225 doll | 226 to 250 doll | 251 to 275 doll | 276 to 300 doll | 301 to 325 doll | 326 to 350 doll | 351 to 375 doll | 376 to 400 doll | 401 to 425 doll | 426 to 450 doll | 451 to 475 doll | 476 to 500 doll | 501 doll and over | |
| 3 | | | | 1 | | | | | | | | | | | | | | | | | 1 |
| 1 | | | | | | | | | | | | | | | | | | | | | 2 |
| | | | | | | | 1 | | | | | | | | | | | | | | 3 |
| 4 | | | | 1 | | | | | | | | | | | | | | | | | 4 |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| 5 | | | | | | | | | | | | | | | | | | | | | 2 |
| 2 | | | 1 | | | | | | | | | | | | | | | | | | 3 |
| 2 | 1 | | | 1 | | | | | | | | | | | | | | | | | 4 |
| 10 | 1 | 1 | | 1 | | | | | | | | | | | | | | | | | |
| 1 | | | | | | | | | | 1 | | | | | | | | | | | 1 |
| 1 | | | | | | | | | | 1 | | | | | | | | | | | 2 |
| | | | | | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | | | 1 | | |
| | | | | 1 | | | | | | | | 1 | | | | | | | | | 1 |
| | | | | | | | | | | | | | 1 | | | | | | | | 2 |
| | | | | | 1 | | | | | | | | | | | | | | | | 3 |
| 2 | | | | | 1 | | | | | | | | | 1 | | | | | | | 4 |
| 2 | 2 | | | 1 | 1 | | | | | | | | | | | | | | | | 5 |
| | | | | | | | | | | | | | | | | | | | | | 1 |
| | | | 1 | | | | | | | | | | | | | | | | | | 2 |
| | | | | | 1 | | 1 | | | | | | | | | | | | | | 3 |
| 1 | | | | | | | | | | | | | | | | | | | | | 4 |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | | | | | | | | | | | | | | | | | | | | | 2 |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | | | | | | | | | | | | | | | | | | | | | 2 |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | | | | | | | | | | | | | | | | | | | | | 2 |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | 1 | | | | | | | | | | | | | | | | | | | | 2 |
| 1 | 1 | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | 1 | | | | | | | | | | | | | | | | | | | | 2 |
| 1 | 2 | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | | | | | | | | | | | | | | | | | | | | | 2 |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | 1 | | | | | | | | | | | | | | | | | | | | 2 |
| 1 | 1 | | | | | | | | | | | | | | | | | | | | 3 |
| 1 | 4 | | | | | | | | | | | | | | | | | | | | 3 |
| 3 | 6 | | | | | | | | | | | | | | | | | | | | 3 |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 21 (GROUP III)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employ- ees. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | |
|---------------------------|---|---------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|---|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | |
| Janitor..... | 1 | 1 | \$1.15 | | | | | | | | | 1 | |
| | | 1 | | | | | | | | | | | 1 |
| Laborers | 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 | 1 | .23 | | | 1 | | | | | | | |
| | | 4 | .33 | 1 | 2 | | | 1 | | | | | |
| | | 3 | .49½ | 1 | 1 | 1 | | 1 | | | | | 1 |
| | | 4 | .50 | 2 | 1 | | | | | | | | |
| | | 5 | .65 | 1 | | | | | | | | | 1 |
| | | 6 | .66 | | 2 | 2 | | 1 | | | | | 1 |
| | | 7 | .70 | | | 3 | | | | | | | 1 |
| | | 8 | .75 | 5 | | 2 | 1 | | | | | | |
| | | 9 | .82 | | | | 1 | | | | | | 3 |
| | | 10 | .83½ | | | | | 1 | | | | | |
| | | 11 | .85 | | 1 | 1 | | | | | | | |
| | | 12 | .90 | 2 | 2 | 1 | 2 | 1 | 2 | 1 | 1 | | |
| | | 13 | .95½ | 1 | 1 | 1 | 1 | 1 | | | | | |
| | | 14 | 1.00 | 26 | 11 | 6 | 4 | 5 | | | 3 | | |
| | | 15 | 1.10 | | 1 | | | | | | | | |
| | | 16 | 1.15 | | 1 | | 1 | | | 1 | | | |
| | | 17 | 1.25 | | 1 | | | | | | | | |
| | | 18 | 2.00 | 4 | | | | | | | | | |
| | | 120 | | 45 | 21 | 19 | 9 | 12 | 3 | 4 | 7 | | |
| Laborers, bridge | 1 2 3 4 5 6 7 8 9 10 | 1 | .50 | 1 | | | | | | | | | |
| | | 2 | .75 | 1 | | 1 | | | | | | | |
| | | 3 | .85 | | 1 | | | | | | | | |
| | | 4 | .90 | 2 | 1 | 4 | | | | | | | |
| | | 5 | 1.00 | 11 | 10 | 8 | 5 | 4 | 8 | 7 | 4 | | |
| | | 6 | 1.10 | 11 | 8 | 16 | 3 | 4 | 2 | 1 | 1 | | |
| | | 7 | 1.15 | | | | | | | 1 | | | |
| | | 8 | 1.25 | 16 | 1 | 11 | 2 | 3 | | 1 | | | |
| | | 9 | 1.35 | 2 | | | | | | | | | |
| | | 10 | 1.50 | 1 | 1 | 1 | | | | | | | |
| | | 154 | | 45 | 22 | 41 | 10 | 11 | 11 | 9 | 5 | | |
| Laborers, track | 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 | 4 | .50 | 4 | | | | | | | | | |
| | | 5 | .55 | | | 1 | | | 1 | | | 3 | |
| | | 65 | .60 | 30 | 3 | 16 | 1 | 3 | 5 | 6 | 1 | | |
| | | 65 | .65 | 22 | 12 | 10 | 5 | 1 | 4 | 7 | 4 | | |
| | | 62 | .70 | 20 | 6 | 10 | 11 | 3 | 2 | 2 | 8 | | |
| | | 365 | .75 | 192 | 68 | 52 | 24 | 13 | 6 | 7 | 3 | | |
| | | 61 | .80 | 10 | 12 | 19 | 12 | 3 | 3 | 1 | 1 | | |
| | | 57 | .85 | 15 | 9 | 20 | 6 | 1 | 5 | 1 | | | |
| | | 335 | .90 | 154 | 56 | 58 | 26 | 16 | 16 | 5 | 4 | | |
| | | 69 | 1.00 | 36 | 11 | 7 | 2 | 3 | 5 | 5 | | | |
| | | 1 | 1.01½ | 1 | | | | | | | | | |
| | | 2 | 1.07 | | 1 | 1 | | | | | | | |
| | | 2 | 1.10 | | | | | 2 | | | | | |
| | | 1 | 1.20 | | | | | 1 | | | | | |
| | | 1 | 1.35 | 1 | | | | | | | | | |
| | | 1,095 | | 485 | 178 | 194 | 90 | 44 | 46 | 37 | 21 | | |
| Laborers, warehouse | 1 2 3 4 5 6 7 8 9 10 | 1 | .90 | 1 | | | | | | | | | |
| | | 5 | 1.00 | 1 | | 1 | 1 | 1 | | | 1 | | |
| | | 11 | 1.07 | 5 | 6 | | | | | | | | |
| | | 1 | 1.10 | 1 | | | | | | | | | |
| | | 1 | 1.15 | | 1 | | | | | | | | |
| | | 2 | 1.16 | | | 1 | 1 | | | | | | |
| | | 4 | 1.17 | 1 | | 1 | 1 | | 1 | | | | |
| | | 86 | 1.25 | 68 | 1 | 4 | 3 | 2 | 2 | 2 | 4 | | |
| | | 9 | 1.31½ | | 1 | 6 | 1 | | 1 | | | | |
| | | 10 | 1.50 | 8 | 1 | 1 | | | | | | | |
| | | 130 | | 84 | 11 | 14 | 7 | 3 | 4 | 2 | 5 | | |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 21 (GROUP III)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|--------------------------|--------------------------|-------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|----------------------------|----|
| 25 dolls. and under | 26 to 50 dolls. | 51 to 75 dolls. | 76 to 100 doll | 101 to 125 doll | 126 to 150 doll | 151 to 175 doll | 176 to 200 doll | 201 to 225 doll | 226 to 250 doll | 251 to 275 doll | 276 to 300 doll | 301 to 325 doll | 326 to 350 doll | 351 to 375 doll | 376 to 400 doll | 401 to 425 doll | 426 to 450 doll | 451 to 475 doll | 476 to 500 doll | 501 doll and over | |
| | | | | | | | | | | | | | | | 1 | | | | | | 1 |
| | | | | | | | | | | | | | | | 1 | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| 3 | 1 | | | | | | | | | | | | | | | | | | | | 2 |
| 2 | 1 | 1 | | 1 | | | 1 | | | | | | | | | | | | | | 3 |
| 3 | | | | | | | | | | | | | | | | | | | | | 4 |
| 1 | | | | | | | | 1 | | | | | | | | | | | | | 5 |
| 1 | 3 | | | 1 | | | | | 1 | | | | | | | | | | | | 6 |
| 5 | | 3 | 1 | | | | | | | | | | | | | | | | | | 7 |
| | | 2 | 1 | | | | | | | | | | | | | | | | | | 8 |
| | | 1 | 1 | | | | | | | 1 | 2 | | | | | | | | | | 9 |
| | 1 | 1 | | | 1 | | | | | | | | | | | | | | | | 10 |
| 3 | 1 | | 1 | 2 | | 1 | | 2 | | 2 | | | | | | | | | | | 11 |
| 1 | | 1 | 1 | 1 | | | 1 | | | | | | | | | | | | | | 12 |
| 26 | 11 | 3 | 3 | 2 | 2 | 2 | 3 | | | 1 | 2 | | | | | | | | | | 13 |
| | 1 | | | | | | | | | | | | | | | | | | | | 14 |
| 1 | | 1 | | | | 1 | | | | | | | | | | | | | | | 15 |
| 1 | | | | | | | | | | | | | | | | | | | | | 16 |
| 4 | | | | | | | | | | | | | | | | | | | | | 17 |
| | | | | | | | | | | | | | | | | | | | | | 18 |
| 52 | 19 | 12 | 6 | 7 | 3 | 4 | 5 | 3 | 1 | 4 | 4 | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | 1 | | | | | | | | | | | | | | | | | | | | 2 |
| 1 | | | | | | | | | | | | | | | | | | | | | 3 |
| 2 | 1 | 2 | 2 | | | | | | | | | | | | | | | | | | 4 |
| 11 | 10 | 6 | 2 | 2 | 3 | 1 | 5 | 3 | 3 | 1 | 6 | 4 | | | | | | | | 5 | |
| 10 | 9 | 10 | 6 | | 3 | 2 | 1 | 2 | | 1 | 1 | 1 | 1 | | | | | | | 6 | |
| | | | | | | | | | | | 1 | | | | | | | | | | 7 |
| 15 | 2 | 6 | 3 | 2 | 1 | 1 | | 3 | | | | | | 1 | | | | | | | 8 |
| 2 | | | | | | | | | | | | | | | | | | | | | 9 |
| 1 | 1 | | 1 | | | | | | | | | | | | | | | | | | 10 |
| | | | | | | | | | | | | | | | | | | | | | |
| 44 | 24 | 24 | 14 | 4 | 7 | 4 | 6 | 8 | 3 | 2 | 8 | 4 | 2 | | | | | | | | |
| 4 | | | | | | | | | | | | | | | | | | | | | 1 |
| | 1 | | | 1 | 3 | | | | | | | | | | | | | | | | 2 |
| 32 | 12 | 6 | 1 | 2 | 5 | 6 | 1 | | | | | | | | | | | | | | 3 |
| 31 | 9 | 5 | 4 | 1 | 4 | | 8 | 3 | | | | | | | | | | | | | 4 |
| 22 | 9 | 8 | 5 | 5 | 2 | 1 | 2 | 7 | 1 | | | | | | | | | | | | 5 |
| 214 | 64 | 34 | 20 | 8 | 9 | 4 | 3 | 6 | 3 | | | | | | | | | | | | 6 |
| 15 | 10 | 16 | 9 | 3 | 3 | 1 | 2 | | | | | | | | | | | | | | 7 |
| 18 | 10 | 12 | 5 | 5 | 1 | 1 | 3 | 1 | 1 | | | | | | | | | | | | 8 |
| 163 | 59 | 39 | 15 | 13 | 8 | 11 | 11 | 7 | 4 | 2 | 3 | | | | | | | | | | 9 |
| 36 | 11 | 4 | 3 | 1 | 1 | 2 | 2 | 2 | 2 | 3 | 2 | | | | | | | | | | 10 |
| 1 | | | | | | | | | | | | | | | | | | | | | 11 |
| | 1 | | 1 | | | | | | | | | | | | | | | | | | 12 |
| | | | | 1 | 1 | | | | | | | | | | | | | | | | 13 |
| | | | | | 1 | | | | | | | | | | | | | | | | 14 |
| 1 | | | | | 1 | | | | | | | | | | | | | | | | 15 |
| | | | | | | | | | | | | | | | | | | | | | |
| 537 | 186 | 124 | 63 | 40 | 38 | 26 | 32 | 26 | 13 | 5 | 5 | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| | 1 | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | | 1 | | 1 | | | 1 | | | | | | | | 1 | | | | | | 2 |
| 5 | 6 | | | | | | | | | | | | | | | | | | | | 3 |
| 1 | | | | | | | | | | | | | | | | | | | | | 4 |
| | 1 | | | | | | | | | | | | | | | | | | | | 5 |
| | | | 1 | 1 | | | | | | | | | | | | | | | | | 6 |
| 1 | | 1 | | | | 1 | | | | 1 | | | | | | | | | | | 7 |
| 63 | 1 | 1 | 1 | 2 | | 1 | 4 | | | | 1 | 1 | | 2 | 3 | 1 | | | | | 8 |
| | 1 | | 4 | 2 | 1 | | | | | | | 1 | | | | | | | | | 9 |
| 6 | 2 | 1 | | | 1 | | | | | | | | | | | | | | | | 10 |
| | | | | | | | | | | | | | | | | | | | | | |
| 82 | 12 | 4 | 6 | 6 | 2 | 2 | 5 | | 1 | | 1 | 2 | | 3 | 3 | 1 | | | | | |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 21 (GROUP III)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employes. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | |
|----------------------------|------------------|---------------------|--|--|---------------|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|--|
| | | | | 25 days and under | 26 to 50 days | 51 to 100 days | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | |
| Laborers, work train..... | 1 | 81 | \$0.75 | 35 | 16 | 17 | 4 | 5 | 2 | | 2 | | |
| | 2 | 5 | .85 | 1 | 2 | | 2 | | | | | | |
| | 3 | 9 | .90 | 2 | 1 | | | 2 | 4 | | | | |
| | 4 | 4 | 1.00 | 1 | 1 | 1 | | | 1 | | | | |
| | | | 99 | | 39 | 20 | 18 | 6 | 7 | 7 | | 2 | |
| Ladies' maids..... | 1 | 2 | .52½ | | | 2 | | | | | | | |
| | 2 | 1 | .50½ | | | | | | 1 | | | | |
| | | 3 | | | | 2 | | | 1 | | | | |
| Machinists' apprentices... | 1 | 1 | .50 | | | 1 | | | | | | | |
| | 2 | 1 | .80 | | | | | | | | 1 | | |
| | 3 | 2 | 1.00 | | | | | | 1 | | 1 | | |
| | 4 | 2 | 1.25 | | | | | | | | 2 | | |
| | 5 | 2 | 1.40 | | | | | 1 | | | 1 | | |
| | 6 | 1 | 1.50 | | | | | | | | 1 | | |
| | 7 | 1 | 1.60 | | | | | | 1 | | | | |
| | | 10 | | | | 1 | | 1 | 2 | 6 | | | |
| Machinists' helpers..... | 1 | 1 | 1.00 | | | 1 | | | | | | | |
| | 2 | 2 | 1.25 | | | | | 1 | | | | 1 | |
| | 3 | 1 | 1.50 | | | | | 1 | | | | | |
| | 4 | 1 | 2.00 | | 1 | | | | | | | | |
| | | 5 | | | 1 | 1 | | 2 | | | 1 | | |
| Mail carriers..... | 1 | 1 | .16½ | | | | | | | | | 1 | |
| | 2 | 1 | .20 | 1 | | | | | | | | | |
| | 3 | 3 | .33 | | | 1 | | | | | | 2 | |
| | 4 | 1 | .40½ | | 1 | | | | | | | | |
| | | 6 | | 1 | 1 | 1 | | | | | | 3 | |
| Mason..... | 1 | 1 | 3.00 | 1 | | | | | | | | | |
| | | 1 | | 1 | | | | | | | | | |
| Messengers..... | 1 | 3 | .16½ | 1 | | | 1 | | 1 | | | | |
| | 2 | 1 | .20 | | | | | | | | | 1 | |
| | 3 | 2 | .33 | 1 | 1 | | | | | | | | |
| | 4 | 2 | .39½ | 1 | 1 | | | | | | | | |
| | 5 | 1 | .49½ | | | 1 | | | | | | | |
| | | 9 | | 3 | 2 | 1 | 1 | | 1 | | 1 | | |
| Moulders..... | 1 | 5 | 2.25 | 2 | | 1 | 1 | | 1 | | | | |
| | 2 | 1 | 2.60 | | | | | | 1 | | | | |
| | | 6 | | 2 | | 1 | 1 | | 2 | | | | |
| Moulders' helpers..... | 1 | 6 | 1.00 | 1 | | 4 | | | 1 | | | | |
| | 2 | 1 | 1.25 | 1 | | | | | | | | | |
| | 3 | 1 | 1.50 | | | 1 | | | | | | | |
| | | 8 | | 2 | | 5 | | | 1 | | | | |
| Office boy..... | 1 | 1 | .50 | 1 | | | | | | | | | |
| | | 1 | | 1 | | | | | | | | | |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 21 (GROUP III)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | |
|---|--------------------------|--------------------------|-------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|----------------------------|
| 25 dolls. and under | 26 to 50 dolls. | 51 to 75 dolls. | 76 to 100 doll | 101 to 125 doll | 126 to 150 doll | 151 to 175 doll | 176 to 200 doll | 201 to 225 doll | 226 to 250 doll | 251 to 275 doll | 276 to 300 doll | 301 to 325 doll | 326 to 350 doll | 351 to 375 doll | 376 to 400 doll | 401 to 425 doll | 426 to 450 doll | 451 to 475 doll | 476 to 500 doll | 501 doll and over |
| 45 | 13 | 10 | 3 | 3 | 3 | 2 | ... | 2 | 2 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 |
| 1 | 2 | ... | 1 | 1 | ... | ... | 1 | 2 | 1 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 2 |
| 2 | 1 | ... | ... | ... | ... | 2 | ... | ... | 1 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 3 |
| 1 | 1 | ... | 1 | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 4 |
| 49 | 17 | 10 | 5 | 4 | 3 | 4 | 1 | 2 | 4 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| ... | 2 | ... | ... | 1 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 |
| ... | 2 | ... | 1 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 2 |
| ... | 1 | ... | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 | 1 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 2 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | 2 | ... | ... | ... | ... | ... | ... | 3 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... | 4 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | 3 | 1 | ... | ... | 2 | 1 | 2 | ... | ... | ... | ... | 5 |
| ... | ... | 1 | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 6 |
| ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... | ... | ... | 7 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 |
| ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | 1 | ... | ... | ... | 2 |
| ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 3 |
| ... | ... | 1 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 4 |
| ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 |
| ... | 1 | ... | 1 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 2 |
| ... | 1 | 1 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 3 |
| ... | 1 | 1 | ... | ... | 2 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 4 |
| ... | 1 | ... | ... | 2 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 |
| ... | 1 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 |
| ... | 1 | 1 | 1 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 2 |
| ... | 2 | 1 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 3 |
| ... | 2 | ... | 1 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 4 |
| ... | 2 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 5 |
| ... | 6 | 2 | 1 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| ... | 1 | 1 | ... | ... | ... | 1 | ... | ... | 1 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 | 1 |
| ... | 1 | 1 | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... | ... | ... | ... | a.1 | 2 |
| ... | 1 | 1 | 1 | 2 | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 | 1 |
| ... | 1 | 1 | 1 | 2 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 |
| ... | 1 | 1 | 1 | 1 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 3 |
| ... | 1 | 2 | 1 | 2 | 1 | ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 |
| ... | 1 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 |
| ... | 1 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 |

a \$633.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 21 (GROUP III)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employees. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | | |
|-----------------------------|------------------|----------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|---|----|---|--|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | | | |
| Painters..... | 1 | 2 | \$1.50 | 3 | | 1 | | | | | | | | | | |
| | 2 | 4 | 1.75 | 1 | | 1 | | | | | | | | | | |
| | 3 | 8 | 2.00 | 5 | 2 | | 1 | | | | | | | | | |
| | 4 | 1 | 2.50 | | | | 1 | | | | | | | | | |
| | 5 | 1 | 3.00 | | | 1 | | | | | | | | | | |
| | 6 | 1 | 4.00 | 1 | | | | | | | | | | | | |
| | | | 17 | | 10 | 3 | 2 | 2 | | | | | | | | |
| Painters' helpers..... | 1 | 5 | 1.25 | | | | | 1 | 1 | 3 | | | | | | |
| | 2 | 1 | 1.50 | | | | | | | | | | | | 1 | |
| | | 6 | | | | | | 1 | 1 | 3 | 1 | | | | | |
| Portors..... | 1 | 2 | .33 | | | 1 | | | | | | | | | 1 | |
| | 2 | 1 | .66 | | | | | | | | | | | | 1 | |
| | 3 | 4 | .82 | 1 | 1 | | | 1 | | | | | | | 1 | |
| | 4 | 3 | .98½ | | | | | 1 | | | | | | | 2 | |
| | 5 | 8 | 1.00 | 6 | 1 | | | | | | | | | | 1 | |
| | 6 | 1 | 1.15 | | | | | | | | | | | | 1 | |
| | 7 | 1 | 1.25 | | | | | | | | | | | | 1 | |
| | | 20 | | 7 | 2 | 1 | | 2 | | | | | | 8 | | |
| Pumpers..... | 1 | 1 | .33 | | | | | | | 1 | | | | | | |
| | 2 | 4 | .66 | 1 | | | 1 | | | | | | | | 2 | |
| | 3 | 15 | .82 | | 2 | | | 3 | 1 | | | | | | 9 | |
| | 4 | 2 | .90 | 1 | | | 1 | | | | | | | | | |
| | 5 | 1 | .98½ | | | | | 1 | | | | | | | | |
| | 6 | 1 | 1.00 | | | | | 1 | | | | | | | | |
| | | 24 | | 2 | 2 | | 3 | 4 | 2 | | | | | 11 | | |
| Storekeepers, assistant.... | 1 | 1 | 1.31½ | | | | | | | | | | | | 1 | |
| | 2 | 1 | 2.50 | | | | | 1 | | | | | | | | |
| | | 2 | | | | | | 1 | | | | | | | 1 | |
| Surveyors, lumber..... | 1 | 1 | 1.00 | | | | 1 | | | | | | | | | |
| | 2 | 1 | 2.00 | 1 | | | | | | | | | | | 1 | |
| | | 2 | | 1 | | 1 | | | | | | | | | | |
| Switchmen..... | 1 | 3 | .50 | 2 | | | | | | | | | | | 1 | |
| | 2 | 1 | .75 | | 1 | | | | | | | | | | | |
| | 3 | 2 | .98½ | | | | 1 | | | | | | | 1 | | |
| | 4 | 8 | 1.00 | 6 | | | 2 | | | | | | | | | |
| | 5 | 4 | 1.15 | 1 | | | | | | | | | | 1 | 2 | |
| | 6 | 1 | 1.23½ | | | | 1 | | | | | | | | | |
| | 7 | 6 | 1.25 | 1 | 1 | 1 | | | | | | | | | 3 | |
| | 8 | 2 | 1.31½ | | | | | | | | | | | | 2 | |
| | 9 | 1 | 1.50 | 1 | | | | | | | | | | | 2 | |
| | | 28 | | 11 | 2 | 5 | | | | | | | 2 | 8 | | |
| Warehousemen..... | 1 | 1 | .26½ | | 1 | | | | | | | | | | | |
| | 2 | 3 | .33 | | | 1 | | 1 | | | | | 1 | | | |
| | 3 | 4 | .39½ | | 2 | 2 | | | 1 | | | | | | | |
| | 4 | 6 | .49½ | | 1 | | | | 1 | | | | 1 | 3 | | |
| | 5 | 1 | .50 | 1 | | | | | | | | | | | | |
| | 6 | 1 | .52½ | | | | | | | | | | | | 1 | |
| | 7 | 1 | .59 | | | | | | | | | | | | 1 | |
| | 8 | 2 | .60 | | | | | | | | | | 1 | | 1 | |
| | 9 | 6 | .66 | | 2 | | | | | | | | | | 4 | |
| | 10 | 8 | .82 | | 2 | 1 | | | 2 | | | | | | 3 | |
| | 11 | 4 | .98½ | | 1 | | | | 1 | | | | | | 2 | |
| | | 37 | | 1 | 9 | 4 | | 5 | 1 | 2 | 15 | | | | | |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 21 (GROUP III)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|-------------------------|-------------------------|-------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|----------------------------|----|
| 25 dols. and under | 26 to 50 dols. | 51 to 75 dols. | 76 to 100 doll | 101 to 125 doll | 126 to 150 doll | 151 to 175 doll | 176 to 200 doll | 201 to 225 doll | 226 to 250 doll | 251 to 275 doll | 276 to 300 doll | 301 to 325 doll | 326 to 350 doll | 351 to 375 doll | 376 to 400 doll | 401 to 425 doll | 426 to 450 doll | 451 to 472 doll | 476 to 500 doll | 501 doll and over | |
| 2 | 1 | | 1 | | | | 1 | | | | | | | | | | | | | | 1 |
| 1 | | | | | | | | | | | | | | | | | | | | | 2 |
| 2 | 3 | | 2 | | | | | 1 | | | 1 | | | | | | | | | | 3 |
| | | | | | | | | | | | | | | | | | | | | | 4 |
| 1 | | | | | 1 | | | | | | | | | | | | | | | | 5 |
| | | | | | | | | | | | | | | | | | | | | | 6 |
| 6 | 4 | | 3 | | 1 | | 1 | 1 | | | 1 | | | | | | | | | | 1 |
| | | | | | | | | | 1 | | | 2 | 2 | | | | | | | | 2 |
| | | | | | | | | | 1 | | | 2 | 2 | | 1 | | | | | | |
| 1 | | | 1 | | | | | | | | | | | | | | | | | | 1 |
| 2 | | | | | | | 1 | | | | 1 | | | | | | | | | | 2 |
| 6 | 1 | | | | | | 1 | | | | | 1 | 1 | | | | | | | | 3 |
| | | | | | | | | | | | | | | | | 1 | | | | | 4 |
| | | | | | | | | | | | | | | | | 1 | | | | | 5 |
| 9 | 1 | | 1 | | | 1 | 1 | | 1 | | 1 | | | 1 | 2 | | 1 | 1 | | | 6 |
| | | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | | 1 | | | | | | | 2 | | | | | | | | | | | | 2 |
| 1 | 1 | | | 1 | 2 | | 1 | | 1 | 1 | 7 | | | | | | | | | | 3 |
| 1 | | | | 1 | 1 | | | | | | | | | | | | | | | | 4 |
| | | | | | 1 | | | | | | | | | | | | | | | | 5 |
| 3 | 1 | 2 | | 2 | 4 | | 1 | | 3 | 1 | 7 | | | | | | | | | | 6 |
| | | | | | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | | | 1 | | 2 |
| | | | | | | | | | | | | | | | | | | | | | |
| 1 | | | 1 | | | | | | | | | | | | | | | | | | 1 |
| 1 | | | | 1 | | | | | | | | | | | | | | | | | 2 |
| 2 | | | | | | | 1 | | | | | | | | | | | | | | 1 |
| | 1 | | | | | | | | | | 1 | | | | | | | | | | 2 |
| 6 | | 1 | 1 | | | | | | | | | 1 | | | | 1 | 1 | | | | 3 |
| | 1 | | 1 | | 1 | | | | | | | | | | | | | 3 | | | 4 |
| | | 1 | | | | | | | | | | | | | | | | | 1 | 1 | 5 |
| | 1 | | | | | | | | | | | | | | | | | | | | 6 |
| | | | | | | | | | | | | | | | | | | | | | 7 |
| 9 | 3 | 3 | 2 | 1 | | 1 | | | | 1 | 1 | | | | 1 | 1 | 3 | 1 | 1 | | 8 |
| | | | | | | | | | | | | | | | | | | | | | 9 |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| | 1 | 1 | 1 | | | | | | | | | | | | | | | | | | 2 |
| 3 | | | | | 1 | 1 | 2 | | | | | | | | | | | | | | 3 |
| 1 | | | | | | | | 1 | | | | | | | | | | | | | 4 |
| | | | | | | | | | 1 | | | | | | | | | | | | 5 |
| | | | | | | | | | | 1 | | | | | | | | | | | 6 |
| 1 | 1 | | | | 1 | | | | | | | | | | | | | | | | 7 |
| 2 | | 1 | | | | | | | | | | | | | | | | | | | 8 |
| | 1 | | | | 1 | | 1 | | | | | | | | | | | | | | 9 |
| | | 1 | | | | 1 | | | | | | | | | | | | | | | 10 |
| | | | | | | | | | | | | | | | 2 | | | | | | 11 |
| 9 | 4 | 2 | 2 | | 3 | 3 | 3 | 2 | 4 | | 3 | | | | 2 | | | | | | |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 21 (GROUP III)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500—Concluded.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employ-ees. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|---------------------------|------------------|-----------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|----------------|---|--|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days over. | | |
| Watchmen and wipers.... | 1 | 2 | \$1.31½ | 1 | | 1 | | | | | | | | |
| | | 2 | | 1 | | 1 | | | | | | | | |
| Wheelpressmen's helpers . | 1 | 3 | 1.00 | | | 1 | 1 | | | | 1 | | | |
| | | 3 | | | | 1 | 1 | | | | 1 | | | |
| Wipers..... | 1 | 1 | .82 | | | | | | | | 2 | | 1 | |
| | | 2 | .85 | | | | | | | | | | | |
| | | 4 | .90 | | | 1 | 1 | 1 | | | | | | |
| | | 30 | 1.00 | 12 | 4 | 3 | 1 | 3 | 3 | | 1 | 2 | 1 | |
| | | 3 | 1.15 | | 2 | | | 1 | | | | | | |
| | | 6 | 1.25 | | 1 | | | | | | | | | |
| | | 41 | | 13 | 6 | 4 | 3 | 4 | 3 | 3 | 4 | 1 | | |

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000.

| Occupation. | Marginal number. | Number of employ-ees. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|----------------------------------|------------------|-----------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|----------------|---|---|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days over. | | |
| Agents and telegraph oper-ators. | 1 | 1 | \$0.66 | | | | | | | | | | 1 | |
| | | 2 | .82 | 1 | | | | | | 1 | | | | |
| | | 3 | .98½ | | | | | | | 1 | | | | |
| | | 4 | 1.15 | | | | | | | | | | | 1 |
| | | 5 | 1.31½ | | | 1 | | | | | | | | |
| | | 6 | 1.48 | | 1 | | | | | | | | | 1 |
| | | 7 | 1.64½ | | | | 1 | | | | 1 | | | 8 |
| | | 8 | 1.97 | | | | | | | | | | | 1 |
| | | 9 | 2.07 | | | | | | | | | 1 | | |
| | | 10 | 2.14 | | | | | | | | | | | 1 |
| | | 11 | 2.46½ | | | | | | | | | | | 1 |
| | | 12 | 2.63 | | | | | | | | | | | 1 |
| | | 23 | | 1 | 1 | 1 | 1 | | 2 | 2 | 15 | | | |
| Baggagemasters | 1 | 3 | .75 | 1 | | | | | | | | | 2 | |
| | | 1 | .82 | | | | | | | | | | 1 | |
| | | 3 | 1.15 | | | | | | 1 | 1 | | | | |
| | | 4 | 1.31½ | | | 1 | | | | | | | | |
| | | 5 | 1.48 | | | 1 | 2 | 1 | 2 | | | | | |
| | | 6 | 1.50 | | 2 | 1 | 2 | 2 | 3 | | | | | |
| | | 7 | 2.46½ | | | | | | | | | | | 1 |
| | | 24 | | 3 | 1 | 4 | 4 | 4 | 3 | 1 | 4 | | | |
| Blacksmiths..... | 1 | 3 | 2.50 | 1 | 1 | | | | | | | | 1 | |
| | | 4 | 2.75 | 1 | | | | | | 2 | 1 | | | |
| | | 1 | 2.90 | 1 | | | | | | | | | | |
| | | 4 | 3.00 | 1 | | | | | | | | | | |
| | | 5 | 3.25 | 1 | | | | | | | 1 | | | |
| | | 11 | | 5 | 1 | | | | 2 | 2 | 1 | | | |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 31 (GROUP III)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500—Concluded.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 163.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|--------------------------|--------------------------|-------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|----------------------------|---|
| 25 dols. and under | 26 to 50 dolls. | 51 to 75 dolls. | 75 to 100 doll | 101 to 125 doll | 126 to 150 doll | 151 to 175 doll | 176 to 200 doll | 201 to 225 doll | 226 to 250 doll | 251 to 275 doll | 276 to 300 doll | 301 to 325 doll | 326 to 350 doll | 351 to 375 doll | 376 to 400 doll | 401 to 425 doll | 426 to 450 doll | 451 to 475 doll | 476 to 500 doll | 501 doll and over | |
| | 1 | | | 1 | | | | | | | | | | | | | | | | | 1 |
| | 1 | | | 1 | | | | | | | | | | | | | | | | | 1 |
| | | 1 | | | 1 | | | | | | 1 | | | | | | | | | | 1 |
| | | 1 | | | 1 | | | | | | 1 | | | | | | | | | | 1 |
| | | | | | | | | 1 | | 1 | | | | | | | | | | | 1 |
| | | | | 1 | 2 | | | | | | | | | | | | | | | | 2 |
| 12 | 4 | 2 | 1 | 1 | | 3 | | 2 | 1 | 1 | | | | 2 | 1 | | | | | | 3 |
| | 1 | 1 | | | 1 | | | | | | | | | | | | | | | | 4 |
| | | | | | | | | | | | | | | | | | | | | | 5 |
| 13 | 5 | 3 | 2 | 1 | 3 | 3 | | 3 | 1 | 2 | 2 | | 2 | 1 | | | | | | | 6 |

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000.

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|---------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|-----------------------------|----|
| 50 dols and under | 51 to 100 dolls. | 101 to 150 dolls. | 151 to 200 doll | 201 to 250 doll | 251 to 300 doll | 301 to 350 doll | 351 to 400 doll | 401 to 450 doll | 451 to 500 doll | 501 to 550 doll | 551 to 600 doll | 601 to 650 doll | 651 to 700 doll | 701 to 750 doll | 751 to 800 doll | 801 to 850 doll | 851 to 900 doll | 901 to 950 doll | 951 to 1000 doll | 1001 doll and over | |
| | | | 1 | 1 | | | | | | | | | | | | | | | | | 1 |
| | | | | | 1 | | | | | | | | | | | | | | | | 2 |
| | | | | | | | | 1 | | | | | | | | | | | | | 3 |
| | | 1 | | | | | | | | | | | | | | | | | | | 4 |
| | | | 1 | | | | | 1 | | | | | | | | | | | | | 5 |
| | | | | | | | | | | 6 | | 2 | | | | | | | | | 6 |
| | | | | | | | | 1 | | | | 1 | | | | | | | | | 7 |
| | | | | | | | | | | | | | 1 | | | | | | | | 8 |
| | | | | | | | | | | | | | | 1 | | | | | | | 9 |
| | | | | | | | | | | | | | | | 1 | | | | | | 10 |
| | | | | | | | | | | | | | | | | 1 | | | | | 11 |
| | | | | | | | | | | | | | | | | | | | 1 | | 12 |
| 1 | 1 | 1 | 2 | 1 | 1 | | | 2 | | 1 | 6 | 3 | | 2 | | 1 | | | | | 1 |
| 1 | | | | 2 | | | | | | | | | | | | | | | | | 1 |
| | | | | 1 | | | | | | | | | | | | | | | | | 2 |
| | | 1 | | | | 1 | | | | | | | | | | | | | | | 3 |
| | | 1 | 2 | 1 | | 2 | | | | | | | | | | | | | | | 4 |
| 2 | 3 | | 1 | 1 | 3 | | | | | | | | | | | | | | | | 5 |
| | | | | | | | | | | | | | | | | | 1 | | | | 6 |
| 3 | 3 | 2 | 3 | 5 | 4 | 3 | | | | | | | | | | | i | | | | 7 |
| 1 | 1 | | | | | | | | | | | | | | 1 | | | | | | 1 |
| 1 | | | | | | | | | | | | 1 | 1 | | 1 | | | | | | 2 |
| | | | | | | | | | | | | | | | | | | | | | 3 |
| | | 1 | | | | | | | | | | | | | | | | | | | 4 |
| | | 1 | | | | | | | | | | | | | | 1 | | | | | 5 |
| 3 | 3 | | | | | | | | | | | 1 | 1 | | 2 | 1 | | | | | 3 |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 21 (GROUP III)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employ- és. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|---------------------------------|------------------|--------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|-----|-----|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | |
| Boilermakers | 1 | 1 | \$2.50 | 1 | | | | | | | | | | |
| | 2 | 1 | 2.75 | | | | | | | | | | | 1 |
| | 3 | 2 | 3.00 | | 1 | | | | | 1 | | | | |
| | | 4 | | | 1 | 1 | | | | 1 | | | 1 | |
| Bookkeepers | 1 | 1 | 2.14 | | | | 1 | | | | | | | |
| | 2 | 3 | 3.29 | | | | 1 | 1 | 1 | 1 | | | | |
| | | 4 | | | | | 1 | 1 | 1 | 1 | | | | |
| | | | | | | | | | | | | | | |
| Brakemen, freight..... | 1 | 1 | .75 | | | | 1 | | | | | | | |
| | 2 | 2 | .90 | | 1 | | | | | | | 1 | | |
| | 3 | 7 | .98½ | | | 3 | 1 | | | 1 | 2 | | | |
| | 4 | 67 | 1.00 | 40 | 11 | 6 | 5 | 2 | 1 | | | | 2 | |
| | 5 | 21 | 1.48 | 2 | 6 | 6 | 4 | | | | 2 | 1 | | |
| | 6 | 51 | 1.50 | 33 | 9 | 7 | | | | 2 | | | | |
| | | 149 | | 75 | 21 | 22 | 13 | 6 | 4 | 5 | 3 | | | |
| Carpenters..... | 1 | 2 | 1.25 | 1 | | | 1 | | | | | | | |
| | 2 | 6 | 1.50 | 1 | | | | | | 2 | 3 | | | |
| | 3 | 1 | 1.75 | 1 | | | | | | | | | | |
| | 4 | 2 | 1.81 | 1 | | | | | | 1 | | | | |
| | 5 | 11 | 2.00 | 4 | | 1 | 3 | 1 | 2 | | | | | |
| | 6 | 3 | 2.20 | | | 1 | 1 | 1 | 1 | | | | | |
| | 7 | 6 | 2.25 | 2 | 2 | 1 | | 1 | | | | | | |
| | 8 | 5 | 2.50 | 3 | | | | | | | | | | |
| | 9 | 7 | 2.75 | 2 | | | | | | 1 | 3 | 1 | | |
| | 10 | 1 | 2.80 | | | | | 1 | | | | | | |
| | 11 | 2 | 3.00 | | | | | | 1 | | 1 | | | |
| | | 46 | | 15 | 2 | 4 | 7 | 3 | 7 | 7 | 1 | | | |
| Carpenters, bridge..... | 1 | 2 | 1.50 | | | | | 1 | | 1 | | | | |
| | 2 | 1 | 1.75 | | | | | | | | | | 1 | |
| | 3 | 1 | 2.00 | 1 | | | | | | | | | | |
| | | 4 | | | 1 | | | | 1 | | 1 | 1 | | |
| Cashiers..... | 1 | 1 | 1.64½ | | | | 1 | | | | | | | |
| | 2 | 1 | 1.97 | | | | | 1 | | | | | | |
| | 3 | 1 | 2.74 | | | | | | | | | | 1 | |
| | | 3 | | | | | 1 | 1 | | | | | 1 | |
| Clerks and telegraph operators. | 1 | 3 | .82 | 1 | 1 | | | | | | | | | 1 |
| | 2 | 2 | 1.07 | | 1 | 1 | | | | | | | | |
| | 3 | 2 | 1.31½ | | | 1 | | | | | | | | 1 |
| | 4 | 5 | 1.64½ | | | 1 | | 1 | | 1 | | | | 2 |
| | 5 | 1 | 1.80 | | 1 | | | | | | | | | |
| | 6 | 3 | 2.14 | 1 | | | | | 1 | 1 | | | | |
| | 7 | 2 | 2.46½ | | | 1 | | | | | | | | 1 |
| | 8 | 1 | 2.50 | | | | 1 | | | | | | | |
| | | 19 | | | 3 | 5 | 2 | 1 | 1 | 2 | | | | 5 |
| | | 1 | (a) | | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) |
| | 20 | | | | | | | | | | | | | |
| Conductors, freight..... | 1 | 10 | 2.46½ | | | 2 | 1 | 3 | 3 | | | | 1 | |
| | 2 | 24 | 2.50 | 8 | 4 | 7 | 2 | 2 | | | | | 1 | |
| | 3 | 1 | 2.71 | | | | | | | | | 1 | | |
| | 4 | 1 | 2.75 | | | | 1 | | | | | | | |
| | | 36 | | | 8 | 4 | 10 | 3 | 5 | 3 | 1 | 2 | | |

a Rate and time cannot be stated, as he worked by the day and received commission.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 21 (GROUP III)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employes. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|----------------------------|------------------|---------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|---|---|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | |
| Conductors, work train.... | 1 | 1 | 31.97 | | | | | | | | | | 1 | |
| | 2 | 1 | 2.50 | | | | | | | | | | | |
| Coppersmith | 1 | 1 | 3.00 | | | | | | | | | 1 | | |
| | 2 | 1 | | | | | | | | | | 1 | | |
| Engineers, assistant | 1 | 1 | 3.00 | 1 | | | | | | | | | | |
| | 2 | 1 | 3.29 | | | | | | 1 | | | | | |
| Engineers, shifting | 1 | 1 | 1.50 | | 1 | | | | | | | | | |
| | 2 | 3 | 1.64½ | | | 3 | | | 1 | 2 | | 2 | | |
| Engineers, steam shovel .. | 1 | 1 | 1.67 | | | | | | | | | | 1 | |
| | 2 | 1 | 3.00 | | | | | | | | | | 1 | 1 |
| Engineers, work train..... | 1 | 2 | 1.04½ | | | | | | | | | 1 | 1 | |
| | 2 | 2 | | | | | | | | | | 1 | 1 | |
| Engineer and hostler..... | 1 | 1 | 2.50 | | | | | | | | 1 | | | |
| | 2 | 1 | | | | | | | | | 1 | | | |
| Firemen..... | 1 | 1 | .90 | | | | | 1 | | | | | | |
| | 2 | 40 | 1.00 | 17 | 12 | 5 | 1 | 2 | 1 | | | | 2 | |
| | 3 | 21 | 1.15 | 2 | 2 | 5 | 2 | 4 | 2 | | 3 | | 1 | |
| | 4 | 3 | 1.25 | 2 | | | | | | | | | 1 | |
| | 5 | 2 | 1.33½ | 2 | | | | | | | | | | |
| | 6 | 28 | 1.35 | 8 | 7 | 5 | 3 | 3 | | | | 2 | | |
| | 7 | 54 | 1.50 | 9 | 10 | 14 | 8 | 5 | 2 | 4 | | 2 | | |
| | | 149 | | 40 | 31 | 29 | 15 | 14 | 5 | 9 | 6 | | | |
| Foremen | 1 | 1 | 1.39½ | | | | | | | | | | 1 | |
| | 2 | 1 | 1.48 | | | | | | | | | | 1 | |
| Foreman, blacksmiths..... | 1 | 1 | 3.25 | | | | | | | | 1 | | | |
| | 2 | 1 | | | | | | | | | 1 | | | |
| Foremen, bridge gang..... | 1 | 1 | 1.64½ | | | | | | | | | | 1 | |
| | 2 | 1 | 2.30 | | 1 | | | | | | | | | |
| | 3 | 2 | 2.35 | 1 | | | | | | | | | 1 | |
| | 4 | 4 | 2.46½ | | | | | 1 | | | | | 3 | |
| | | 8 | | 1 | 1 | | 1 | | | | | | 5 | |
| Foreman, painters..... | 1 | 1 | 3.00 | | | | | | | | | 1 | | |
| | 2 | 1 | | | | | | | | | | 1 | | |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 21 (GROUP III)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employ-ees. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|----------------------------|------------------|-----------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|----|---|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | |
| Foremen, track laborers... | 1 | 2 | \$1.35 | 1 | | | 1 | | | | | | | |
| | 2 | 6 | 1.38 | 1 | | | | 2 | | | | 1 | 2 | |
| | 3 | 20 | 1.39½ | 1 | | 7 | | 1 | | | | 2 | 9 | |
| | 4 | 50 | 1.48 | 6 | 1 | 3 | 1 | 4 | 3 | | | 2 | 30 | |
| | 5 | 2 | 1.50 | | | | | 1 | | | | | | 1 |
| | | 80 | | 9 | 1 | 10 | 2 | 8 | 3 | | 5 | 42 | | |
| Foremen, work train..... | 1 | 1 | 1.15 | | | 1 | | | | | | | | |
| | 2 | 1 | 1.31½ | 1 | | | | | | | | | 1 | |
| | 3 | 1 | 2.46½ | | | | | | | | | | | |
| | | 3 | | 1 | | 1 | | | | | | | 1 | |
| Hostlers..... | 1 | 2 | 1.00 | | 2 | | | | | | | | | |
| | 2 | 2 | 1.15 | | | | | | | | | | | |
| | 3 | 1 | 1.25 | | | | | | 2 | | | | | |
| | 4 | 1 | 1.31½ | | | 1 | | | 1 | | | | | |
| | 5 | 2 | 1.50 | | 1 | | | | | | | | 1 | |
| | 6 | 2 | 1.64½ | | | 1 | | | | | | | 1 | |
| | 7 | 1 | 2.46½ | | | | 1 | | | | | | | |
| | | 11 | | | 3 | 2 | 1 | | 3 | | | | 2 | |
| Inspector..... | 1 | 1 | 1.81 | | | | | | | | | | | 1 |
| | | 1 | | | | | | | | | | | | 1 |
| Inspectors, car..... | 1 | 1 | .82 | | | | 1 | | | | | | | |
| | 2 | 1 | .90½ | | | | | | 1 | | | | | |
| | 3 | 1 | 1.23½ | | | | | | | | | | 1 | |
| | 4 | 2 | 1.25 | | | | | 1 | | | | | 1 | |
| | 5 | 3 | 1.31½ | 2 | | 1 | | | | | | | | |
| | 6 | 1 | 1.33½ | | 1 | | | | | | | | | |
| | 7 | 1 | 1.60 | | | | | | | | | | | 1 |
| | 8 | 5 | 1.81 | 1 | 1 | | | | | | | | | 3 |
| | 9 | 1 | 2.25 | 1 | | | | | | | | | | |
| | 10 | 1 | 2.50 | | | | | | | | | 1 | | |
| | | 17 | | 4 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 6 | | |
| Machinists..... | 1 | 2 | 2.00 | | | | 1 | 1 | | | | | | |
| | 2 | 2 | 2.25 | | 1 | 1 | | | | | | | | |
| | 3 | 4 | 2.40 | 3 | | 1 | | | | | | | | |
| | 4 | 2 | 2.50 | | | 1 | | | 1 | | | | | |
| | 5 | 1 | 2.60 | | | 1 | | | | | | | | |
| | 6 | 11 | 2.75 | 2 | 1 | | 1 | | 2 | | 2 | 2 | 3 | |
| | 7 | 5 | 3.00 | | | 2 | 1 | | 1 | 1 | 1 | | | |
| | 8 | 1 | 3.50 | | | | 1 | | | | | | | |
| | | 28 | | 5 | 2 | 6 | 4 | 1 | 4 | 3 | 3 | | | |
| Patternmaker..... | 1 | 1 | 3.50 | | | | | | | 1 | | | | |
| | | 1 | | | | | | | | 1 | | | | |
| Policeman, depot..... | 1 | 1 | 1.64½ | | | | | | | | | | | 1 |
| | | 1 | | | | | | | | | | | | 1 |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 21 (GROUP III)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000—Concluded.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employ- és. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|---------------------------|------------------|--------------------------|--|--|---------------|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|---|---|
| | | | | 25 days and under | 26 to 50 days | 51 to 100 days | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | |
| Telegraph operators | 1 | 2 | \$0.33 | | | | 1 | | | | | 1 | | |
| | 2 | 1 | .66 | | | | | | | | | | 1 | |
| | 3 | 1 | .82 | 1 | | | | | | | | | | |
| | 4 | 5 | 1.15 | 1 | 2 | 1 | | | 1 | | | | | |
| | 5 | 2 | 1.23 | | | | | | 1 | 1 | | | | |
| | 6 | 12 | 1.31½ | 3 | 3 | 2 | 1 | | 1 | 1 | 1 | 1 | | |
| | 7 | 3 | 1.33½ | 1 | | | 1 | | 1 | | | | | |
| | 8 | 1 | 1.48 | | | | | | 1 | | | | | |
| | 9 | 3 | 1.50 | 1 | | 1 | 1 | | | | | | | |
| | 10 | 8 | 1.64½ | 1 | 1 | 3 | | | 1 | | 1 | 1 | | |
| | 11 | 1 | 1.80 | | | | | | | 1 | | | | |
| | 12 | 1 | 1.81 | | | | 1 | | | | | | | |
| | 13 | 1 | 1.83½ | | | | | 1 | | | | | | |
| | 14 | 3 | 1.97 | | | | 1 | | | | | | | 2 |
| | 15 | 6 | 2.14 | | 3 | 2 | | | | | | | | 1 |
| | 16 | 1 | 2.17 | | | | | | | | | | | 1 |
| | | 51 | | 11 | 6 | 13 | 4 | 5 | 2 | 3 | 7 | | | |
| Timekeeper | 1 | 1 | 1.64½ | | | | | | | | | | 1 | |
| | | 1 | | | | | | | | | | | 1 | |
| Tinsmiths | 1 | 1 | 2.00 | | | | 1 | | | | | | | |
| | 2 | 1 | 2.25 | | | | | | | | 1 | | | |
| | | 2 | | | | | 1 | | | | 1 | | | |
| Upholsterer | 1 | 1 | 2.75 | | | | | | | 1 | | | | |
| | | 1 | | | | | | | | 1 | | | | |
| Watchmen | 1 | 3 | .57½ | | | | 1 | 1 | 1 | | | | | |
| | 2 | 3 | .82 | | 1 | | | | | | | | 2 | |
| | 3 | 5 | .98½ | | | | 1 | 1 | | 2 | 1 | | | |
| | 4 | 5 | 1.00 | 1 | | | 1 | 1 | 1 | | | 1 | | |
| | 5 | 2 | 1.15 | | | | | 1 | | | 1 | | | |
| | 6 | 1 | 1.17 | 1 | | | | | | | | | | |
| | 7 | 3 | 1.25 | 3 | | | | | | | | | | |
| | 8 | 12 | 1.31½ | 5 | | | 3 | | | 2 | 1 | 1 | | |
| | 9 | 4 | 1.48 | | 1 | | 1 | | | 1 | | 1 | | |
| | 10 | 1 | 1.50 | | 1 | | | | | | | | | |
| | 11 | 1 | 2.00 | | | | | | | | 1 | | | |
| | | 40 | | 10 | 3 | 6 | 5 | 2 | 5 | 4 | 5 | | | |
| Wheelpressman | 1 | 1 | 2.75 | | | | | | | | 1 | | | |
| | | 1 | | | | | | | | | 1 | | | |
| Yardmasters | 1 | 1 | .98½ | | | | | | | | 1 | | | |
| | 2 | 1 | 1.00 | 1 | | | | | | | | | | |
| | 3 | 1 | 1.07 | | | | 1 | | | | | | | |
| | 4 | 2 | 1.64½ | | 2 | | | | | | | | | |
| | 5 | 1 | 1.66½ | | | | 1 | | | | | | | |
| | 6 | 1 | 1.81 | | | | | 1 | | | | | | |
| | 7 | 1 | 2.00 | | | | | | | 1 | | | | |
| | 8 | 4 | 2.14 | | 3 | | | | | | | | 1 | |
| | 9 | 2 | 2.40½ | | | 1 | | | | | | | 1 | |
| | 10 | 1 | 2.80 | | 1 | | | | | | | | | |
| | 11 | 2 | 2.90 | | 1 | | 1 | | | | | | | |
| | | 17 | | 6 | 3 | 3 | 1 | | 1 | 1 | 2 | | | |

REPORT OF THE COMMISSIONER OF LABOR.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 21 (GROUP III)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$1,000 TO \$2,000.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employ- ees. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | |
|---------------------------|------------------|---------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|-----|-----|---|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | | |
| Accountant, car..... | 1 | 1 | \$4.11 | | | | | | | | | | 1 | | |
| | | 1 | | | | | | | | | | | 1 | | |
| Agents | 1 | 1 | .16 $\frac{1}{2}$ | | | | | | | | | | 1 | | |
| | 2 | 3 | .49 $\frac{1}{2}$ | | | | | | 3 | | | | | | |
| | 3 | 3 | .66 | | | | | | | | | | | | |
| | 4 | 7 | .82 | | | 1 | | | 3 | | | | 4 | 1 | |
| | 5 | 1 | 1.15 | | 1 | | | | | | | | | | |
| | 6 | 5 | 1.31 $\frac{1}{2}$ | | | | | | | | | | 3 | 1 | |
| | 7 | 1 | 1.39 $\frac{1}{2}$ | | | | | | | | | | | | |
| | 8 | 1 | 1.64 $\frac{1}{2}$ | | | | 1 | | | | | | | | |
| | 9 | 1 | 1.66 $\frac{1}{2}$ | | 1 | | | | | | | | | 1 | |
| | 10 | 1 | 1.97 | | | | | | | | | | | 1 | |
| | 11 | 1 | 2.05 $\frac{1}{2}$ | | | | | | | | | | | 1 | |
| | 12 | 3 | 2.46 $\frac{1}{2}$ | | | | | | | | | | | 2 | 1 |
| | 13 | 2 | 2.63 | | | | | | | | | | | 1 | 1 |
| | 14 | 2 | 2.80 | | | | 1 | | | | | | | 1 | |
| | 15 | 5 | 3.29 | | 1 | | | | | | | | 1 | 3 | |
| | 16 | 2 | 4.11 | | | | 1 | | | | | | 1 | | |
| | 39 | | | 2 | 2 | 3 | 1 | 7 | | | | 2 | 18 | 4 | |
| | 12 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | |
| | 51 | | | | | | | | | | | | | | |
| Clerks | 1 | 2 | .49 $\frac{1}{2}$ | | | | | | | | | | | | |
| | 2 | 1 | .66 | | 1 | 1 | | | | | | | | | |
| | 3 | 2 | .82 | | | 1 | | | | | | | 1 | | |
| | 4 | 5 | .98 $\frac{1}{2}$ | | 1 | 1 | | | | | | 1 | 2 | | |
| | 5 | 2 | 1.15 | | 2 | | | | | | | | | | |
| | 6 | 5 | 1.31 $\frac{1}{2}$ | | 1 | | | | | | | 1 | 3 | | |
| | 7 | 2 | 1.48 | | | 1 | | | | | | | 1 | | |
| | 8 | 13 | 1.64 $\frac{1}{2}$ | | 2 | 4 | 3 | 1 | 1 | | | | | 2 | |
| | 9 | 1 | 1.66 $\frac{1}{2}$ | | 1 | | | | | | | | | | |
| | 10 | 5 | 1.81 | | | 1 | | 1 | | 1 | | | 2 | | |
| | 11 | 8 | 1.97 | | | 3 | 2 | 2 | | 1 | | | | | |
| | 12 | 2 | 2.00 | | | | | | | | | | | 2 | |
| | 13 | 12 | 2.14 | | 2 | 1 | 2 | 1 | 2 | 1 | 1 | | 2 | | |
| | 14 | 6 | 2.30 | | | 1 | 2 | | | 2 | 1 | | | | |
| | 15 | 12 | 2.46 $\frac{1}{2}$ | | | 1 | 2 | 2 | 1 | | | | 6 | | |
| | 16 | 4 | 2.50 | | | | 1 | | | | | | 2 | | |
| | 17 | 1 | 2.63 | | | | | | | | | | 1 | | |
| | 18 | 1 | 2.66 $\frac{1}{2}$ | | | 1 | | | | | | | | | |
| | 19 | 4 | 2.80 | | | | 1 | | | | | | | 3 | |
| | 20 | 2 | 2.96 | | | | | 1 | | | 1 | | | | |
| | 21 | 2 | 3.12 $\frac{1}{2}$ | | | | | | | | | | | 2 | |
| | 22 | 4 | 3.29 | | | | | | | | | | | 4 | |
| | 23 | 2 | 4.11 | | | | | | | | 1 | | | 1 | |
| | 98 | | | 6 | 17 | 17 | 8 | 5 | 7 | 5 | | 33 | | | |
| Conductors, passenger.... | 1 | 1 | 1.64 $\frac{1}{2}$ | | | | | | | | | | 1 | | |
| | 2 | 5 | 2.71 | | | | 1 | 2 | | | | | 2 | | |
| | 3 | 2 | 2.75 | | 1 | | | | | | | | 1 | | |
| | 4 | 2 | 2.80 | | | 1 | | | | 1 | | | | | |
| | 5 | 8 | 2.96 | | 1 | | 3 | | | 1 | | | 3 | | |
| | 6 | 5 | 3.00 | | 1 | | 1 | 2 | | | | | 1 | | |
| | 23 | | | 2 | 1 | 2 | 6 | 2 | 2 | | | 8 | | | |
| Dispatchers..... | 1 | 1 | 2.96 | | | | | | | 1 | | | | | |
| | 2 | 2 | 3.29 | | | | | | | | | | 2 | | |
| | 3 | | | | | | | | | 1 | | | 2 | | |

Rate and time cannot be stated, as they worked by the day and received commission.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 21 (GROUP III)—Concluded.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$1,000 TO \$2,000—Concluded.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 163.]

| Occupation. | Marginal number. | Number of employ- ees. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | |
|----------------------------|------------------|---------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|---|--|--|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | | |
| Engineers..... | 1 | 1 | \$1.48 | | | 1 | | | | | | | | | |
| | 2 | 1 | 1.50 | 1 | | | | | | | | | | | |
| | 3 | 1 | 1.66½ | | | | | 1 | | | | | | | |
| | 4 | 3 | 2.00 | | 1 | 1 | 1 | | | | | | | | |
| | 5 | 3 | 2.40 | | | 1 | | 1 | | | 1 | | | | |
| | 6 | 1 | 2.46½ | | | | | | | | 1 | | | | |
| | 7 | 4 | 2.50 | 1 | | | 1 | | | | 1 | 1 | | | |
| | 8 | 2 | 3.00 | | 1 | | | | | 1 | | | | | |
| | 9 | 2 | 3.25 | | | 1 | | | | | 1 | | | | |
| | 10 | 2 | 3.29 | 1 | 1 | | | | | | | | | | |
| | 11 | 17 | 3.50 | 3 | 4 | 1 | 3 | 1 | 2 | 2 | 2 | 1 | | | |
| | 12 | 23 | 3.70 | 1 | 1 | 3 | 2 | 2 | | | 7 | 7 | | | |
| | | 60 | | 7 | 8 | 8 | 7 | 5 | 3 | 13 | 9 | | | | |
| Foremen, carpenters..... | 1 | 1 | 2.46½ | | | | | | | | | | 1 | | |
| | 2 | 1 | 2.97 | | | | | | | | | | 1 | | |
| | 3 | 1 | 3.00 | | | | | | | | | | 1 | | |
| | | 3 | | | | | | | | | | | 3 | | |
| Foremen, shop..... | 1 | 3 | 3.29 | | | 1 | | | | | 1 | 1 | | | |
| | | 3 | | | | 1 | | | | | 1 | 1 | | | |
| Master carpenter..... | 1 | 1 | 3.29 | | | | | | | | | | 1 | | |
| | | 1 | | | | | | | | | | | 1 | | |
| Paymaster..... | 1 | 1 | 4.93 | | | | | | | | | | 1 | | |
| | | 1 | | | | | | | | | | | 1 | | |
| Roadmasters..... | 1 | 2 | 4.93 | | | | | | | | | | 2 | | |
| | | 2 | | | | | | | | | | | 2 | | |
| Roadmasters, assistant.... | 1 | 1 | 2.63 | | | | | 1 | | | | | | | |
| | 2 | 3 | 3.29 | | | | | | 1 | | | | 2 | | |
| | | 4 | | | | | | 1 | 1 | | | | 2 | | |
| Stenographers..... | 1 | 5 | 2.46½ | | 1 | 1 | 1 | | 1 | | | | 1 | | |
| | 2 | 1 | 2.50 | 1 | | | | | | | | | | | |
| | 3 | 1 | 2.80 | | | | | | | | | | 1 | | |
| | | 7 | | 1 | 1 | 1 | 1 | | 1 | | | | 2 | | |
| Trainmasters..... | 1 | 2 | 4.11 | | | | | | | | | | 2 | | |
| | | 2 | | | | | | | | | | | 2 | | |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 21 (GROUP III)—Concluded.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$1,000 TO \$2,000—Concluded.

[For explanation of column of actual daily earnings, etc, see prefatory note to this table, page 168.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|-----------------------------|----|
| 100 dolls. and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 doll | 401 to 500 doll | 501 to 600 doll | 601 to 700 doll | 701 to 800 doll | 801 to 900 doll | 901 to 1000 doll | 1001 to 1100 doll | 1101 to 1200 doll | 1201 to 1300 doll | 1301 to 1400 doll | 1401 to 1500 doll | 1501 to 1600 doll | 1601 to 1700 doll | 1701 to 1800 doll | 1801 to 1900 doll | 1901 to 2000 doll | 2001 doll and over | |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | | | | | | | | | | | | | | | | | | | | | 2 |
| | 1 | | | | | | | | | | | | | | | | | | | | 3 |
| | | 1 | | | | | | | | | | | | | | | | | | | 4 |
| | | | 1 | | | | | | | | | | | | | | | | | | 5 |
| | | | | 1 | | | | | | | | | | | | | | | | | 6 |
| | 1 | | | | | | 1 | 1 | | | | | | | | | | | | | 7 |
| | 1 | | | | | | | | 1 | | | | | | | | | | | | 8 |
| | | 1 | | | | | | | | 1 | | | | | | | | | | | 9 |
| | 2 | | | | | | | | | | | | | | | | | | | | 10 |
| 3 | 4 | 1 | 1 | 2 | 1 | | 1 | 1 | 1 | 1 | 1 | | | | | | | | | | 11 |
| 1 | 1 | | | | 2 | 1 | | | 1 | 6 | 5 | 2 | | | | | | | | | 12 |
| 11 | 7 | 6 | 3 | 4 | 3 | 4 | 2 | 3 | 2 | 7 | 6 | 2 | | | | | | | | | |
| | | | | | | | | 1 | | | | | | | | | | | | | 1 |
| | | | | | | | | | 1 | | | | | | | | | | | | 2 |
| | | | | | | | | | 1 | | | | | | | | | | | | 3 |
| | | | | | | | | 1 | | 2 | | | | | | | | | | | |
| | 1 | | | | | | | | 1 | | 1 | | | | | | | | | | 1 |
| | 1 | | | | | | | | 1 | | 1 | | | | | | | | | | |
| | | | | | | | | | | 1 | | | | | | | | | | | 1 |
| | | | | | | | | | | 1 | | | | | | | | | | | |
| | | | | | | | | | | | 1 | | | | | | | | | | 1 |
| | | | | | | | | | | | | 2 | | | | | | | | | 1 |
| | | | | | | | | | | | | | 2 | | | | | | | | 1 |
| | | | 1 | | | | | 1 | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | | | | | 2 |
| | | | | | | | | | | | | | | | | | | | | | 2 |
| 1 | 1 | 1 | | | 1 | | | 1 | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | | | | | 2 |
| | | | | | | | | | | | | | | | | | | | | | 3 |
| 2 | 1 | 1 | | | 1 | | | 1 | | 1 | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | 2 | | | | | | |
| | | | | | | | | | | | | | | | 2 | | | | | | |

REPORT OF THE COMMISSIONER OF LABOR.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 31 (GROUP V).

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employ- és. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | | | |
|----------------------------|------------------|--------------------------|---|--|-------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|-----------------------------|-------|-------|-------|-------|-------|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | | | | |
| Agents, loading | 1 | 3 | \$1.64½ | ..... | 2 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 2 | 1 | 1.97 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 3 | 1 | 2.00 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 4 | 8 | 2.14 | ..... | 2 | 1 | 3 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 5 | 3 | 2.46½ | ..... | 2 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | 16 | ..... | 3 | 5 | 4 | 2 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Blacksmiths' apprentices.. | 1 | 6 | 1.00 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 2 | 1 | 1.25 | ..... | ..... | 2 | 2 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 3 | 1 | 1.50 | ..... | ..... | ..... | 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 4 | 1 | 1.70 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 5 | 1 | 1.75 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | 10 | ..... | ..... | 1 | 3 | 4 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Boilermakers' apprentices. | 1 | 1 | .75 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 2 | 1 | .80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 3 | 6 | .85 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 4 | 2 | 1.00 | ..... | ..... | ..... | 1 | 3 | 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 5 | 1 | 1.10 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 6 | 1 | 1.20 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 7 | 1 | 1.50 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | 13 | ..... | 1 | 1 | 4 | 1 | 3 | 1 | 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... |
| Bolt cutters..... | 1 | 1 | 1.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 2 | 1 | 1.50 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | | | | | | | | | | | | | | | | |
| Brakemen, work train..... | 1 | 5 | 1.97 | ..... | 3 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 2 | 27 | 2.00 | ..... | 18 | 5 | 4 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | 32 | ..... | 21 | 6 | 4 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Bricklayers | 1 | 9 | 2.50 | ..... | 9 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 2 | 2 | 2.60 | ..... | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 3 | 1 | 3.00 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 4 | 1 | 4.00 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | 13 | ..... | 13 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Carpenters' helpers | 1 | 2 | 1.40 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 2 | 25 | 1.50 | ..... | 9 | 6 | 4 | 1 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 3 | 1 | 1.75 | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | 28 | ..... | 10 | 6 | 4 | 2 | 3 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Chainmen..... | 1 | 3 | 1.50 | ..... | 3 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 2 | 1 | 1.61 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 3 | 1 | 1.64½ | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 4 | 1 | 2.00 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | 6 | ..... | 5 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Coal handlers..... | 1 | 7 | 1.00 | ..... | 3 | 2 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 2 | 1 | 1.05 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 3 | 7 | 1.10 | ..... | 2 | 3 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 4 | 8 | 1.15 | ..... | 4 | 2 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 5 | 1 | 1.20 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 6 | 80 | 1.25 | ..... | 42 | 18 | 8 | 2 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 7 | 16 | 1.30 | ..... | 5 | 2 | ..... | 6 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 8 | 3 | 1.31½ | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 9 | 2 | 1.35 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 10 | 20 | 1.40 | ..... | 15 | 3 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 11 | 1 | 2.75 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | 146 | ..... | 74 | 30 | 16 | 8 | 5 | 5 | 1 | 7 | ..... | ..... | ..... | ..... | ..... | ..... |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 31 (GROUP V).

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | |
|---|--------------------------|--------------------------|-------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|----------------------------|
| 25 dolls. and under | 26 to 50 dolls. | 51 to 75 dolls. | 76 to 100 doll | 101 to 125 doll | 126 to 150 doll | 151 to 175 doll | 176 to 200 doll | 201 to 225 doll | 226 to 250 doll | 251 to 275 doll | 276 to 300 doll | 301 to 325 doll | 326 to 350 doll | 351 to 375 doll | 376 to 400 doll | 401 to 425 doll | 426 to 450 doll | 451 to 475 doll | 476 to 500 doll | 501 doll and over |
| | 2 | | | | | | 1 | | | 1 | | | | | | | | | | 1 |
| 1 | | | | | | | | | | | | | | | | | | | | 2 |
| 1 | | 1 | 1 | | 1 | 1 | 1 | 1 | | | | | | | | | | | | 3 |
| | | 2 | | | | | | | | | | | | | | | | | | 4 |
| 2 | 2 | 3 | 1 | | 1 | 1 | 2 | 1 | 1 | 1 | | | | | | 1 | | | | 5 |
| | 1 | | | | | | | | | | | | | | | | | | | |
| | | 2 | | | | 1 | 1 | 1 | | | | | 1 | | | | | | | 1 |
| | | | | | | | | 1 | | | | | | | | | | | | 2 |
| | | | | 1 | | | | | | | | | | | | | | | | 3 |
| | 1 | 2 | 1 | | 1 | 1 | 2 | 1 | | | | | 1 | | | | | | | 4 |
| 1 | | | 1 | | | | | | | | | | | | | | | | | 5 |
| | | | 1 | 1 | 1 | 2 | | | 1 | 1 | | | | 1 | | | | | | 6 |
| | | | 1 | | | | | | | | | | | | | | | | | 7 |
| | 1 | 1 | 3 | 1 | 2 | 2 | | | 1 | 1 | | | 1 | | | | | | | |
| | | | 1 | | | | | | 1 | | | | | | | | | | | 1 |
| | | | 1 | | | | | | 1 | | | | | | | | | | | 2 |
| | | | | | | | | | | | | | | | | | | | | |
| | | 3 | 1 | | | | | | 1 | | | | | | | | | | | 1 |
| 12 | 6 | 5 | 2 | 2 | | | | | 1 | | | | | | | | | | | 2 |
| 12 | 9 | 1 | 5 | 2 | 2 | | | | 1 | | | | | | | | | | | |
| 8 | | | | | | | | | | | | | | | | | | | | |
| 2 | 1 | | | | | | | | | | | | | | | | | | | 1 |
| 1 | | | | | | | | | | | | | | | | | | | | 2 |
| 12 | 1 | | | | | | | | | | | | | | | | | | | 3 |
| 1 | | | | | | | | | | | | | | | | | | | | |
| 9 | 1 | 5 | 2 | 1 | 1 | 1 | | | 1 | 1 | | | | | 1 | | 1 | 1 | | 1 |
| | | | | | | | | | | | | | | | | | | | | 3 |
| 10 | 1 | 5 | 2 | 1 | 1 | 2 | | | 1 | 1 | | | 1 | | 1 | | 1 | 1 | | |
| 3 | | | | | | | | | | | | | | | | | | | | |
| | 1 | | | | | | | | | | | | | | | | | | | 1 |
| 1 | | | | | | | | | | | | | | | | | | | | 2 |
| 4 | 2 | | | | | | | | | | | | | | | | | | | 3 |
| 3 | | | | | | | | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | 1 |
| 2 | | | | | | | | | | | | | | | | | | | | 2 |
| 4 | | | | | | | | | | | | | | | | | | | | 3 |
| 1 | | | | | | | | | | | | | | | | | | | | 4 |
| 35 | 20 | 7 | 3 | 3 | | 2 | | 1 | | | 4 | | | | 1 | 1 | 1 | 2 | 1 | 5 |
| 4 | | 1 | | | | | | | 1 | | | | | | | | | | | 6 |
| | | | | | | | | | 1 | | | | | | | | | | | 7 |
| | | | | | | | | | 1 | | | | | | | | | | | 8 |
| 15 | 3 | 1 | 1 | | 1 | | | | 1 | | | | | | | | | | | 9 |
| | | 1 | | | | | | | | | | | | | | | | | | 10 |
| | | | | | | | | | | | | | | | | | | | | 11 |
| 65 | 32 | 14 | 5 | 3 | 3 | 5 | 2 | 1 | 4 | | 4 | | | 1 | 1 | 1 | 2 | 1 | 2 | |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 31 (GROUP V)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employes. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | | | | | | |
|----------------------------|------------------|---------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|--|--|--|--|--|---|---|---|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | | | | | | | |
| Coal heavers | 1 | 3 | \$1.00 | 1 | 2 | | | | | | | | | | | | | | | |
| | 2 | 5 | 1.15 | 1 | 3 | | | 1 | | | | | | | | | | | | |
| | 3 | 1 | 1.20 | | 1 | | | | | | | | | | | | | | | |
| | 4 | 68 | 1.25 | 30 | 9 | 17 | 6 | 4 | 2 | | | | | | | | | | | |
| | 5 | 24 | 1.30 | 22 | 1 | | 1 | | | | | | | | | | | | | |
| | 6 | 20 | 1.40 | 12 | 7 | | | | | | | | | | | | | | | |
| | 7 | 1 | 1.48 | | | | 1 | | | | | | | | | | | | | |
| | 8 | 11 | 1.50 | 7 | | | | 1 | | | | | | | | | | | | |
| | 9 | 3 | 1.75 | 3 | | | | | | | | | | | | | | | | |
| | | 136 | | 76 | 23 | 21 | 9 | 5 | 2 | | | | | | | | | | | |
| Conductors, work train ... | 1 | 9 | 2.63 | 4 | | 2 | 2 | | 1 | | | | | | | | | | | |
| | 2 | 1 | 2.75 | 1 | | | | | | | | | | | | | | | | |
| | 3 | 1 | 3.00 | 1 | | | | | | | | | | | | | | | | |
| | 4 | 1 | 3.29 | | | | | 1 | | | | | | | | | | | | |
| | | 12 | | 6 | | 2 | 3 | | 1 | | | | | | | | | | | |
| Cooks | 1 | 6 | .51½ | | 2 | | | 2 | 2 | | | | | | | | | | | |
| | 2 | 2 | .82 | 1 | 1 | | | | | | | | | | | | | | | |
| | 3 | 2 | 1.15 | | 1 | | | | 1 | | | | | | | | | | | |
| | 4 | 1 | 1.31½ | | | | | 1 | | | | | | | | | | | | |
| | 5 | 8 | 1.64½ | 2 | 4 | 1 | | | | | | | | | | | | | 1 | |
| | 6 | 4 | 2.00 | 3 | 1 | | | | | | | | | | | | | | | |
| | | 23 | | 6 | 9 | 1 | | 3 | 3 | | | | | | | | | | 1 | |
| Copyists | 1 | 2 | 1.31½ | 1 | | | | | | | | | | | | | | | 1 | |
| | | 2 | | 1 | | | | | | | | | | | | | | | 1 | |
| Custodians, depot | 1 | 12 | .16½ | | 2 | 1 | 2 | | | | | | | | | | | | | 7 |
| | | 12 | | | 2 | 1 | 2 | | | | | | | | | | | | | 7 |
| Drillers | 1 | 2 | .75 | | | 2 | | | | | | | | | | | | | | |
| | 2 | 2 | 1.00 | | 1 | | | | | | | | | | | | | | 1 | |
| | 3 | 4 | 1.75 | | | 2 | | 1 | | | | | | | | | | | 1 | |
| | 4 | 1 | 2.25 | | | 1 | | | | | | | | | | | | | | |
| | | 9 | | | 1 | 5 | | 1 | | | | | | | | | | 1 | 1 | |
| Engineers, assistant | 1 | 1 | .75½ | | 1 | | | | | | | | | | | | | | | |
| | 2 | 1 | 1.64½ | | | 1 | | | | | | | | | | | | | | |
| | | 2 | | | 1 | 1 | | | | | | | | | | | | | | |
| Engineer and hostler | 1 | 1 | 2.63 | 1 | | | | | | | | | | | | | | | | |
| | | 1 | | 1 | | | | | | | | | | | | | | | | |
| Foremen, enginehouse ... | 1 | 1 | 2.63 | | 1 | | | | | | | | | | | | | | | |
| | 2 | 3 | 2.96 | | | 1 | | 1 | 2 | | | | | | | | | | | |
| | | 4 | | | | 1 | 1 | 2 | | | | | | | | | | | | |
| Foremen, fence gang | 1 | 11 | 1.48 | | 1 | 4 | 1 | | 2 | 3 | | | | | | | | | | |
| | 2 | 13 | 1.64½ | | 3 | 6 | 1 | 1 | 1 | 1 | | | | | | | | | 1 | 1 |
| | 3 | 4 | 1.81 | 1 | 1 | | | 1 | | | | | | | | | | | | |
| | 4 | 1 | 1.97 | | 1 | | | | | | | | | | | | | | | |
| | 5 | 1 | 2.40 | | 1 | | | | | | | | | | | | | | | |
| | 6 | 1 | 2.50 | | 1 | | | | | | | | | | | | | | | |
| | | 31 | | 2 | 7 | 10 | 3 | 1 | 3 | 4 | 1 | | | | | | | | | |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 31 (GROUP V)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|--------------------------|--------------------------|-------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|----------------------------|----|
| 25 dolls. and under | 26 to 50 dolls. | 51 to 75 dolls. | 76 to 100 doll | 101 to 125 doll | 126 to 150 doll | 151 to 175 doll | 176 to 200 doll | 201 to 225 doll | 226 to 250 doll | 251 to 275 doll | 276 to 300 doll | 301 to 325 doll | 326 to 350 doll | 351 to 375 doll | 376 to 400 doll | 401 to 425 doll | 426 to 450 doll | 451 to 475 doll | 476 to 500 doll | 501 doll and over | |
| 1 | 2 | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | 2 | 1 | | | 1 | | | | | | | | | | | | | | | | 2 |
| | 1 | | | | | | | | | | | | | | | | | | | | 3 |
| 27 | 10 | 3 | 11 | 5 | 2 | 3 | 3 | | 2 | 1 | 1 | | | | | | | | | | 4 |
| 10 | 4 | | | | 1 | | | | | | | | | | | | | | | | 5 |
| 12 | 5 | 2 | | | 1 | | | | | | | | | | | | | | | | 6 |
| | | | | | 1 | | | | | | | | | | | | | | | | 7 |
| 6 | 1 | | 1 | 2 | | | | | | | 1 | | | | | | | | | | 8 |
| 3 | | | | | | | | | | | | | | | | | | | | | 9 |
| 69 | 25 | 6 | 12 | 7 | 6 | 3 | 3 | | 2 | 1 | 2 | | | | | | | | | | |
| 3 | 1 | | | | 2 | | | | | | 1 | | | 1 | | | | | | | a1 |
| 1 | | 1 | | | | | | | | | | | | | 1 | | | | | | 1 |
| | | | | | | | | | | | | | | | | | | | | | 2 |
| 4 | 1 | 1 | | | 2 | | | | | | 1 | | | 1 | 1 | | | | | | 3 |
| | | | | 2 | 2 | | | | | | | | | | | | | | | | 4 |
| 2 | | | | | | | | | | | | | | | | | | | | | 5 |
| 1 | 1 | | | | | | | | 1 | | | | | | | | | | | | 6 |
| | | | | | | | | | 1 | | | | | | | | | | | | b1 |
| 2 | | 3 | 2 | | | | | | | | | | | | | | | | | | 1 |
| 1 | 2 | 1 | | | | | | | | | | | | | | | | | | | 2 |
| 6 | 4 | 4 | 4 | 2 | | | | | 2 | | | | | | | | | | | | 3 |
| | | | | | | | | | | | | | | | | | | | | | 4 |
| 1 | | | | | | | | | | | | | | 1 | | | | | | | 5 |
| | | | | | | | | | | | | | | | | | | | | | 6 |
| 1 | | | | | | | | | | | | | | | 1 | | | | | | 1 |
| | | | | | | | | | | | | | | | | | | | | | 2 |
| 5 | | 7 | | | | | | | | | | | | | | | | | | | 3 |
| 5 | | 7 | | | | | | | | | | | | | | | | | | | 4 |
| | 1 | 1 | | | | | | | | | | | | | | | | | | | 1 |
| | 1 | | | | | | | | | 1 | | | | | | | | | | | 2 |
| | | | | | | 2 | | | | 1 | | | | | | | | | | | c1 |
| | | | | 1 | 2 | | | | | 1 | | | | | | | | | | | 3 |
| | 2 | 1 | 1 | 2 | | | | | | 2 | | | | | | | | | | | 4 |
| | | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | | | | | 1 | | | | | | | | | | | | | | | | 2 |
| | | | | | | | | | | | | | | | | | | | | | 3 |
| 1 | | | | | | 1 | | | | | | | | | | | | | | | 4 |
| | | | | | | | | | | | | | | | | | | | | | 5 |
| | | | | | | | | | | | | | | | | | | | | | 6 |
| | | | | | | | | | | | | | | | | | | | | | 1 |
| | | | 1 | | | | | | | 1 | | | | | 1 | | | | | | 2 |
| | | | | 1 | | | | | | | | | | | | 1 | | | | | 3 |
| | | | | | | | | | | | | | | | | | | | | | 4 |
| | | | | | | | | | | | | | | | | | | | | | 5 |
| | | | | | | | | | | | | | | | | | | | | | 6 |
| | | | | | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | | | | | 2 |
| | | | | | | | | | | | | | | | | | | | | | 3 |
| | | | | | | | | | | | | | | | | | | | | | 4 |
| | | | | | | | | | | | | | | | | | | | | | 5 |
| | | | | | | | | | | | | | | | | | | | | | 6 |
| 1 | 2 | 3 | 6 | 1 | 5 | 1 | 2 | 1 | | | | 2 | 1 | | 1 | 1 | 2 | 1 | | 1 | |

a \$588.

b \$600.

c \$531.

d \$575.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 31 (GROUP V)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Num-ber of employ-ees. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|----------------------------|------------------|------------------------|--|--|----------------|-----------------|------------------|------------------|------------------|------------------|------------------|--------------------|-------|-------|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days. | 151 to 200 days. | 201 to 250 days. | 251 to 300 days. | 301 to 365 days. | 366 days and over. | | |
| Foreman, fuel preparers .. | 1 | 1 | \$1.40 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | 1 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Foreman, machine shop... | 1 | 1 | 2.75 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | 1 | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Foremen, masons..... | 1 | 2 | 2.96 | ..... | ..... | ..... | 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... |
| | | 2 | ..... | ..... | ..... | ..... | 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... |
| Foremen, track laborers .. | 1 | 1 | 1.31½ | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 2 | 2 | 1.40 | ..... | ..... | ..... | 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... |
| | 3 | 29 | 1.48 | 8 | 8 | 9 | ..... | ..... | ..... | 2 | 2 | ..... | ..... | ..... |
| | 4 | 2 | 1.50 | ..... | 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 5 | 3 | 1.64½ | ..... | ..... | ..... | 2 | 1 | ..... | ..... | ..... | ..... | ..... | ..... |
| | 6 | 5 | 1.75 | ..... | 1 | 1 | ..... | ..... | 1 | ..... | ..... | ..... | 2 | ..... |
| | 7 | 3 | 1.81 | 1 | 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 8 | 2 | 1.97 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| | 9 | 1 | 2.00 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 10 | 3 | 2.14 | 1 | ..... | ..... | 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... |
| | 11 | 1 | 2.30 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 12 | 2 | 3.62 | ..... | ..... | ..... | 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... |
| | | 54 | ..... | 13 | 11 | 18 | 4 | 1 | 2 | 2 | 2 | 3 | ..... | ..... |
| Foremen, work train..... | 1 | 1 | 1.97 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 2 | 1 | 2.30 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | 2 | ..... | 1 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Freighthandlers..... | 1 | 3 | 1.05 | 2 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 2 | 3 | 1.10 | ..... | 3 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 3 | 4 | 1.15 | 1 | 2 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... |
| | 4 | 55 | 1.25 | 5 | 9 | 20 | 14 | 3 | 3 | ..... | ..... | ..... | 1 | ..... |
| | 5 | 1 | 1.30 | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... |
| | 6 | 2 | 1.31½ | ..... | ..... | ..... | 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... |
| | 7 | 10 | 1.35 | ..... | ..... | ..... | 2 | 3 | 1 | ..... | 1 | 2 | 1 | ..... |
| | 8 | 16 | 1.40 | 5 | 3 | 3 | ..... | ..... | ..... | 3 | 2 | ..... | ..... | ..... |
| | 9 | 6 | 1.48 | 2 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 10 | 6 | 1.50 | 2 | 3 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 11 | 2 | 1.55 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 12 | 1 | 1.60 | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... |
| | 13 | 2 | 2.14 | ..... | ..... | ..... | ..... | 2 | ..... | ..... | ..... | ..... | ..... | ..... |
| | 14 | 1 | 2.20 | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... |
| | 15 | 1 | 2.40 | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... |
| | 16 | 1 | 3.00 | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... |
| | | 114 | ..... | 18 | 30 | 30 | 20 | 3 | 7 | 4 | 2 | ..... | ..... | ..... |
| Inspectors, masonry..... | 1 | 1 | 2.40 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 2 | 1 | 2.50 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 3 | 1 | 2.96 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | 3 | ..... | 1 | 1 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Inspector, track..... | 1 | 1 | 2.40 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | 1 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 31 (GROUP V)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|--------------------------|--------------------------|-------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|----------------------------|----|
| 25 dolls. and under | 26 to 50 dolls. | 51 to 75 dolls. | 76 to 100 doll | 101 to 125 doll | 126 to 150 doll | 151 to 175 doll | 176 to 200 doll | 201 to 225 doll | 226 to 250 doll | 251 to 275 doll | 276 to 300 doll | 301 to 325 doll | 326 to 350 doll | 351 to 375 doll | 376 to 400 doll | 401 to 425 doll | 426 to 450 doll | 451 to 475 doll | 476 to 500 doll | 501 doll and over | |
| | 1 | | | | | | | | | | | | | | | | | | | 1 | |
| | 1 | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | 1 | | | | | | | | 1 |
| | | | | | | | | | | | | 1 | | | | | | | | | |
| | | | | | | | | | | | | | 1 | | | | | 1 | | | 1 |
| | | | | | | | | | | | | | 1 | | | | | 1 | | | |
| | | 1 | | 1 | | | | | | | | | | | | | | | | | 1 |
| 6 | 7 | 3 | 7 | 1 | 1 | | 1 | | | | | | 2 | | | | 1 | 1 | | | 1 |
| | | 1 | 1 | 1 | 1 | | | 1 | | | | | | | | | | | | | 2 |
| | 1 | | | 1 | 1 | 1 | | | | | | | | | | | | | | | b1 |
| | 1 | | | | | | | | | | 1 | | | | | | | | | | 8 |
| | 1 | | | | | | | | | | | 1 | | | | | | | | | 9 |
| | | | | | | | | | | | | | 1 | | | | 1 | | | | 10 |
| | | | | | | | | | | | | | | | | | | | | | 11 |
| 9 | 9 | 6 | 10 | 5 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | | | | 1 | 2 | | | | 12 |
| 1 | | | | | | | 1 | | | | | | | | | | | | | | |
| 1 | | | | | | | 1 | | | | | | | | | | | | | | |
| 2 | 1 | | | | | | | | | | | | | | | | | | | | 1 |
| | 3 | 6 | 9 | 7 | 9 | 6 | 7 | 3 | 1 | 2 | 1 | | | | | 1 | | | | | 2 |
| | | | | | | | 1 | | | | | | | | | | | | | | 3 |
| | 1 | 1 | 2 | 1 | 1 | 1 | 1 | | | | | 1 | 1 | 1 | | | 1 | | | | 4 |
| 2 | 5 | 1 | 1 | 1 | 1 | 1 | | | | | | 3 | 1 | 1 | | | | | | | 5 |
| 2 | 2 | | | | | | 1 | | | | | | | | | | | | | | 6 |
| 2 | 1 | 2 | | | | | | | | | | | | | | | | | | | 7 |
| | 2 | | | | | | | | | | | | | | | | | | | | 8 |
| | | | | | | | | | | | | | | | | | | | | | 9 |
| | | | | | | | | | | | | | | | | | | | | | 10 |
| | | | 2 | | | | | | | | | | | | | | | | | | 11 |
| | | | | | | | | | | | | | | | | | | | | | 12 |
| | 1 | | | | | | | | | 1 | | | | | | | | | | | 13 |
| | | | | | | | | | | | | | | | | | | | | | 14 |
| | | | | | | | | | | | | | | | | | | | | | 15 |
| | | | | | | | | | | | | | | | | | | | | | 16 |
| 11 | 25 | 15 | 11 | 13 | 11 | 9 | 4 | 2 | | 2 | 2 | 3 | 1 | 2 | 1 | 1 | 1 | | | | |
| | 1 | | | 1 | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | 1 | | | | | | | 2 |
| | 1 | | | 1 | | | | | | | | | | | | | | | | | 3 |
| | | | | | | | | | | | | | | | | | | | | | |
| | | 1 | | | | | | | | | | | | | | | | | | | 1 |
| | | 1 | | | | | | | | | | | | | | | | | | | |

a one \$527, one \$540.

b \$637.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 31 (GROUP V)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 163.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|-------------------------|-------------------------|-------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|----------------------------|--|
| 25 dols. and under | 26 to 50 dols. | 51 to 75 dols. | 76 to 100 doll | 101 to 125 doll | 126 to 150 doll | 151 to 175 doll | 176 to 200 doll | 201 to 225 doll | 226 to 250 doll | 251 to 275 doll | 276 to 300 doll | 301 to 325 doll | 326 to 350 doll | 351 to 375 doll | 376 to 400 doll | 401 to 425 doll | 426 to 450 doll | 451 to 475 doll | 476 to 500 doll | 501 doll and over | |
| 1 | 1 | | | | | | | | | | | | | | | | | | | 1 | |
| | 1 | 1 | | | | | | | | | | | | | | | | | | 2 | |
| | | | 1 | | | | | | | | | | | | | | | | | 3 | |
| | | | | 1 | | | | | | | | | | | | | | | | 4 | |
| 1 | | | | | 1 | | | | | | | | | | | | | | | 5 | |
| | | | | | | 1 | | | | | | | | | | | | | | 6 | |
| | | | | | | | 1 | | | | | | | | | | | | | 7 | |
| | | | | | | | | 1 | | | | | | | | | | | | 8 | |
| | | | | | | | | | 1 | | | | | | | | | | | 9 | |
| 2 | 3 | 1 | 1 | 1 | 2 | | | | | | 1 | 1 | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| | 1 | | | | | | | | | | | | | | | | | | | 1 | |
| | 1 | | | | | | | | | | | | | | | | | | | 2 | |
| 34 | 15 | 1 | 3 | 1 | 4 | 1 | 2 | | | | | | | | | | | | | 3 | |
| 1 | 4 | | | 2 | 1 | | | | | | | | | | | | | | | 4 | |
| | | | | | | | | | 1 | | | | | | | | | | | 5 | |
| 11 | 7 | 3 | 3 | 1 | 1 | | 1 | | | | | | | | | | | | | 6 | |
| | 2 | | 1 | | | | | | 1 | 1 | | | | | | | | | | 7 | |
| 173 | 74 | 43 | 20 | 5 | 5 | 9 | 3 | 2 | 1 | 2 | 2 | | 1 | 1 | 1 | | | | | 8 | |
| | | | | | | | | | | | | | | | | | | | | 9 | |
| 1 | 3 | 4 | 1 | | 5 | | | | | | | 1 | | | | | | | | 10 | |
| | 1 | 2 | 1 | 1 | | | | | | 1 | | | | | | | | | | 11 | |
| | | | | | | | | 1 | | | | | | | | 1 | | | | 12 | |
| 27 | 13 | 5 | 6 | | 5 | 2 | 1 | | 1 | | 1 | | 1 | 2 | | | | | 1 | 13 | |
| 15 | 1 | 1 | 1 | | | 1 | 1 | | | | | | | | | | | | | 14 | |
| 1 | | | | | | | | | | | | | | | | | | | | 15 | |
| | 1 | | | 1 | | | | | | | | | | | | | | | | 16 | |
| 1 | | | | | 1 | | | | | | | | | | | | | | | 17 | |
| | | | | | | | | | | | | | | | | | | | | 18 | |
| | | | | | | | | | | | | | | | | | | | | 19 | |
| 265 | 123 | 62 | 37 | 11 | 21 | 12 | 8 | 3 | 4 | 4 | 3 | 1 | 2 | 3 | 1 | 1 | | | 1 | | |
| | | | | | | | | | | | | | | | | | | | | | |
| 1 | | | 1 | | | | | | | | | | | | | | | | | 1 | |
| | 3 | 1 | | | | | 1 | | | 2 | 1 | | | | | | 1 | | | 2 | |
| 3 | 3 | | 1 | 2 | 2 | | | | 1 | 2 | | | | | | | | | | 3 | |
| 1 | | | | | | | | | | | 1 | | | 1 | | | | | | 4 | |
| | | | | | | | 1 | | | | | | | | | | | | | 5 | |
| | | | | | | | | | | | | | | | | | | | | 6 | |
| | | | | | | | | | | | | | | | | | | | | 7 | |
| 13 | 4 | | 2 | 4 | 2 | | 2 | | 1 | 4 | 2 | | | 1 | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| 1 | | 1 | | | | | | | | | | | | | | | | | | 1 | |
| | 1 | | | 1 | | | | | | | | | | | 1 | | | | | 2 | |
| | | | | | | | | | | | | | | | | | | | | 3 | |
| 1 | 2 | 1 | 1 | | | 2 | | | | | | | | | | | | | | 4 | |
| 56 | 24 | 7 | 9 | 1 | 2 | 6 | 2 | 2 | | 1 | | 1 | | 1 | 2 | 1 | | | 5 | | |
| | 2 | 3 | 1 | 1 | | 1 | | | | | | | | | | | | | | 6 | |
| 28 | 14 | 7 | 3 | | | 1 | 1 | | | | | | | | | | | | | 7 | |
| | | | 1 | | 1 | | | | | | | | | | | | | | | 8 | |
| | 3 | 2 | | 1 | | | | | | | | | | | | | | | | 9 | |
| 92 | 49 | 19 | 15 | 4 | 3 | 10 | 3 | 2 | | 1 | | 1 | | 1 | 3 | 2 | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| 4 | 3 | 2 | 1 | | 1 | | | | | | | | | | | | | | | 1 | |
| | | | | | | 1 | | | | | | | | | | | | | | 2 | |
| 12 | 7 | 5 | 3 | | 1 | 1 | 3 | 1 | | | | | | | | | | | | 3 | |
| | | | | | | 1 | | 1 | | | | | | | | | | | | 4 | |
| 31 | 17 | 13 | 12 | 9 | 7 | 3 | 2 | | 1 | | | | | | | | | | | 5 | |
| | | | | | | | | | | | | | | | | | | | | | |
| 47 | 27 | 20 | 16 | 9 | 9 | 6 | 6 | 2 | 1 | | | | | | | | | | | | |

a \$520.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 31 (GROUP V)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employ-és. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | | | | | | |
|---------------------------|------------------|----------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|--|--|--|--|--|---|---|--|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 350 days | 366 days and over. | | | | | | | | |
| Laborers, extra gang..... | 1 | 1 | \$1.20 | | | | | | | | | | | | | | | | | |
| | 2 | 25 | 1.25 | 13 | 6 | 1 | 3 | 3 | | | | | | | | | | | | |
| | 3 | 1 | 1.30 | | | | | | | | | 1 | | | | | | | | |
| | 4 | 1 | 1.35 | | | | | | | | | 1 | | | | | | | | |
| | 5 | 3 | 1.40 | 1 | | 2 | | | | | | | | | | | | | | |
| | 6 | 1 | 1.45 | | | | 1 | | | | | | | | | | | | | |
| | 7 | 13 | 1.50 | 8 | 1 | 1 | 3 | | | | | | | | | | | | | |
| | | | 45 | | 22 | 7 | 7 | 7 | | | | 2 | | | | | | | | |
| Laborers, fence..... | 1 | 1 | 1.10 | | | 1 | | | | | | | | | | | | | | |
| | 2 | 35 | 1.20 | 10 | 6 | 6 | 7 | 6 | | | | | | | | | | | | |
| | 3 | 120 | 1.25 | 82 | 16 | 12 | 7 | 3 | | | | | | | | | | | | |
| | 4 | 4 | 1.30 | | | 2 | 2 | | | | | | | | | | | | | |
| | 5 | 13 | 1.40 | 7 | 2 | 4 | | | | | | | | | | | | | | |
| | 6 | 104 | 1.50 | 61 | 27 | 16 | | | | | | | | | | | | | | |
| | 7 | 5 | 1.60 | | | 5 | | | | | | | | | | | | | | |
| | | | 282 | | 160 | 59 | 40 | 14 | 9 | | | | | | | | | | | |
| Laborers, fuel..... | 1 | 10 | 1.00 | 9 | 1 | | | | | | | | | | | | | | | |
| | 2 | 2 | 1.05 | 2 | | | | | | | | | | | | | | | | |
| | 3 | 13 | 1.10 | 12 | | | | | | | | | | | | | | 1 | | |
| | 4 | 43 | 1.15 | 20 | 8 | 10 | 4 | 1 | | | | | | | | | | | | |
| | 5 | 21 | 1.20 | 11 | 4 | 3 | 3 | | | | | | | | | | | | | |
| | 6 | 247 | 1.25 | 186 | 32 | 15 | 7 | 3 | 2 | 2 | | | | | | | | | | |
| | 7 | 43 | 1.30 | 29 | 11 | 1 | 1 | 1 | 2 | | | | | | | | | | | |
| | 8 | 2 | 1.31½ | | | | | | | | | | | | | | | | | |
| | 9 | 15 | 1.35 | 11 | 2 | 2 | | | | | | | | | | | | | | |
| | 10 | 27 | 1.40 | 19 | 6 | 2 | | | | | | | | | | | | | | |
| | 11 | 4 | 1.45 | 2 | | | | 1 | 1 | | | | | | | | | | 1 | |
| | 12 | 1 | 1.48 | | | | | | | | | | | | | | | | | |
| | 13 | 31 | 1.50 | 26 | 5 | | | | | | | | | | | | | | | |
| | 14 | 1 | 1.60 | | | 1 | | | | | | | | | | | | | | |
| | 15 | 1 | 1.75 | 1 | | | | | | | | | | | | | | | | |
| | | 461 | | 328 | 70 | 33 | 16 | 8 | 2 | 2 | 2 | | | | | | | | | |
| Laborers, ice gang..... | 1 | 8 | 1.50 | 1 | 1 | 6 | | | | | | | | | | | | | | |
| | | 8 | | 1 | 1 | 6 | | | | | | | | | | | | | | |
| Laborers, machine shop.. | 1 | 1 | 1.35 | | | | | | 1 | | | | | | | | | | | |
| | 2 | 1 | 1.45 | | | | | | 1 | | | | | | | | | | | |
| | 3 | 5 | 1.50 | 5 | | | | | | | | | | | | | | | | |
| | | 7 | | 5 | | | | 1 | 1 | | | | | | | | | | | |
| Laborers, track..... | 1 | 17 | 1.00 | 14 | 2 | | | | | | | | | | | | | | 1 | |
| | 2 | 3,671 | 1.10 | 1,434 | 700 | 731 | 327 | 150 | 129 | 83 | 116 | | | | | | | | 1 | |
| | 3 | 702 | 1.15 | 222 | 145 | 143 | 74 | 46 | 30 | 21 | 21 | | | | | | | | | |
| | 4 | 389 | 1.20 | 102 | 82 | 99 | 53 | 34 | 12 | 6 | 1 | | | | | | | | | |
| | 5 | 3,325 | 1.25 | 1,828 | 666 | 502 | 187 | 64 | 39 | 24 | 14 | 1 | | | | | | | | |
| | 6 | 38 | 1.30 | 6 | 9 | 12 | 5 | 3 | 2 | 1 | | | | | | | | | | |
| | 7 | 42 | 1.35 | 13 | 9 | 5 | 8 | 5 | 1 | 1 | | | | | | | | | | |
| | 8 | 245 | 1.40 | 130 | 50 | 38 | 17 | 7 | 2 | | | | | | | | | | 1 | |
| | 9 | 8 | 1.45 | 1 | 3 | 1 | 2 | | | | | | | | | | | | 1 | |
| | 10 | 5 | 1.48 | | | 3 | | | 1 | 1 | | | | | | | | | | |
| | 11 | 182 | 1.50 | 131 | 24 | 16 | 5 | | 4 | 2 | | | | | | | | | | |
| | 12 | 21 | 1.75 | 19 | 1 | | | | 1 | | | | | | | | | | | |
| | | 8,615 | | 3,900 | 1,694 | 1,547 | 678 | 311 | 220 | 138 | 154 | | | | | | | | 3 | |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 31 (GROUP V)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | | |
|---|--------------------------|--------------------------|--------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|----------------------------|----|----|
| 25 dolls and under | 26 to 50 dolls. | 51 to 75 dolls. | 76 to 100 doll. | 101 to 125 doll. | 126 to 150 doll. | 151 to 175 doll. | 176 to 200 doll. | 201 to 225 doll. | 226 to 250 doll. | 251 to 275 doll. | 276 to 300 doll. | 301 to 325 doll. | 326 to 350 doll. | 351 to 375 doll. | 376 to 400 doll. | 401 to 425 doll. | 426 to 450 doll. | 451 to 475 doll. | 476 to 500 doll. | 501 doll and over | | |
| 12 | 5 | 3 | 1 | 1 | 1 | 1 | | 1 | | | | | | | | | | | | | 1 | |
| | | | | | | | | | | | 1 | | | | | | | | | | 2 | |
| | | | | | | | | | | | | 1 | | | | | | | | | 3 | |
| | 1 | | | 1 | 1 | | | | | | | | | | | | | | | | 4 | |
| | | | | | | | 1 | | | | | | | | | | | | | | 5 | |
| 4 | 4 | 1 | 1 | | | 1 | 2 | | | | | | | | | | | | | | 6 | |
| | | | | | | | | | | | | | | | | | | | | | 7 | |
| 16 | 10 | 4 | 3 | 2 | 2 | 3 | 2 | 1 | | | 1 | 1 | | | | | | | | | | |
| | | | 1 | | | | | | | | | | | | | | | | | | 1 | |
| 7 | 6 | 6 | 3 | | 4 | 3 | 4 | 1 | 1 | | | | | | | | | | | | 2 | |
| 68 | 23 | 9 | 8 | 2 | 2 | 5 | | 3 | | | | | | | | | | | | | 3 | |
| | | 2 | 1 | 1 | | | | | | | | | | | | | | | | | 4 | |
| | 6 | 1 | 2 | 1 | 2 | 1 | | | | | | | | | | | | | | | 5 | |
| | 52 | 25 | 11 | 5 | 5 | 6 | | | | | | | | | | | | | | | 6 | |
| | | 2 | 3 | | | | | | | | | | | | | | | | | | 7 | |
| 133 | 59 | 32 | 18 | 10 | 13 | 8 | 4 | 4 | 1 | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| 9 | 1 | | | | | | | | | | | | | | | | | | | | 1 | |
| 2 | | | | | | | | | | | | | | | | | | | | | 2 | |
| 12 | | | | | | | | | | | | | | | | | | | | | 3 | |
| 19 | 8 | 7 | 2 | 4 | 2 | | | | 1 | | | | | | 1 | | | | | | 4 | |
| 11 | 3 | 2 | 2 | 1 | 1 | 1 | | | | | | | | | | | | | | | 5 | |
| 163 | 49 | 11 | 3 | 7 | 3 | 1 | 4 | 1 | 2 | | 1 | 1 | | 1 | | | | | | | 6 | |
| 28 | 9 | 3 | 1 | | 1 | | | 1 | 1 | | | | | | | | | | | | 7 | |
| | | | | | | | | | | | | | | | | | | | | | 8 | |
| 8 | 5 | | | 1 | 1 | | | | | | | | | | | | | | | | 9 | |
| 17 | 6 | 2 | 2 | | | | | | | | | | | | | | | | | | 10 | |
| 1 | 1 | | | | | | 1 | | 1 | | | | | | | | | | | | 11 | |
| | | | | | | | | | | | | | | | | | | | | a1 | 12 | |
| 23 | 8 | | | | | | | | | | | | | | | | | | | | 13 | |
| | 1 | | | | | | | | | | | | | | | | | | | | 14 | |
| 1 | | | | | | | | | | | | | | | | | | | | | 15 | |
| 294 | 91 | 25 | 10 | 13 | 8 | 2 | 5 | 3 | 5 | | 1 | 1 | | 1 | 1 | | | | | 1 | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| | 1 | 1 | | 6 | | | | | | | | | | | | | | | | | 1 | |
| | | | | | | | | | | | | | | | | | | | | | | |
| | 1 | 1 | | 6 | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | 1 | | | | | | | | | | | | 1 | |
| | | | | | | | | | | | | | | | | | | | | | 2 | |
| 4 | 1 | | | | | | | | | | | | | | | | | | | | 3 | |
| | | | | | | | | | | | | | | | | | | | | | | |
| 4 | 1 | | | | | | | 1 | 1 | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| 14 | 2 | | | | | | | | | | | | | 1 | | | | | | | 1 | |
| 1,329 | 685 | 494 | 301 | 165 | 149 | 113 | 71 | 46 | 63 | 53 | 48 | 30 | 58 | 44 | 20 | 2 | | | | | 2 | |
| 206 | 131 | 96 | 48 | 50 | 30 | 23 | 22 | 17 | 18 | 10 | 16 | 7 | 10 | 4 | 11 | 3 | | | | | 3 | |
| 79 | 81 | 49 | 43 | 35 | 22 | 20 | 21 | 16 | 7 | 4 | 4 | 4 | 2 | 1 | | | | | | | 4 | |
| 1,556 | 725 | 375 | 189 | 153 | 108 | 59 | 39 | 24 | 21 | 21 | 8 | 10 | 7 | 12 | 7 | 3 | 3 | 2 | | | 5 | |
| 5 | 6 | 8 | 5 | 3 | 1 | 2 | 2 | 1 | 2 | 1 | 1 | | | | | | | | | | 6 | |
| 9 | 7 | 8 | 2 | | 2 | 3 | 4 | 3 | 2 | 1 | | | | 1 | | | | | | | 7 | |
| 105 | 50 | 29 | 16 | 15 | 5 | 6 | 9 | 1 | 2 | 2 | 2 | 2 | | | | | | 1 | | | 8 | |
| | | 1 | 3 | | 1 | | | 1 | | | | | | | | | | | 1 | | | 9 |
| | | 1 | 2 | | | | | | 1 | | | | | 1 | | | | | | | | 10 |
| 104 | 37 | 13 | 11 | 2 | 4 | 2 | 2 | 1 | | | | 3 | | 2 | 1 | | | | | | 11 | |
| 18 | 1 | 1 | | | | | | | | | | 1 | | | | | | | | | 12 | |
| 3,425 | 1,727 | 1,078 | 615 | 424 | 321 | 229 | 170 | 110 | 115 | 96 | 79 | 57 | 77 | 67 | 39 | 9 | 3 | 4 | | | | |

@ \$540.

REPORT OF THE COMMISSIONER OF LABOR.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 31 (GROUP V)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employ- és. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | |
|----------------------------|------------------|--------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|---|---|--|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | | |
| Laborers, warehouse | 1 | 2 | \$1.25 | | 1 | | 1 | | | | | | | | |
| | 2 | 1 | 1.31 $\frac{1}{2}$ | | | | | | | | | | | 1 | |
| | 3 | 67 | 1.40 | 15 | 11 | 18 | 17 | 2 | 2 | 1 | 1 | | | | |
| | 4 | 5 | 1.48 | | | | 1 | 1 | 1 | | | | | 2 | |
| | 5 | 4 | 1.50 | 1 | 1 | 1 | | | | | | | | 1 | |
| | 6 | 5 | 1.55 | | 1 | 2 | 1 | 1 | | | | | | | |
| | 7 | 1 | 1.60 | | 1 | | | | | | | | | | |
| | 8 | 1 | 1.64 $\frac{1}{2}$ | | 1 | | | | | | | | | | |
| | | 86 | | | 18 | 14 | 21 | 20 | 4 | 3 | 1 | 5 | | | |
| Laborers, work train | 1 | 28 | 1.25 | 15 | 9 | 2 | 1 | 1 | | | | | | | |
| | 2 | 1 | 1.30 | | | | | | | | | | | | |
| | 3 | 22 | 1.35 | 8 | 4 | 7 | 2 | | 1 | | | | | | |
| | 4 | 75 | 1.40 | 46 | 12 | 12 | 4 | 1 | | | | | | | |
| | 5 | 2 | 1.48 | 1 | 1 | | | | | | | | | | |
| | 6 | 32 | 1.50 | 15 | 11 | 4 | 2 | | | | | | | | |
| | 7 | 1 | 1.75 | 1 | | | | | | | | | | | |
| | | 161 | | | 87 | 37 | 25 | 9 | 2 | 1 | | | | | |
| Laborers, yard | 1 | 4 | 1.15 | | 2 | | | | | | 1 | 1 | | | |
| | 2 | 10 | 1.20 | | | 5 | 3 | | | | | | 2 | | |
| | 3 | 63 | 1.25 | 17 | 12 | 17 | 13 | 1 | 2 | 1 | | | | | |
| | 4 | 64 | 1.50 | 34 | 16 | 9 | 2 | 1 | 2 | | | | | | |
| | 5 | 2 | 1.65 | 2 | | | | | | | | | | | |
| | | 143 | | | 53 | 35 | 29 | 15 | 2 | 4 | 2 | 3 | | | |
| Laborers and firemen | 1 | 1 | 1.75 | | | | 1 | | | | | | | | |
| | 2 | 1 | 2.00 | | | | | 1 | | | | | | | |
| | | 2 | | | | | | 1 | | | | | | | |
| Lamp lighters | 1 | 4 | .06 $\frac{1}{2}$ | | 1 | 3 | | | | | | | | | |
| | 2 | 1 | .10 | | 1 | | | | | | | | | | |
| | 3 | 4 | .11 $\frac{1}{2}$ | | 1 | | 1 | | 2 | | | | | | |
| | 4 | 1 | .14 $\frac{1}{2}$ | | | | | 1 | | | | | | | |
| | 5 | 1 | .16 $\frac{1}{2}$ | | | | | | 3 | 1 | 7 | | | | |
| | 6 | 25 | .20 | | 5 | 7 | 2 | | | 3 | 1 | | | | |
| | 7 | 5 | .23 | | | 1 | | 1 | 1 | | 1 | 2 | | | |
| | 8 | 1 | .24 $\frac{1}{2}$ | | | | | | | | | 1 | | | |
| | 9 | 2 | .26 $\frac{1}{2}$ | | | | 1 | | | | | 1 | | | |
| | 10 | 1 | .39 $\frac{1}{2}$ | | | 1 | | | | | | | 1 | | |
| | 11 | 4 | .49 $\frac{1}{2}$ | 1 | 2 | | | | | 1 | | | | | |
| | 12 | 1 | .98 $\frac{1}{2}$ | | | | | | | | | | 1 | | |
| | 13 | 7 | 1.10 | 3 | 1 | 2 | 1 | | | | | | | | |
| | 14 | 1 | 1.64 $\frac{1}{2}$ | | | 1 | | | | | | | | | |
| | | 59 | | | 4 | 11 | 16 | 4 | 2 | 7 | 2 | 13 | | | |
| Lamp tenders | 1 | 5 | .06 $\frac{1}{2}$ | | 3 | | 2 | | | | | | | | |
| | 2 | 1 | .10 | | 1 | | | | | | | | | | |
| | 3 | 1 | .11 | | | 1 | | | | | | | | | |
| | 4 | 1 | .11 $\frac{1}{2}$ | | | | 1 | | | | | | | | |
| | 5 | 1 | .14 $\frac{1}{2}$ | | | | | | | | | | 1 | | |
| | 6 | 20 | .16 $\frac{1}{2}$ | | | 3 | 5 | 3 | 2 | 5 | | | 2 | | |
| | 7 | 1 | .23 | | 1 | | | | | | | | | | |
| | 8 | 1 | .24 $\frac{1}{2}$ | | | | | | | | | | 1 | | |
| | 9 | 2 | .26 $\frac{1}{2}$ | | | 1 | 1 | | | | | | | | |
| | 10 | 2 | .33 | | | 2 | | | | | | | | | |
| | 11 | 1 | .39 $\frac{1}{2}$ | | | 1 | | | | | | | | | |
| | 12 | 4 | 1.10 | 3 | | | | | 1 | | | | | | |
| | 13 | 7 | 1.25 | | | | 2 | 1 | 2 | 1 | | | | 1 | |
| | 14 | 1 | 1.64 $\frac{1}{2}$ | | | | | | | 1 | | | | | |
| | | 48 | | | 4 | 9 | 11 | 7 | 5 | 7 | | 4 | 1 | | |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 31 (GROUP V)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 163.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|-------------------------|-------------------------|-------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|----------------------------|---|
| 25 dols. and under | 26 to 50 dols. | 51 to 75 dols. | 76 to 100 doll | 101 to 125 doll | 126 to 150 doll | 151 to 175 doll | 176 to 200 doll | 201 to 225 doll | 226 to 250 doll | 251 to 275 doll | 276 to 300 doll | 301 to 325 doll | 326 to 350 doll | 351 to 375 doll | 376 to 400 doll | 401 to 425 doll | 426 to 450 doll | 451 to 475 doll | 476 to 500 doll | 501 doll and over | |
| | 1 | | | | | 1 | | | | | | | | | | | | | | 1 | |
| 11 | 9 | 9 | 3 | 5 | 13 | 6 | 4 | 2 | 1 | | | 1 | 1 | | 1 | | 1 | | 1 | | 1 |
| | 1 | 1 | | 1 | 2 | | 1 | | | 1 | | | | | | | 1 | | 1 | | 1 |
| 1 | | | | | | | | | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | |
| 13 | 11 | 11 | 3 | 6 | 15 | 7 | 6 | 2 | 2 | 1 | | 1 | 1 | 1 | 1 | | 2 | | 1 | 2 | |
| 14 | 4 | 6 | 1 | 1 | 1 | | | | 1 | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | |
| 4 | 7 | 2 | 4 | 2 | | 1 | 1 | | | | | 1 | | | | | | | | | |
| 35 | 16 | 10 | 3 | 4 | 4 | 2 | | 1 | | | | | | | | | | | | | |
| 1 | | 1 | | | | | | | | | | | | | | | | | | | |
| 11 | 6 | 9 | 2 | 1 | 1 | 2 | | | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | |
| 67 | 33 | 28 | 10 | 8 | 6 | 5 | 1 | 1 | 1 | | | 1 | | | | | | | | | |
| | 2 | | | | | | | | | | | | 1 | 1 | | | | | | | |
| 13 | 4 | 3 | | 1 | | | | | | | | | 1 | 1 | | 1 | 1 | | | | |
| 15 | 9 | 6 | 3 | 6 | 7 | 1 | | | | 2 | | | | 1 | | | | | | | |
| 23 | 18 | 9 | 7 | 1 | 1 | 2 | | | | 1 | | | | 2 | | | | | | | |
| 1 | 1 | | | | | | | | | | | | | | | | | | | | |
| 37 | 40 | 21 | 13 | 5 | 7 | 9 | 1 | | | 3 | | | 3 | 2 | 1 | 1 | | | | | |
| | | | | | | | 1 | | | | | | | | | | | | | | |
| | | | | | | | | | | | 1 | | | | | | | | | | |
| | | | | | | | 1 | | | | | 1 | | | | | | | | | |
| 4 | | | | | | | | | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | |
| 3 | 1 | | | | | | | | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | |
| 14 | 4 | 7 | | | | | | | | | | | | | | | | | | | |
| 1 | 2 | 1 | 1 | | | | | | | | | | | | | | | | | | |
| 1 | | | 1 | | | | | | | | | | | | | | | | | | |
| 1 | | | 1 | | | | | | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | |
| 3 | | | | 1 | | | | | | | | | | | | | | | | | |
| | | 2 | | | | | | | | | | | | | | | | | | | |
| | | 1 | | 1 | 1 | | | | | | | | | | | | | | | | |
| 3 | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| 32 | 7 | 12 | 4 | 2 | 1 | | | | | | | 1 | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | |
| | 1 | | | | | | | | | | | | | | | | | | | | |
| 12 | 8 | | | | | | | | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | |
| | | | | 1 | | | | | | | | | | | | | | | | | |
| 2 | | | | | | | | | | | | | | | | | | | | | |
| 1 | 1 | | | | | | | | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | |
| 3 | | | | | | | | | | | | | | | | | | | | | |
| | | | 1 | 1 | | 1 | 1 | 1 | | 1 | | | | | 1 | | | | 1 | | |
| | | | | | | | | | | | | | | | | | | | | | |
| 28 | 10 | 1 | 2 | | 1 | 1 | 1 | 1 | | 1 | | | | | 1 | | | | 1 | | |

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TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 31 (GROUP V)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500.—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employ- ees. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | |
|------------------------------------|------------------|---------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|-------|-------|-------|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | | |
| Loaders, car | 1 | 8 | \$1.55 | 1 | 2 | 2 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| | | 8 | ..... | 1 | 2 | 2 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| Machinists' apprentices... | 1 | 2 | .75 | 1 | ..... | ..... | ..... | 2 | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| | 2 | 4 | 1.00 | 1 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 3 | 11 | 1.25 | ..... | ..... | 2 | 2 | 1 | 1 | 3 | ..... | ..... | ..... | ..... | ..... |
| | 4 | 1 | 1.35 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 5 | 4 | 1.50 | ..... | ..... | ..... | 2 | ..... | 1 | 1 | ..... | ..... | ..... | ..... | ..... |
| | 6 | 6 | 1.75 | ..... | ..... | ..... | 2 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... |
| | 7 | 3 | 1.90 | ..... | 1 | ..... | 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 31 | ..... | ..... | 2 | 1 | 3 | 7 | 4 | 3 | 4 | ..... | ..... | ..... | 7 | ..... |
| Mail carriers | 1 | 5 | .16½ | ..... | ..... | 1 | ..... | 2 | 1 | ..... | ..... | ..... | ..... | 1 | ..... |
| | 2 | 3 | .21½ | ..... | 1 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 3 | 1 | .23 | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... |
| | 4 | 1 | .24 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 5 | 5 | .24½ | ..... | 2 | ..... | ..... | ..... | 2 | ..... | ..... | ..... | ..... | 1 | ..... |
| | 6 | 1 | .26 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 7 | 1 | .28 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 8 | 2 | .29½ | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| | 9 | 6 | .33 | ..... | 1 | ..... | 1 | 1 | ..... | ..... | ..... | ..... | ..... | 3 | ..... |
| | 10 | 2 | .33½ | ..... | ..... | 1 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 11 | 1 | .39½ | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... |
| | 12 | 2 | .49½ | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| | 13 | 2 | .82 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 | ..... |
| | 14 | 1 | 1.15 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| | 15 | 2 | 1.48 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| | 35 | ..... | ..... | 2 | 5 | 4 | 4 | 4 | 5 | ..... | ..... | ..... | 11 | ..... |  |
| Masons | 1 | 3 | 1.50 | 2 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 2 | 1 | 2.00 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 3 | 2 | 2.25 | 1 | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... |
| | 4 | 2 | 2.40 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 5 | 9 | 3.00 | 5 | 1 | 3 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 17 | ..... | ..... | 11 | 1 | 4 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... |  |
| Masons' helpers..... | 1 | 1 | 1.25 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 2 | 8 | 1.50 | 5 | 1 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 9 | ..... | ..... | 6 | 1 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Messengers | 1 | 13 | .16½ | 6 | 3 | 3 | ..... | ..... | ..... | 1 | 1 | ..... | ..... | ..... | ..... |
| | 2 | 6 | .17½ | 1 | 2 | 2 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... |
| | 3 | 12 | .27 | 1 | 4 | 2 | 1 | 3 | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| | 4 | 7 | .33 | ..... | 3 | 3 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... |
| | 5 | 7 | .39½ | ..... | ..... | 1 | 1 | 1 | 1 | 3 | ..... | ..... | ..... | ..... | ..... |
| | 6 | 2 | .41 | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| | 7 | 52 | .49½ | 6 | 9 | 11 | 8 | 4 | 6 | 3 | 5 | ..... | ..... | ..... | ..... |
| | 8 | 34 | .66 | 3 | 1 | 3 | 8 | 4 | 4 | 2 | 9 | ..... | ..... | ..... | ..... |
| | 9 | 22 | .82 | 4 | 3 | 2 | 3 | 1 | 1 | 1 | 7 | ..... | ..... | ..... | ..... |
| | 10 | 2 | .68½ | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| | 11 | 1 | 1.15 | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... |
| | 12 | 1 | 1.31½ | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 13 | 1 | 2.14 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 160 | ..... | ..... | 21 | 27 | 28 | 21 | 15 | 14 | 10 | 24 | ..... | ..... | ..... |  |
| Messenger and telegraph operators. | 1 | 2 | .17½ | ..... | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 2 | 2 | .27 | ..... | ..... | 1 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 3 | 2 | .33 | ..... | ..... | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 4 | 1 | .49½ | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 7 | ..... | ..... | 1 | 2 | 3 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... |  |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 31 (GROUP V)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 163.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|--------------------------|--------------------------|-------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|----------------------------|-------|
| 25 dolls. and under | 26 to 50 dolls. | 51 to 75 dolls. | 76 to 100 doll | 101 to 125 doll | 126 to 150 doll | 151 to 175 doll | 176 to 200 doll | 201 to 225 doll | 226 to 250 doll | 251 to 275 doll | 276 to 300 doll | 301 to 325 doll | 326 to 350 doll | 351 to 375 doll | 376 to 400 doll | 401 to 425 doll | 426 to 450 doll | 451 to 475 doll | 476 to 500 doll | 501 doll and over | |
| ..... | 1 | 1 | 2 | ..... | 1 | 1 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | 1 |
| ..... | 1 | 1 | 2 | ..... | 1 | 1 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | 1 |
| 1 | ..... | ..... | ..... | 1 | 1 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| 1 | ..... | 1 | ..... | ..... | 2 | 1 | 1 | 1 | ..... | ..... | 1 | ..... | 1 | 2 | 1 | ..... | 1 | 1 | ..... | ..... | 2 |
| ..... | ..... | ..... | ..... | ..... | ..... | 1 | 1 | 1 | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | 1 | 1 | ..... | ..... | 5 |
| ..... | ..... | ..... | ..... | ..... | ..... | 1 | 1 | 1 | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | 1 | 1 | ..... | ..... | 6 |
| ..... | ..... | ..... | 1 | ..... | ..... | ..... | 1 | ..... | 1 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | 1 | 1 | ..... | ..... | 7 |
| 2 | ..... | 1 | 1 | 3 | 2 | 2 | 4 | ..... | 2 | ..... | 1 | 1 | 2 | 2 | 1 | ..... | 4 | ..... | ..... | ..... | 3 |
| 2 | 2 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| 3 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 |
| ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 |
| 2 | ..... | 2 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 4 |
| ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 5 |
| 1 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 6 |
| 1 | 1 | 1 | ..... | 3 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 7 |
| ..... | 1 | 1 | 1 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 8 |
| ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | 9 |
| 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 10 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 11 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 12 |
| 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | 13 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 14 |
| 11 | 6 | 7 | 2 | 4 | ..... | ..... | 1 | ..... | ..... | ..... | 2 | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | 15 |
| 2 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 |
| 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 |
| 4 | 1 | ..... | ..... | ..... | 1 | ..... | 1 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 4 |
| 9 | 1 | 1 | ..... | 1 | 1 | ..... | 1 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 5 |
| 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 5 | 1 | ..... | 1 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| 6 | 1 | ..... | 1 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 |
| 12 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 5 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| 7 | 4 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 |
| 6 | ..... | 1 | 1 | 1 | 3 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 |
| 1 | 1 | 1 | 1 | 1 | 3 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 4 |
| 15 | 10 | 11 | 2 | 8 | 1 | 3 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 5 |
| 3 | 2 | 5 | 5 | 3 | 4 | 1 | 3 | 1 | 6 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 6 |
| 5 | 2 | 2 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 5 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 7 |
| ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | 8 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 9 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 10 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 11 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 12 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 13 |
| 54 | 23 | 21 | 12 | 14 | 8 | 4 | 6 | 1 | 8 | 2 | 5 | 1 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 |
| 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 |
| 6 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 4 |

a One \$573, one \$587, one \$632.

b \$502.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 31 (GROUP V)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employes. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|------------------------|------------------|---------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|---|--|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | |
| Office boys..... | 1 | 2 | \$0.41 | | | 1 | | | | | 1 | | | |
| | 2 | 1 | .49 $\frac{1}{2}$ | | | | 1 | | | | | | | |
| | 3 | 2 | .66 | 1 | | | | | | | | 1 | | |
| | | 5 | | | 1 | | 1 | 1 | | | | 1 | 1 | |
| Oilhouseman..... | 1 | 1 | 1.48 | | | | | 1 | | | | | | |
| | | 1 | | | | | | 1 | | | | | | |
| Painters' helpers..... | 1 | 3 | 1.25 | 1 | | | 1 | | | 1 | | | | |
| | 2 | 2 | 1.35 | | | | 1 | 1 | | | | | | |
| | 3 | 2 | 1.45 | 1 | 1 | | | | | | | | | |
| | 4 | 31 | 1.50 | 7 | 4 | 7 | 4 | 3 | | | | 6 | | |
| | 5 | 6 | 1.75 | 2 | | 1 | 1 | | | 2 | | | | |
| | 6 | 1 | 2.00 | 1 | | | | | | | | | | |
| | 7 | 1 | 2.25 | | | 1 | | | | | | | | |
| | 46 | | | 12 | 5 | 9 | 7 | 4 | 3 | | | 6 | | |
| Plasterer..... | 1 | 1 | 2.50 | | | | 1 | | | | | | | |
| | | 1 | | | | | 1 | | | | | | | |
| Porters..... | 1 | 1 | .26 $\frac{1}{2}$ | | 1 | | | | | | | | | |
| | 2 | 10 | .33 | 3 | | 1 | | | | | | 4 | | |
| | 3 | 24 | .40 $\frac{1}{2}$ | 15 | 1 | 2 | | 1 | 1 | | 1 | 3 | | |
| | 4 | 11 | .66 | 1 | 1 | 1 | 3 | 3 | 1 | | | 2 | | |
| | 5 | 6 | .82 | | 3 | 1 | | | | | 1 | 1 | | |
| | 6 | 15 | .98 $\frac{1}{2}$ | 6 | 1 | 4 | 2 | | | | 1 | 1 | | |
| | 7 | 20 | 1.15 | 3 | 1 | 5 | 7 | 2 | 1 | | | 1 | | |
| | 8 | 95 | 1.31 $\frac{1}{2}$ | 35 | 7 | 7 | 7 | 3 | 4 | 5 | 27 | | | |
| | 9 | 3 | 1.48 | | 1 | 1 | | | | | | | | |
| | 10 | 5 | 1.50 | 4 | 1 | | | | | | | | | |
| | 11 | 1 | 1.64 $\frac{1}{2}$ | | | 1 | | | | | | | | |
| | 12 | 3 | 1.77 $\frac{1}{2}$ | | 1 | | 1 | 1 | | | | | | |
| | 13 | 1 | 1.81 | | | | | | | | | | 1 | |
| | 14 | 1 | 2.00 | | 1 | | | | | | | | | |
| | 196 | | | 67 | 18 | 23 | 20 | 11 | 9 | 8 | 40 | | | |
| Porters, station..... | 1 | 2 | .49 $\frac{1}{2}$ | | 1 | 1 | | | | | | | | |
| | 2 | 5 | .66 | | | 1 | 1 | 1 | 1 | | | 1 | | |
| | 3 | 1 | .82 | | | | 1 | | | | | | | |
| | 4 | 5 | .98 $\frac{1}{2}$ | | 1 | 1 | | 1 | 1 | | | 1 | | |
| | 5 | 4 | 1.15 | | | | | | 2 | | | 2 | | |
| | 6 | 2 | 1.31 $\frac{1}{2}$ | | | | | | | | | 2 | | |
| | 7 | 2 | 1.48 | | | 1 | | | | | | 1 | | |
| | 21 | | | | 2 | 4 | 2 | 2 | 4 | | 7 | | | |
| Pumpers..... | 1 | 5 | .16 $\frac{1}{2}$ | | 1 | | | 2 | 1 | | | | | |
| | 2 | 4 | .49 $\frac{1}{2}$ | | | | 1 | 1 | 1 | | | 1 | | |
| | 3 | 6 | .66 | 3 | 1 | | 1 | | 1 | | | | | |
| | 4 | 20 | .82 | 4 | | 1 | | 4 | 3 | 1 | 6 | 1 | | |
| | 5 | 41 | .98 $\frac{1}{2}$ | 10 | 3 | 5 | 5 | 2 | 4 | | 12 | | | |
| | 6 | 85 | 1.15 | 21 | 13 | 8 | 14 | 2 | 2 | 2 | 21 | 2 | | |
| | 7 | 7 | 1.18 | 2 | | 1 | 2 | | | | 1 | 1 | | |
| | 8 | 2 | 1.25 | 1 | | | | | 1 | | | | | |
| | 9 | 19 | 1.31 $\frac{1}{2}$ | 6 | | 1 | 1 | 2 | 3 | | 5 | 1 | | |
| | 10 | 2 | 1.35 | 1 | | | | | 1 | | | | | |
| | 11 | 1 | 1.45 | | | | | 1 | | | | | | |
| | 12 | 10 | 1.48 | 2 | 1 | 3 | 1 | 1 | | 1 | 1 | | | |
| | 13 | 12 | 1.50 | 5 | 2 | 4 | | 1 | | | | | | |
| | 14 | 3 | 1.64 $\frac{1}{2}$ | | | | | 1 | | | | 2 | | |
| | 15 | 1 | 1. | | | | | | | | | 1 | | |
| | 16 | 3 | 1.97 | | 1 | 1 | | | 1 | | | | | |
| | 17 | 1 | 2.00 | | 1 | | | | | | | | | |
| | 222 | | | 55 | 23 | 24 | 26 | 17 | 18 | 4 | 50 | 5 | | |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 31 (GROUP V)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|--------------------------|--------------------------|-------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|----------------------------|----|
| 25 dolls. and under | 26 to 50 dolls. | 51 to 75 dolls. | 76 to 100 doll | 101 to 125 doll | 126 to 150 doll | 151 to 175 doll | 176 to 200 doll | 201 to 225 doll | 226 to 250 doll | 251 to 275 doll | 276 to 300 doll | 301 to 325 doll | 326 to 350 doll | 351 to 375 doll | 376 to 400 doll | 401 to 425 doll | 426 to 450 doll | 451 to 475 doll | 476 to 500 doll | 501 doll and over | |
| 1 | | | | 1 | | | | | | | | | | | | | | | | | 1 |
| 1 | | 1 | | | | | | | 1 | | | | | | | | | | | | 2 |
| 1 | 1 | 1 | | 1 | | | | | 1 | | | | | | | | | | | | 3 |
| | | | | | | | | | 1 | | | | | | | | | | | | 1 |
| | | | | | | | | | 1 | | | | | | | | | | | | 1 |
| 1 | | | | | | | | | | 1 | | | 1 | | | | | | | | 1 |
| 1 | 1 | | | | | | 1 | | | 1 | | | | | | | | | | | 2 |
| 3 | 5 | 3 | 3 | 3 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | | | | | | | 1 | 3 | a | 2 |
| | 2 | | | | 1 | | | | 1 | | | | | 1 | 1 | | | | | | 4 |
| | 1 | | | | | | | | | | | | | | | | | | | | 5 |
| | | | | | | | | | | | | | | | | | | | | | 6 |
| 5 | 9 | 3 | 3 | 3 | 2 | 3 | 3 | 1 | 2 | 2 | 1 | 1 | | 1 | 1 | | | 1 | 3 | 2 | 7 |
| | | | | | 1 | | | | | | | | | | | | | | | | 1 |
| | | | | | 1 | | | | | | | | | | | | | | | | 1 |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| 3 | 2 | | 1 | 4 | 1 | 2 | 1 | | | | | | | | | | | | | | 2 |
| 16 | 1 | | 1 | 1 | 1 | | | | | | | | | | | | | | | | 3 |
| 2 | 1 | 3 | 2 | 1 | 1 | | | 1 | 1 | | | | | | | | | | | | 4 |
| 6 | 1 | 1 | 2 | 2 | 2 | | 1 | | | 1 | 1 | | | | | | | | | | 5 |
| 3 | 1 | 2 | 5 | 2 | 3 | 5 | | 1 | 1 | 1 | | | 1 | | | 1 | | | | | 6 |
| 31 | 8 | 6 | 2 | 2 | 3 | 1 | 3 | 1 | 1 | | 1 | 3 | 1 | 1 | 3 | 4 | 1 | 12 | 9 | b | 1 |
| | 1 | | | | 1 | | | | | | | | | | 1 | | | | | | 7 |
| | 3 | | | | | | | | | | | | | | | | | | | | 8 |
| | | | | | | | | | | | | | | | | | | | | | 9 |
| | | | | | | | | | | | | | | | | | | | | | 10 |
| | | | | | | | | | | | | | | | | | | | | | 11 |
| | | | | | | | | | | | | | | | | | | | | | 12 |
| | | | | | | | | | | | | | | | | | | | | | 13 |
| | | | | | | | | | | | | | | | | | | | | | 14 |
| 65 | 20 | 18 | 8 | 10 | 12 | 8 | 5 | 3 | 3 | 2 | 3 | 3 | 2 | 1 | 4 | 5 | 1 | 12 | 9 | 2 | |
| 1 | 1 | | | | | | | | | | | | | | | | | | | | 1 |
| | 1 | | 1 | 1 | 1 | | | | 1 | | | | | | | | | | | | 2 |
| | | | | | | | | 1 | | | | | | 1 | | | | | | | 3 |
| | | | | | | | | | | 2 | | | | | | 1 | 1 | | | | 4 |
| | | | | | | | | | | | | | | | | | | | 1 | | 5 |
| | | | | | | | | | | | | | | | | | | | | | 6 |
| 1 | 3 | | 2 | 2 | 2 | | 1 | 1 | 1 | 2 | | | | 1 | | 1 | 2 | | 2 | | 7 |
| 3 | 2 | | | | | | | | | | | | | | | | | | | | 1 |
| | | 1 | 1 | 1 | | | | 1 | | | | | | | | | | | | | 2 |
| 4 | | | 1 | 1 | | 1 | | | | | | | | | | | | | | | 3 |
| 4 | | | 1 | 1 | 3 | 2 | 1 | 1 | | | | | | | | | | | | | 4 |
| 11 | 2 | 2 | 3 | 5 | 1 | 1 | 2 | | 2 | 1 | 5 | 1 | | | | | | | | | 5 |
| 18 | 16 | 4 | 2 | 6 | 7 | 5 | | | | 2 | | 1 | 1 | 1 | 4 | 16 | 1 | 1 | | | 6 |
| 2 | | | 1 | | | | | | | | | | | | | | | | | | 7 |
| 1 | | | | | | | | | | 1 | | | | | | | | | | | 8 |
| 5 | 1 | | 1 | 1 | 1 | | 1 | 1 | | 1 | | 1 | 1 | | | | | 1 | 5 | | 9 |
| 1 | | | | | | | | | | | | | | | | | | | | | 10 |
| | | | | | | | | 1 | | | | | | | | | | | | | 11 |
| 1 | 2 | | | | 2 | 1 | | | 1 | | | | | 1 | | | | | | | 12 |
| 1 | 4 | 2 | 2 | 1 | 2 | | | | 1 | | | | | | | | | | | | 13 |
| | | | | | | | | | | | | | | | | | | | | | 14 |
| | | | | | | | | | | | | | | | | | | | | | 15 |
| | | | | | | | | | | | | | | | | | | | | | 16 |
| | | | | | | | | | | | | | | | | | | | | | 17 |
| 51 | 27 | 10 | 13 | 17 | 16 | 9 | 4 | 5 | 4 | 5 | 6 | 6 | 6 | 8 | 4 | 17 | 1 | 4 | 5 | 4 | |

a One \$515, one \$523. b \$510. c \$660. d \$540. e One \$575, one \$600. f \$621.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 31 (GROUP V)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 163.]

| Occupation. | Marginal number. | Number of employ- ees. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | |
|----------------------------|------------------|---------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|---|---|--|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | | |
| Roadmasters, assistant.... | 1 | 1 | \$0.49 $\frac{1}{2}$ | | | 1 | | | | | | | | | |
| | 2 | 2 | .98 $\frac{1}{2}$ | | 1 | | | | | | | | | | |
| | 3 | 1 | 1.23 $\frac{1}{2}$ | | 1 | | | 1 | | | | | | | |
| | 4 | 1 | 2.00 | | 1 | | | | | | | | | | |
| | 5 | 5 | | 1 | 2 | 1 | | 1 | | | | | | | |
| Sandmen | 1 | 2 | 1.30 | | | | 2 | | | | | | | | |
| | 2 | 2 | | | | 2 | | | | | | | | | |
| Sealers | 1 | 6 | .82 | 5 | | | | | | 1 | | | | | |
| | 2 | 1 | .98 $\frac{1}{2}$ | | | | | | 1 | | | | | | |
| | 3 | 2 | 1.25 | | | | 1 | | 1 | | | | | | |
| | 4 | 9 | 1.31 $\frac{1}{2}$ | | 1 | 2 | 3 | | | 2 | | | 1 | | |
| | 5 | 10 | 1.48 | 3 | | 3 | 1 | 2 | | | 1 | | | | |
| | 6 | 9 | 1.64 $\frac{1}{2}$ | | 2 | 1 | 1 | | | 1 | | | 4 | | |
| | 37 | | 8 | 3 | 7 | 6 | 3 | 4 | 1 | 5 | | | | | |
| Spikers | 1 | 6 | 1.75 | 1 | 3 | 2 | | | | | | | | | |
| | 2 | 2 | 2.00 | | | 1 | 1 | | | | | | | | |
| | 3 | 8 | | 1 | 3 | 3 | 1 | | | | | | | | |
| Stonemasons | 1 | 1 | 2.40 | 1 | | | | | | | | | | | |
| | 2 | 2 | 3.00 | 2 | | | | | | | | | | | |
| | 3 | 3 | | 3 | | | | | | | | | | | |
| Strappers | 1 | 3 | 1.75 | 2 | | 1 | | | | | | | | | |
| | 2 | 3 | | 2 | | 1 | | | | | | | | | |
| Sweepers..... | 1 | 2 | 1.25 | | 1 | 1 | | | | | | | | | |
| | 2 | 1 | 1.64 $\frac{1}{2}$ | | | 1 | 1 | | | | | | | | |
| | 3 | 3 | | | 1 | 2 | | | | | | | | | |
| Tanners' helpers..... | 1 | 1 | 1.00 | 1 | | | | | | | | | | | |
| | 2 | 1 | 1.25 | | | | | | | | | | | 1 | |
| | 3 | 10 | 1.50 | 3 | | 3 | 1 | 1 | | 2 | | | | | |
| | 4 | 12 | | 4 | | 3 | 1 | 1 | | 2 | 1 | | | | |
| Train starters..... | 1 | 2 | 3.29 | 1 | 1 | | | | | | | | | | |
| | 2 | 2 | | 1 | 1 | | | | | | | | | | |
| Upholsterers' helpers..... | 1 | 1 | 1.45 | | | | | | | | | 1 | | | |
| | 2 | 1 | 2.00 | 1 | | | | | | | | | | | |
| | 3 | 2 | | 1 | | | | | | | | 1 | | | |
| Warehouse stowers..... | 1 | 1 | 1.50 | | | | 1 | | | | | | | | |
| | 2 | 9 | 1.55 | | 2 | 1 | | 2 | | | | | | 4 | |
| | 3 | 10 | | | 2 | 1 | 1 | 2 | | | | | | 4 | |
| Warehousemen | 1 | 3 | 1.15 | 1 | 1 | | | | | | | | | 1 | |
| | 2 | 1 | 1.25 | | | | | | | | | | | 1 | |
| | 3 | 4 | 1.31 $\frac{1}{2}$ | 1 | | 2 | | | | 1 | | | | | |
| | 4 | 1 | 1.35 | | | | | | | | | | | 1 | |
| | 5 | 1 | 1.40 | 1 | | | | | | | | | | | |
| | 10 | | 3 | 1 | 2 | | | | 1 | | | | 3 | | |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 31 (GROUP V)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|--------------------------|--------------------------|-------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|----------------------------|---|
| 25 dols. and under | 26 to 50 dolls. | 51 to 75 dolls. | 76 to 100 doll | 101 to 125 doll | 126 to 150 doll | 151 to 175 doll | 176 to 200 doll | 201 to 225 doll | 226 to 250 doll | 251 to 275 doll | 276 to 300 doll | 301 to 325 doll | 326 to 350 doll | 351 to 375 doll | 376 to 400 doll | 401 to 425 doll | 426 to 450 doll | 451 to 475 doll | 476 to 500 doll | 501 doll and over | |
| | 1 | | | | | 1 | | | | | | | | | | | | | | | 1 |
| | 1 | | | | | | | | | | | | | | | | | | | | 2 |
| | 1 | | | | | | | | | | | | | | | | | | | | 3 |
| 1 | | | | | | | | | | | | | | | | | | | | | 4 |
| 1 | 3 | | | | | 1 | | | | | | | | | | | | | | | |
| | | 1 | | | 1 | | | | | | | | | | | | | | | | 1 |
| | | 1 | | | 1 | | | | | | | | | | | | | | | | |
| 5 | | | | | | 1 | | | | | | | | | | | | | | | 1 |
| | | | | | | | 1 | | | | | | | | | | | | | | 2 |
| | | | | 1 | 1 | 2 | 1 | | | 1 | 1 | | | | | | | | | | 3 |
| 3 | | 2 | | 2 | 1 | 1 | | 1 | | 1 | | | | | | | 1 | | | 1 | 4 |
| | | 2 | | 1 | | | | | 1 | | | | | | 1 | | | | 1 | a | 5 |
| 8 | 2 | 1 | 3 | 2 | 3 | 4 | 2 | 1 | 1 | 2 | 1 | | | 1 | | 1 | | | | 2 | 6 |
| 1 | | 1 | 2 | | 1 | 1 | | 1 | | | | | | | | | | | | | 1 |
| 1 | | 1 | 2 | | 1 | 1 | 1 | | | | 1 | | | | | | | | | | 2 |
| | 1 | | | | | | | | | | | | | | | | | | | | |
| 2 | 1 | | | | | | | | | | | | | | | | | | | | 1 |
| 2 | 1 | | | | | | | | | | | | | | | | | | | | 2 |
| 1 | 1 | | | | 1 | | | | | | | | | | | | | | | | 1 |
| 1 | 1 | | | | 1 | | | | | | | | | | | | | | | | |
| | 1 | 1 | | | | | | | | | | | | | | | | | | | 1 |
| | 1 | 1 | 1 | | | | | | | | | | | | | | | | | | 2 |
| 1 | | | | | | | | | | | | | | | | | | | | | |
| 3 | | | | 1 | 2 | | 1 | | 1 | | | | | | | | 1 | | 2 | | 1 |
| 4 | | | | 1 | 2 | | 1 | | 1 | | | | | | | | 1 | 2 | | | 2 |
| | | 1 | | | 1 | | | | | | | | | | | | | | | | 1 |
| | | 1 | | | 1 | | | | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | 1 | | | | | | 1 |
| 1 | | | | | | | | | | | | | | | 1 | | | | | | 2 |
| | 1 | | | | | 1 | | | | | | | | | | | | | | 3 | 1 |
| | 1 | | | 2 | | | | | 1 | | 1 | | | | | | | | | 3 | 1 |
| 1 | 1 | | | | | | | | | | | | | | | 1 | | | | | 1 |
| 1 | | | 2 | | | | | | | | | 1 | | | | | | 1 | | | 2 |
| 1 | | | | | | | | | | | | | | | | | | | | | 3 |
| 3 | 1 | 2 | | | | | | | | | | 1 | | | | 1 | | | 2 | | 4 |
| | | | | | | | | | | | | | | | | | | | | | 5 |

a One \$550, two \$600.

b \$506.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 31 (GROUP V)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500—Concluded.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|--------------------------|--------------------------|-------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|----------------------------|---|
| 25 dolls. and under | 26 to 50 dolls. | 51 to 75 dolls. | 76 to 100 doll | 101 to 125 doll | 126 to 150 doll | 151 to 175 doll | 176 to 200 doll | 201 to 225 doll | 226 to 250 doll | 251 to 275 doll | 276 to 300 doll | 301 to 325 doll | 326 to 350 doll | 351 to 375 doll | 376 to 400 doll | 401 to 425 doll | 426 to 450 doll | 451 to 475 doll | 476 to 500 doll | 501 doll and over | |
| 1 | 1 | | | | | | | | | | | | | 1 | | | | | | | 1 |
| 1 | | | | | | | | | | | | | | | 1 | | | | | | 2 |
| 3 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | | 1 | | | | | | | | | | | 3 |
| | | 1 | | | | | | | | | | | | | | | | | | | 4 |
| | | | 1 | | | | | | | | | | | | | | | | | | 5 |
| | | | | 1 | | | | | | | | | | | | | | | | | 6 |
| 5 | 2 | 3 | 2 | 1 | 1 | 2 | | 1 | | | 1 | | | 1 | 1 | | | | | | 7 |
| | 1 | | 1 | | | | | | | | | | | | | | | | | | 1 |
| | 1 | | 1 | | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | 5 | | | | | | | 1 |
| | | | | | | | | | | | | | | 5 | | | | | | | 1 |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| 2 | 1 | | | 1 | | | | | | | | | | | | | | | | | 1 |
| 1 | | | | | | | | | | | | | | | | | | | | | 2 |
| 1 | | | | | | | | | | | | | | | | | | | | | 3 |
| 4 | 1 | | | 1 | | | | | | | | | | | | | | | | | 1 |
| 1 | 2 | 1 | | | | | | | | | | | | | | | | | | | 1 |
| 26 | 5 | 1 | | 1 | | | | | | 1 | 1 | | | | | | | | | | 2 |
| | | 1 | | 3 | | | | | | 1 | | | | | | | | | 1 | | 3 |
| 1 | | | | | | | | | | | | | | | | | | | | | 4 |
| 28 | 7 | 3 | | 4 | | | | | 2 | 1 | | 1 | | | | | | | | 1 | 5 |

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000.

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|---------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|-----------------------------|---|
| 50 dolls. and under | 51 to 100 dolls. | 101 to 150 dolls. | 151 to 200 doll | 201 to 250 doll | 251 to 300 doll | 301 to 350 doll | 351 to 400 doll | 401 to 450 doll | 451 to 500 doll | 501 to 550 doll | 551 to 600 doll | 601 to 650 doll | 651 to 700 doll | 701 to 750 doll | 751 to 800 doll | 801 to 850 doll | 851 to 900 doll | 901 to 950 doll | 951 to 1000 doll | 1001 doll and over | |
| | | | | | | | 1 | | | | | | | | | | 2 | | | | 1 |
| | | | | | | | 1 | | | | | | | | | | 2 | | | | 1 |
| | 1 | | | | 3 | | | 1 | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | 1 | | | | | | | | | | 2 |
| | 1 | | | | 3 | | 1 | | | | 1 | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | 2 | | | | | | 1 |
| | | | | | | | | | | | | | | | 2 | | | | | | 1 |

a \$663.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 31 (GROUP V)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employ- ees. | Actual daily earnings or nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | |
|---------------------------------|------------------|---------------------------|---|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|-----|-----|--|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | | |
| Agents, passenger and ticket. | 1 | 1 | \$3.29 | | | | | | | 1 | | | | | |
| | | 1 | | | | | | | | 1 | | | | | |
| Agents and telegraph operators. | 1 | 7 | .98½ | 4 | 2 | 1 | | | | | | | | | |
| | 2 | 8 | 1.15 | 7 | 1 | | | | | | | | | | |
| | 3 | 14 | 1.31½ | 9 | 4 | | 1 | | | | | | | | |
| | 4 | 12 | 1.48 | 8 | 2 | 2 | | | | | | | | | |
| | 5 | 14 | 1.64½ | 9 | 2 | | 2 | | | | 1 | | | | |
| | 6 | 1 | 1.81 | | 1 | | | | | | | | | | |
| | 7 | 3 | 1.97 | 2 | | 1 | | | | | | | | | |
| | 8 | 2 | 2.14 | | 2 | | | | | | | | | | |
| | 9 | 1 | 2.46½ | | | | | | | | | | | | |
| | | | 62 | | 40 | 14 | 4 | 3 | | | | 1 | | | |
| | | 353 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | |
| | | 415 | | | | | | | | | | | | | |
| Baggagemasters..... | 1 | 1 | .82 | | | | | 1 | | | | | | | |
| | 2 | 10 | .98½ | 4 | | 1 | | | 1 | 1 | | | 3 | | |
| | 3 | 2 | 1.15 | 1 | | | | | | | | | 1 | | |
| | 4 | 3 | 1.31½ | 2 | 1 | | | | | | | | | | |
| | 5 | 1 | 1.64½ | | | | | | | | | | 1 | | |
| | | 17 | | 7 | 1 | 1 | | 2 | 1 | | | | 5 | | |
| Baggagemen..... | 1 | 1 | .16½ | | | | | | | | | 1 | | | |
| | 2 | 1 | .66 | | | | | | | 1 | | | | | |
| | 3 | 13 | .82 | 3 | 6 | 1 | 1 | 1 | 1 | | | | | | |
| | 4 | 19 | .98½ | 6 | 2 | 3 | 3 | 2 | 3 | | | | | | |
| | 5 | 21 | 1.15 | 3 | 3 | 3 | 2 | 1 | | 1 | 8 | | | | |
| | 6 | 18 | 1.23½ | 5 | 2 | 3 | 1 | 2 | | 1 | 3 | 1 | | | |
| | 7 | 5 | 1.25 | 2 | 2 | 1 | | | | | | | | | |
| | 8 | 16 | 1.31½ | 4 | 2 | 1 | 1 | 4 | 2 | 1 | 1 | | | | |
| | 9 | 5 | 1.48 | | | 1 | | | | | | | | 4 | |
| | 10 | 15 | 1.64½ | 6 | 2 | 2 | 1 | | | | | | 4 | | |
| | 11 | 45 | 1.97 | 15 | 5 | | 1 | 1 | 1 | 2 | 20 | | | | |
| | 12 | 1 | 2.30 | 1 | | | | | | | | | | | |
| | | | 160 | | 45 | 24 | 15 | 10 | 11 | 8 | 6 | 40 | 1 | | |
| Blacksmiths..... | 1 | 2 | 1.60 | 2 | | | | | | | | | | | |
| | 2 | 3 | 2.00 | 2 | 1 | | | | | | | | | | |
| | 3 | 1 | 2.10 | 1 | | | | | | | | | | | |
| | 4 | 15 | 2.25 | 4 | 1 | 4 | 3 | 2 | | | 1 | | | | |
| | 5 | 2 | 2.35 | | | 1 | | 1 | | | | | | | |
| | 6 | 18 | 2.50 | 8 | | 2 | 2 | 1 | 2 | 1 | 1 | 1 | | | |
| | 7 | 9 | 2.60 | 1 | 2 | 1 | 2 | 1 | | | 2 | | | | |
| | 8 | 3 | 2.65 | | | 1 | 1 | | | | 1 | | | | |
| | 9 | 27 | 2.75 | 5 | 7 | 5 | 2 | | 2 | 3 | 3 | | | | |
| | 10 | 8 | 2.80 | | | 2 | | 1 | | | 5 | | | | |
| | 11 | 3 | 2.85 | 1 | 1 | | 1 | | | | | | | | |
| | 12 | 1 | 2.90 | | | 1 | | | | | | | | | |
| | 13 | 13 | 3.00 | 1 | 1 | 3 | 1 | 1 | 2 | 1 | 3 | | | | |
| | | 105 | | 25 | 13 | 20 | 12 | 7 | 6 | 6 | 15 | 1 | | | |
| Blacksmiths' helpers..... | 1 | 3 | 1.25 | 2 | 1 | | | | | | | | | | |
| | 2 | 2 | 1.31½ | 2 | | | | | | | | | | | |
| | 3 | 2 | 1.35 | 1 | 1 | | | | | | | | | | |
| | 4 | 4 | 1.40 | 2 | | 1 | | | | | 1 | | | | |
| | 5 | 2 | 1.45 | 1 | | 1 | | | | | | | | | |
| | 6 | 30 | 1.50 | 6 | 3 | 9 | 2 | 2 | 4 | 3 | 1 | | | | |
| | 7 | 29 | 1.60 | 7 | 7 | 4 | 4 | 1 | 1 | 2 | 3 | | | | |

a Rate and time cannot be stated, as they received commission.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 31 (GROUP V)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|---------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|-----------------------------|----|
| 50 dolls. and under | 51 to 100 dolls. | 101 to 150 dolls. | 151 to 200 doll | 201 to 250 doll | 251 to 300 doll | 301 to 350 doll | 351 to 400 doll | 401 to 450 doll | 451 to 500 doll | 501 to 550 doll | 551 to 600 doll | 601 to 650 doll | 651 to 700 doll | 701 to 750 doll | 751 to 800 doll | 801 to 850 doll | 851 to 900 doll | 901 to 950 doll | 951 to 1000 doll | 1001 doll and over | |
| | | | | | | | | | | | | | | | 1 | | | | | 1 | |
| | | | | | | | | | | | | | | | 1 | | | | | | |
| 6 | 1 | | | | | | | | | | | | | | | | | | | | 1 |
| 8 | | | | | | | | | | | | | | | | | | | | | 2 |
| 12 | 1 | | 1 | | | | | | | | | | | | | | | | | | 3 |
| 10 | 2 | | | | | | | | | | | | | | | | | | | | 4 |
| 10 | 1 | | 2 | | | | | 1 | | | | | | | | | | | | | 5 |
| | 1 | | | | | | | | | | | | | | | | | | | | 6 |
| 2 | | 1 | | | | | | | | | | | | | | | | | | | 7 |
| | 2 | | | | | | | | | | | | | | | | | | | | 8 |
| 1 | | | | | | | | | | | | | | | | | | | | | 9 |
| 40 | 8 | 1 | 3 | | | | | 1 | | | | | | | | | | | | | |
| 45 | 47 | 44 | 25 | 19 | 20 | 16 | 20 | 21 | 16 | 27 | 16 | 11 | 5 | 2 | 3 | 4 | 6 | 3 | 2 | a 1 | |
| 94 | 55 | 45 | 28 | 19 | 20 | 16 | 20 | 22 | 16 | 27 | 16 | 11 | 5 | 2 | 3 | 4 | 6 | 3 | 2 | 1 | |
| 4 | 1 | | 1 | 1 | | 1 | 2 | | | | | | | | | | | | | | 1 |
| 1 | | | 1 | | | | | 1 | | | | | | | | | | | | | 2 |
| 3 | | | | | | | | | 1 | | | | | | | | | | | | 3 |
| | | | | | | | | | | 1 | | | | | | | | | | | 4 |
| | | | | | | | | | | | | | | | | | | | | | 5 |
| 8 | 1 | | 2 | 1 | | 1 | 2 | 1 | | 1 | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| | | 1 | | | | | | | | | | | | | | | | | | | 2 |
| 9 | 2 | | 2 | | | | | | | | | | | | | | | | | | 3 |
| 9 | 2 | 3 | 2 | 3 | | | | | | | | | | | | | | | | | 4 |
| 6 | 2 | 3 | 1 | | | 1 | 3 | 5 | | | | | | | | | | | | | 5 |
| 6 | 3 | 2 | 1 | 1 | | 1 | 3 | 1 | | | | | | | | | | | | | 6 |
| 3 | 2 | | | | | | | | | | | | | | | | | | | | 7 |
| 6 | | 1 | 1 | 3 | 1 | 3 | | 1 | | | | | | | | | | | | | 8 |
| | 1 | | | | | | | | 4 | | | | | | | | | | | | 9 |
| 6 | 3 | | 2 | | | | | | | 4 | | | | | | | | | | | 10 |
| 16 | 4 | | | 1 | 1 | | | 1 | 2 | | 2 | 7 | 11 | | | | | | | | 11 |
| 1 | | | | | | | | | | | | | | | | | | | | | 12 |
| | | | | | | | | | | | | | | | | | | | | | |
| 63 | 19 | 10 | 9 | 7 | 2 | 5 | 4 | 8 | 3 | 6 | 4 | 2 | 7 | 11 | | | | | | | |
| 2 | | | | | | | | | | | | | | | | | | | | | 1 |
| 2 | 1 | | | | | | | | | | | | | | | | | | | | 2 |
| 1 | | | | | | | | | | | | | | | | | | | | | 3 |
| 4 | 1 | | 3 | 2 | 1 | 1 | | 2 | | | | | | 1 | | | | | | | 4 |
| | | | 1 | | | | | 1 | | | | | | | | | | | | | 5 |
| 7 | 1 | 1 | 1 | 1 | | 1 | 1 | 1 | | 1 | | | | 2 | | | | | | | 6 |
| 1 | 1 | 1 | 1 | 1 | | 1 | 1 | 1 | | | | | | | | | | | | | 7 |
| | | | | | | | | | | | | | | | | | | | | | 8 |
| 2 | 5 | 5 | | 2 | 3 | 1 | 1 | | | | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | 9 |
| | | 1 | 1 | | | | | | 1 | | | | | | | | | | | | 10 |
| 1 | 1 | | | | | 1 | | | | | | | | | | | | | | | 11 |
| | | 1 | 1 | 1 | 1 | | | | | | | | | | | | | | | | 12 |
| | 1 | 1 | 1 | 1 | 1 | | 1 | | | | 2 | | 1 | | | | 1 | | 2 | b 1 | 13 |
| | | | | | | | | | | | | | | | | | | | | | |
| 20 | 11 | 8 | 9 | 6 | 7 | 4 | 5 | 5 | 1 | 1 | 3 | 2 | 2 | 4 | 1 | 4 | 2 | 6 | 3 | 1 | |
| 2 | 1 | | | | | | | | | | | | | | | | | | | | 1 |
| 2 | | | | | | | | | | | | | | | | | | | | | 2 |
| 2 | | | | | | | | | | | | | | | | | | | | | 3 |
| 2 | | 1 | | | | | | 1 | | | | | | | | | | | | | 4 |
| 1 | | 1 | | | | | | | | | | | | | | | | | | | 5 |
| 8 | 5 | 5 | 2 | 2 | 4 | 1 | 2 | | | | 1 | | | | | | | | | | 6 |
| 9 | 6 | 3 | 1 | 3 | 1 | 1 | | | 2 | 3 | | | | | | | | | | | 7 |

a \$1,084.

b \$1,050.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 31 (GROUP V)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 163.]

| Occupation. | Marginal number. | Number of employes. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | | | | | | |
|---------------------------------|-------------------|---------------------|--|--|----------------|-----------------|------------------|------------------|------------------|------------------|------------------|--------------------|-------|-------|-------|-------|-------|-------|-------|-------|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days. | 151 to 200 days. | 201 to 250 days. | 251 to 300 days. | 301 to 365 days. | 366 days and over. | | | | | | | | |
| Blacksmiths' helpers—concluded. | 8 | 10 | \$1.65 | | | 4 | 2 | 1 | 1 | 1 | 1 | | | | | | | | | |
| | 9 | 43 | 1.70 | 2 | 8 | 12 | 4 | 3 | 4 | 2 | 8 | | | | | | | | | |
| | 10 | 25 | 1.75 | 3 | 2 | 6 | 3 | 5 | 2 | | | 4 | | | | | | | | |
| | 11 | 5 | 1.90 | | | | | | | | 2 | 1 | | | | | | | | |
| | 12 | 4 | 2.00 | | | | | | 1 | | | | 3 | | | | | | | |
| | 13 | 1 | 2.14 | | | | 1 | | | | | | | | | | | | | |
| | 14 | 2 | 2.25 | | | | | | | 1 | | | 1 | | | | | | | |
| | 15 | 1 | 2.50 | | | 1 | | | | | | | | | | | | | | |
| | 16 | 1 | 2.75 | | | 1 | | | | | | | | | | | | | | |
| | | | 164 | | 26 | 24 | 39 | 16 | 13 | 13 | 10 | 22 | 1 | | | | | | | |
| | Boilermakers..... | 1 | 1 | 2.00 | | | | | | | | | 1 | | | | | | | |
| | | 2 | 8 | 2.25 | 1 | 2 | 1 | 2 | | | | | 1 | 1 | | | | | | |
| | | 3 | 3 | 2.40 | | 1 | 1 | 1 | | | | | | | | | | | | |
| | | 4 | 8 | 2.50 | 4 | 1 | 1 | | | | | | | 1 | | | | | | |
| | | 5 | 5 | 2.60 | 1 | | 1 | | 1 | 1 | | | | | | | | | | |
| | | 6 | 2 | 2.65 | | | | | | | | | | | | | | | | |
| 7 | | 10 | 2.70 | 4 | 1 | 3 | ..... | ..... | 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| 8 | | 59 | 2.75 | 6 | 6 | 7 | 4 | 1 | 5 | 4 | 3 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| 9 | | 8 | 2.80 | 3 | 1 | ..... | 1 | 1 | 1 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| 10 | | 1 | 2.85 | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| 11 | | 2 | 2.90 | ..... | ..... | ..... | ..... | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | | 87 | ..... | 20 | 13 | 14 | 11 | 4 | 8 | 0 | 6 | 5 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Boilermakers' helpers..... | 1 | 2 | 1.25 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 2 | 4 | 1.35 | ..... | ..... | 3 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 3 | 23 | 1.50 | 3 | 4 | 3 | 2 | 1 | 3 | 1 | 6 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 4 | 21 | 1.60 | 2 | 6 | 3 | 4 | 1 | 1 | 2 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 5 | 13 | 1.65 | 2 | 2 | 2 | 1 | 1 | 1 | 2 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 6 | 12 | 1.70 | 2 | 2 | 2 | 4 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 7 | 14 | 1.75 | 5 | ..... | 3 | 1 | ..... | 1 | 1 | 3 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 8 | 1 | 1.90 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 9 | 9 | 2.00 | 1 | ..... | ..... | ..... | ..... | 2 | 2 | 1 | 3 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | | 99 | ..... | 16 | 14 | 16 | 13 | 7 | 8 | 8 | 16 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Brakemen, freight..... | 1 | 15 | 1.64½ | 5 | 1 | 4 | 4 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 2 | 32 | 1.80 | 21 | 6 | 3 | 1 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 3 | 1 | 1.81 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 4 | 252 | 1.97 | 102 | 39 | 40 | 20 | 21 | 8 | 5 | 11 | 6 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 5 | 1,069 | 2.00 | 426 | 212 | 194 | 93 | 45 | 23 | 16 | 25 | 35 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 6 | 1 | 2.14 | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 7 | 4 | 2.30 | 2 | 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 8 | 4 | 2.50 | 2 | 1 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 9 | 1 | 2.63 | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | | 1,379 | ..... | 559 | 260 | 242 | 119 | 68 | 33 | 21 | 36 | 41 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | | 437 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | | 1,866 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Brakemen, passenger..... | 1 | 1 | 1.31½ | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 2 | 1 | 1.40 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 3 | 10 | 1.48 | 6 | 1 | 2 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 4 | 147 | 1.64½ | 78 | 16 | 17 | 9 | 4 | 7 | 2 | 14 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 5 | 6 | 1.89 | 5 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 6 | 42 | 1.97 | 21 | 10 | 7 | 1 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 7 | 8 | 2.00 | 6 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | | 215 | ..... | 117 | 30 | 26 | 10 | 8 | 7 | 2 | 15 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | | 4 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | | 219 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |

Rate and time cannot be stated as they worked by the mile.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 31 (GROUP V)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|----------------------------|-----------------------------------|----|
| 50 dolls. and under | 51 to 100 dolls. | 101 to 150 dolls. | 151 to 200 doll. | 201 to 250 doll. | 251 to 300 doll. | 301 to 350 doll. | 351 to 400 doll. | 401 to 450 doll. | 451 to 500 doll. | 501 to 550 doll. | 551 to 600 doll. | 601 to 650 doll. | 651 to 700 doll. | 701 to 750 doll. | 751 to 800 doll. | 801 to 850 doll. | 851 to 900 doll. | 901 to 950 doll. | 951 to 1000 doll. | 1001 to doll and over | |
| 3 | 3 | 2 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 5 | 1 | | | | | | | | 8 | |
| 3 | 3 | 9 | 4 | 2 | 4 | 3 | 4 | 1 | 3 | 2 | 1 | 1 | | | | | | | | 9 | |
| | | 3 | 3 | 1 | 1 | 1 | 3 | | 1 | 1 | 1 | 1 | | | | | | | | 10 | |
| | | 1 | 1 | | | | | | | 1 | 1 | 3 | | | | | | | | 11 | |
| | | | | | | 1 | | | | | | | | | | | | | | 12 | |
| | | | | | | | | | | 1 | | | | | | | | | | 13 | |
| | | 1 | | | | | | | | | | | | 1 | | | | | | 14 | |
| | | 1 | | | | | | | | | | | | | | | | | | 15 | |
| | | | | | | | | | | | | | | | | | | | | 16 | |
| 32 | 25 | 25 | 14 | 7 | 9 | 9 | 10 | 4 | 3 | 10 | 9 | 6 | | 1 | | | | | | | |
| | | | | | | | | | | | 1 | | | | | | | | | 1 | |
| 1 | 1 | 2 | 1 | 1 | 1 | | | | | | 1 | 1 | | 1 | | | | | | 2 | |
| | | 1 | 1 | 1 | | | | | | | | | | | | | | | | 3 | |
| 4 | 1 | 1 | 1 | | | | | | | | | | | | | | | | | 4 | |
| 1 | | | 1 | | | | | 1 | | | 1 | | | | | | 1 | 1 | | 5 | |
| 1 | 1 | | | | | | | | | | | | | | | | | | | 6 | |
| 4 | 1 | | 2 | 1 | | | | | 1 | | 1 | 1 | 2 | 2 | 1 | | 1 | 2 | | 7 | |
| 6 | 1 | 5 | 3 | 2 | 2 | 2 | 2 | 1 | 1 | | 3 | 1 | 1 | 2 | 1 | | 1 | 2 | | 8 | |
| 3 | | 1 | | | | | 1 | 1 | | | 1 | 1 | | | | | 1 | | | 9 | |
| | | | | | | | 2 | | | | | | | | | | | | | 10 | |
| | | | | | | | 2 | | | | | | | | | | | | | 11 | |
| 20 | 5 | 10 | 7 | 5 | 3 | 2 | 6 | 1 | 2 | | 7 | 2 | 3 | 3 | 1 | | 3 | 3 | | 4 | |
| | | | | | | | | | | | | | | | | | | | | 1 | |
| 1 | | 2 | 1 | | | | 1 | | | | | | | | | | | | | 2 | |
| | 3 | 3 | 2 | | 1 | 2 | 2 | | 1 | 5 | | | | | | | | | | 3 | |
| 4 | 4 | 2 | 5 | | 1 | 1 | 1 | 1 | 2 | 1 | | | | | | | | | | 4 | |
| 2 | 3 | 1 | 1 | | 1 | | 1 | 1 | 1 | 2 | | | | | | | | | | 5 | |
| 3 | 2 | | 4 | 1 | 2 | | | 1 | 1 | | 2 | 1 | | | | | | | | 6 | |
| 5 | | 3 | 1 | | | | | 1 | 1 | | | | | | | | | | | 7 | |
| | | | | | | | | | | | 1 | | | 1 | | | | | | 8 | |
| 1 | | | | | | 2 | | 2 | | | | 2 | | | | | | | | 9 | |
| 20 | 13 | 11 | 13 | 2 | 5 | 4 | 5 | 5 | 5 | 7 | 4 | 3 | | 2 | | | | | | 1 | |
| | | | | | | | | | | | | | | | | | | | | 2 | |
| 6 | 1 | 3 | 1 | 3 | 1 | 1 | 1 | | | | | | | | | | | | | 3 | |
| 21 | 7 | 1 | 1 | 1 | | | 1 | | | | | | | | | | | | | 4 | |
| 1 | | | | | | | | | | | | | | | | | | | | 5 | |
| 102 | 40 | 23 | 16 | 11 | 11 | 14 | 6 | 3 | 4 | 2 | 6 | 4 | 1 | 6 | 2 | | 1 | | | 6 | |
| 424 | 209 | 110 | 88 | 56 | 37 | 28 | 17 | 13 | 11 | 10 | 6 | 8 | 11 | 8 | 11 | 12 | 6 | 4 | | 7 | |
| | | | 1 | | | | | | | 1 | | | | | | | | | | 8 | |
| 2 | 1 | | | | | 1 | | | | | | | | | | | | | | 9 | |
| 1 | 2 | | | | | 1 | | | | | | | | | | | | | | 10 | |
| | | | | | | | | | | | | | | | | | | | | 11 | |
| 557 | 260 | 137 | 106 | 71 | 49 | 45 | 24 | 16 | 15 | 13 | 12 | 12 | 12 | 14 | 13 | 12 | 7 | 4 | | 1 | |
| 201 | 127 | 48 | 31 | 16 | 11 | 14 | 12 | 11 | 4 | 3 | 3 | 1 | 1 | 1 | 3 | 12 | 7 | 4 | | 2 | |
| | | | | | | | | | | | | | | | | | | | | | 3 |
| 758 | 387 | 185 | 137 | 87 | 60 | 59 | 36 | 27 | 19 | 16 | 15 | 13 | 13 | 15 | 16 | 12 | 7 | 4 | | 4 | |
| | | | 1 | | | | | | | | | | | | | | | | | | 5 |
| | | | | | | | | | | | | | | | | | | | | | 6 |
| 1 | 2 | | | | | | | | | | | | | | | | | | | | 7 |
| 7 | | | | | | | | | | | | | | | | | | | | | 8 |
| 85 | 12 | 13 | 4 | 6 | 3 | 2 | 6 | 1 | 2 | 3 | 10 | | | | | | | | | 9 | |
| 5 | 1 | | | | | | | | | | | | | | | | | | | | 10 |
| 21 | 10 | 4 | 3 | 1 | 1 | 1 | | | | | | | 1 | | | | | | | | 11 |
| 6 | 2 | | | | | | | | | | | | | | | | | | | | 12 |
| | | | | | | | | | | | | | | | | | | | | | 13 |
| 125 | 27 | 17 | 8 | 7 | 5 | 3 | 6 | 1 | 2 | 3 | 10 | | 1 | | | | | | | 14 | |
| 1 | 2 | | 1 | | | | | | | | | | | | | | | | | | 15 |
| | | | | | | | | | | | | | | | | | | | | | 16 |
| 126 | 29 | 17 | 9 | 7 | 5 | 3 | 6 | 1 | 2 | 3 | 10 | | 1 | | | | | | | 17 | |

a \$1,030.

b one \$1,044, one \$1,089, one \$1,171.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 31 (GROUP V)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | |
|---|---------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|-----------------------------------|
| 50 dolls. and under | 51 to 100 dolls. | 101 to 150 dolls. | 151 to 200 doll | 201 to 250 doll | 251 to 300 doll | 301 to 350 doll | 351 to 400 doll | 401 to 450 doll | 451 to 500 doll | 501 to 550 doll | 551 to 600 doll | 601 to 650 doll | 651 to 700 doll | 701 to 750 doll | 751 to 800 doll | 801 to 850 doll | 851 to 900 doll | 901 to 950 doll | 951 to 1000 doll | 1001 to doll and over |
| 2 | | | 1 | 1 | | | | | | | | | | | | | | | | 1 |
| 2 | | | 1 | 1 | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | 1 | | | | | | | 1 |
| | | | | | | | | | | | | | 1 | | | | | | | 1 |
| | | | | | | | 1 | | | | | | | 1 | | | | | | 1 |
| | | | | | | 1 | | | | | | | | 1 | | | | | | 2 |
| | 1 | | | | 1 | | 1 | | | | | | 1 | | | | | | | 1 |
| | 1 | | | | | | | | | | | | 1 | | | 2 | | | | 2 |
| | | | | | | | | | | | | | 1 | | | | | 1 | 1 | 3 |
| | 2 | | | | 1 | | 1 | | | | | | | 3 | | 2 | | 1 | 1 | 4 |
| 7 | 3 | 2 | 2 | 1 | 1 | | | | | | | | | | | | | | | 1 |
| 3 | 3 | 3 | 1 | 1 | 1 | | 1 | | | | | | | | | | | | | 2 |
| | | | 2 | 2 | | | | | | | | | | | | | | | | 3 |
| 1 | | 2 | | | 1 | 1 | 1 | | | | | | | | | | | | | 4 |
| 2 | | | | | 1 | 1 | 1 | | | | | | | | | | | | | 5 |
| | 3 | 1 | 2 | 1 | 1 | | | | | | | | | | | | | | | 6 |
| 4 | 1 | 5 | 1 | 2 | 2 | 1 | | | 3 | 1 | | | | | | | | | | 7 |
| | | | 1 | | | | | | | | | | | | | | | | | 8 |
| | | | | | | | | | | | | | | | | | | | | 9 |
| 17 | 15 | 10 | 5 | 7 | 5 | 3 | 2 | 3 | 2 | | 2 | | | | | | | | | 10 |
| | | | | | | | | | | | | | | | | | | | | 11 |
| | | | | | | | | | | | | | | | | | | | | 12 |
| | | | | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | | | | 2 |
| | | | | | | | | | | | | | | | | | | | | 3 |
| | | | | | | | | | | | | | | | | | | | | 4 |
| | | | | | | | | | | | | | | | | | | | | a1 |
| | | | | | | | | | | | | | | | | | | | | 3 |
| | | | | | | | | | | | | | | | | | | | | 4 |
| | | | | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | | | | 2 |
| | | | | | | | | | | | | | | | | | | | | 1 |
| 4 | | | | | | | | | | | | | | | | | | | | 1 |
| 2 | 1 | 1 | | | | | | | | | | | | | | | | | | 2 |
| 3 | | 2 | | | | | | | | | | | | | | | | | | 3 |
| 11 | 15 | 10 | 6 | 4 | 1 | 1 | 1 | 3 | | 1 | 1 | | | | | | | | | 4 |
| 1 | | | | | | | | | | | | | | | | | | | | 5 |
| | 1 | | | | | | | | | | | | | | | | | | | 6 |
| 1 | | 2 | 1 | | | | | | | | | | | | | | | | | 7 |
| 23 | 26 | 10 | 3 | 4 | 8 | 3 | 3 | | 1 | 2 | 1 | 1 | 1 | 1 | 1 | | | | | 8 |
| 2 | 3 | 1 | 2 | 5 | 1 | 5 | 1 | 1 | 1 | | | | 3 | | | 1 | | | | 9 |
| | | | | | | | | | | | | | | | | | | | | 10 |
| 31 | 20 | 12 | 7 | 5 | 8 | 5 | 5 | 2 | 2 | 1 | | | 1 | 2 | 3 | 4 | | | | 11 |
| | | | | | | | | | | | | | | | | | | | | 12 |
| 19 | 2 | 1 | 1 | | | 1 | 1 | | | 1 | 1 | | | | | | | 1 | 1 | 13 |
| | | | | | | | | | | | | | | | | | | | | 14 |
| 3 | 1 | | | | | | | | | | | | | | | | | | | b1 |
| 2 | | | | | | | | | | | | | | | | | | | | 15 |
| | | | | | | | | | | | | | | | | | | | | 16 |
| | | | | | | | | | | | | | | | | | | | | 17 |
| 1 | | | | | | | | | | | | | | | | | | | | 18 |
| | | | | | | | | | | | | | | | | | | | | 19 |
| 103 | 69 | 41 | 21 | 21 | 19 | 17 | 14 | 7 | 4 | 5 | 5 | 4 | 7 | 5 | 5 | 2 | 1 | 1 | 1 | 1 |

a \$1,080.

b \$1,002.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 31 (GROUP V)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Num-ber of employ-és. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | |
|----------------------------------|------------------|-----------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|---|---|---|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | | |
| Carpenters, bridge and building. | 1 | 2 | \$1.50 | | | 1 | | | 1 | | | | | | |
| | 2 | 1 | 1.75 | | | | | | 1 | | | | | | |
| | 3 | 19 | 2.00 | 3 | 1 | 4 | 4 | 2 | 4 | 1 | | | | | |
| | 4 | 62 | 2.25 | 14 | 11 | 7 | 5 | 6 | 6 | 6 | 6 | 7 | | | |
| | 5 | 76 | 2.40 | 13 | 21 | 6 | 1 | 8 | 11 | 5 | 11 | 7 | | | |
| | 6 | 2 | 2.50 | | | | | | | | | 2 | | | |
| | 7 | 1 | 2.63 | | | | | | | 1 | | | | | |
| | | 163 | | 30 | 33 | 18 | 10 | 16 | 24 | 12 | 20 | | | | |
| Carpenters, car works | 1 | 1 | 1.80 | | | | | | | | | | | 1 | |
| | 2 | 6 | 2.00 | | 1 | 1 | 2 | | | | 1 | | | 1 | |
| | 3 | 5 | 2.15 | 1 | 1 | | | | | | | | | 2 | 1 |
| | 4 | 29 | 2.25 | | 7 | 10 | | 1 | 3 | 2 | 6 | | | 6 | |
| | 5 | 12 | 2.30 | | 4 | 2 | | 1 | | 3 | 2 | | | 2 | |
| | 6 | 2 | 2.35 | | | | | | | | | | | 2 | |
| | 7 | 2 | 2.40 | | | | | | 1 | | 1 | | | 1 | |
| | 8 | 5 | 2.50 | 1 | | 1 | | 1 | | | | | | 2 | |
| | 9 | 11 | 2.60 | | | | 3 | | 1 | 6 | 1 | | | 1 | |
| | 10 | 2 | 2.70 | | | | | | | | | | | 2 | |
| | 11 | 2 | 2.80 | | | | | | | | | 1 | | 1 | |
| | 12 | 2 | 2.85 | | | | | | | | | 2 | | 2 | |
| | | 79 | | 2 | 13 | 14 | 5 | 3 | 5 | 15 | 21 | | 1 | | |
| Carpenters, locomotive works. | 1 | 1 | 1.75 | 1 | | | | | | | | | | | |
| | 2 | 1 | 2.00 | | | 1 | | | | | | | | | |
| | 3 | 10 | 2.25 | 2 | 3 | 1 | 1 | 1 | | 2 | | | | | |
| | 4 | 2 | 2.40 | | | 1 | | | | 1 | | | | | |
| | 5 | 3 | 2.45 | | | 1 | | | | 1 | 1 | | | | |
| | 6 | 5 | 2.50 | 1 | 1 | 1 | 2 | | | | | | | 1 | |
| | 7 | 1 | 2.60 | | | | | | | | | | | 1 | |
| | 8 | 1 | 2.80 | | | | | | | | | | | 1 | |
| | | 24 | | 4 | 4 | 5 | 3 | 1 | | 4 | 3 | | | | |
| Carpenters, machinshop.. | 1 | 6 | 2.25 | 1 | | 1 | 2 | | | | | | | 2 | |
| | 2 | 1 | 2.35 | | | | | | | | | | | 1 | |
| | 3 | 1 | 2.40 | | | | | | | | 1 | | | | |
| | 4 | 1 | 2.45 | 1 | | | | | | | | | | | |
| | 5 | 4 | 2.50 | 1 | | | | | | | 1 | 2 | | 1 | |
| | 6 | 1 | 2.60 | | | | 1 | | | | | | | | |
| | 7 | 1 | 2.70 | | | | | | | | | | | 1 | |
| | 8 | 1 | 2.75 | | | | | | | | | | | 1 | |
| | | 16 | | 3 | | 1 | 3 | | | 2 | 7 | | | | |
| Cashier, assistant | 1 | 1 | 2.80 | | | | | | | | | | | 1 | |
| | | 1 | | | | | | | | | | | | 1 | |
| Cleaners, car..... | 1 | 1 | .50 | | | | | | | | | | | 1 | |
| | 2 | 1 | .66 | 1 | | | | | | | | | | | |
| | 3 | 3 | 1.00 | | | | 3 | | | | | | | | |
| | 4 | 2 | 1.25 | 2 | | | | | | | | | | | |
| | 5 | 9 | 1.31½ | 4 | | 1 | 3 | | 1 | | | | | | |
| | 6 | 6 | 1.35 | 1 | 2 | 1 | | | | | | | | | |
| | 7 | 11 | 1.38 | 1 | 5 | 2 | 2 | | 1 | | | | | | |
| | 8 | 3 | 1.40 | | 1 | | | | | | | | | 1 | |
| | 9 | 163 | 1.45 | 20 | 24 | 33 | 22 | 13 | 18 | 5 | 23 | 5 | | | |
| | 10 | 5 | 1.50 | 1 | | | | | | 1 | | | | | |
| | 11 | 5 | 1.55 | | | 1 | | 3 | | 1 | 1 | | | | |
| | 12 | 3 | 1.61½ | | | | 1 | | | | | | | 2 | |
| | 13 | 4 | 1.65 | | | | 1 | | | 1 | 1 | | | 1 | |
| | 14 | 1 | 1.75 | | | | | | 1 | | | | | | |
| | | 217 | | 30 | 34 | 45 | 25 | 21 | 20 | 8 | 29 | | 5 | | |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 31 (GROUP V)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 163.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|---------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|-----------------------------|----|
| 50 dolls. and under | 51 to 100 dolls. | 101 to 150 dolls. | 151 to 200 doll | 201 to 250 doll | 251 to 300 doll | 301 to 350 doll | 351 to 400 doll | 401 to 450 doll | 451 to 500 doll | 501 to 550 doll | 551 to 600 doll | 601 to 650 doll | 651 to 700 doll | 701 to 750 doll | 751 to 800 doll | 801 to 850 doll | 851 to 900 doll | 901 to 950 doll | 951 to 1000 doll | 1001 doll and over | |
| | 1 | | | | | 1 | | | | | | | | | | | | | | | 1 |
| 3 | 1 | 3 | 1 | 2 | 2 | | 1 | 4 | 1 | | | | | | | | | | | | 2 |
| 13 | 11 | 1 | 6 | 4 | 2 | | 1 | 5 | 4 | 3 | 4 | 3 | 4 | | | | | | | | 3 |
| 9 | 23 | 2 | 2 | 5 | | | 1 | 4 | 5 | 6 | 3 | 1 | 2 | 7 | 5 | 1 | | | | | 4 |
| | | | | | | | | | | 1 | | | | | 1 | 1 | | | | | 5 |
| | | | | | | | | | | | | | | | | | | | | | 6 |
| 25 | 36 | 6 | 9 | 11 | 4 | 1 | 5 | 13 | 9 | 8 | 7 | 5 | 5 | 11 | 6 | 2 | | | | | 7 |
| | 1 | 1 | | 2 | | | | | | | 1 | | | 1 | | | | | | | 1 |
| | 1 | 1 | | | | | | | | | | 1 | 1 | | | | | | | | 2 |
| | 6 | 8 | 2 | | 1 | | 1 | | | 3 | | 2 | 1 | 3 | 1 | 2 | | | | | 3 |
| | 3 | 2 | 1 | | | | 1 | | | | | 1 | 2 | 1 | 1 | | 1 | | | | 4 |
| | | | | | | | | | | | | | | 1 | 1 | | | | | | 5 |
| | 1 | | 1 | | | | 1 | | | | 1 | | | 1 | 1 | | | | | | 6 |
| | | | | | 2 | 1 | | | | | | | | | 1 | 1 | | | | | 7 |
| | | | | | | | | | | | | | | | | 2 | | | | | 8 |
| | | | | | | | | | | | | | | | 1 | | | | | | 9 |
| | | | | | | | | | | | | | | | | | 2 | | | | 10 |
| | | | | | | | | | | | | | | | 1 | | | 1 | | | 11 |
| | | | | | | | | | | | | | | | 1 | | | | | | 12 |
| 2 | 10 | 12 | 4 | 2 | 3 | 1 | 3 | | | 4 | 2 | 4 | 8 | 7 | 10 | 5 | 1 | 1 | | | |
| 1 | | | 1 | | | | | | | | | | | | | | | | | | 1 |
| 2 | 1 | 2 | 1 | | | 1 | | 1 | | | 1 | | 1 | | | | | | | | 2 |
| | | | | | | | | | | | | 1 | | | | | | | | | 3 |
| 1 | | | 1 | | | 1 | | | | | | | | 1 | 1 | | | | | | 4 |
| 1 | | | 1 | | 1 | 1 | | | | | | | | | 1 | | | | | | 5 |
| | | | | | | | | | | | | | | | | 1 | | | | | 6 |
| 4 | 1 | 4 | 2 | 2 | 1 | 2 | | 1 | | | 1 | 1 | 1 | 1 | 2 | | | | 1 | | 7 |
| 1 | | | 1 | | 1 | 1 | | | | | | | | 2 | | | | | | | 8 |
| 1 | | | | | | | | | | | | | 1 | | | | | | | | 9 |
| 1 | | | | | | | | | | | | | | 1 | 2 | | | | | | 10 |
| | | | | | | 1 | | | | | | | | | | | 1 | | | | 11 |
| 3 | | | 1 | | 1 | 2 | | | | | | | | 3 | 2 | 2 | 1 | 1 | | | 12 |
| | | | | | | | | | | | | | | | | | | | | 1 | 1 |
| | | | | | | | | | | | | | | | | | | 1 | | | |
| 1 | | | | 1 | | | | | | | | | | | | | | | | | 1 |
| 2 | | 3 | | | | | | | | | | | | | | | | | | | 2 |
| 4 | | 2 | | 1 | | | | | | | | | | | | | | | | | 3 |
| 2 | | 3 | | 1 | | | | | | | | | | | | | | | | | 4 |
| 3 | | 5 | | 2 | | | | | | | | | | | | | | | | | 5 |
| 1 | | 1 | | | | | | | | | | | | | | | | | | | 6 |
| 31 | 28 | 21 | 16 | 9 | 11 | 12 | 4 | 9 | 3 | 18 | 1 | | | | | | | | | 7 | |
| 1 | | | | 1 | 2 | | | 1 | | | | | | | | | | | | | 8 |
| | | | 1 | 1 | 1 | | | | 1 | | 1 | | | | | | | | | | 9 |
| | | | | | | | | | | | | | | | | | | | | | 10 |
| | | | | | | | | | | | | | | | | | | | | | 11 |
| | | | 1 | | | | 1 | 1 | | 1 | 1 | | | | | | | | | | 12 |
| | | | | | | | | | | | | | | | | | | | | | 13 |
| 45 | 41 | 26 | 19 | 14 | 15 | 13 | 5 | 11 | 5 | 20 | 3 | | | | | | | | | 14 | |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 31 (GROUP V)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employ- ees. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | |
|--------------------------------|------------------|---------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|---|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | |
| Clerks and telegraph operators | 1 | 2 | \$0.82 | | | 1 | | | | | 1 | | |
| | 2 | 5 | .98½ | 1 | 2 | 1 | | | | 1 | | | |
| | 3 | 3 | 1.15 | | 2 | | | | | | | 1 | |
| | 4 | 6 | 1.31½ | 3 | | 1 | 2 | | | | | | |
| | 5 | 13 | 1.48 | 6 | | 2 | 2 | 1 | 1 | | | 1 | |
| | 6 | 23 | 1.64½ | 6 | 4 | 3 | 2 | 3 | 1 | | 1 | 3 | |
| | 7 | 5 | 1.81 | 2 | 1 | | | | | | | 2 | |
| | 8 | 8 | 1.97 | 4 | 1 | 1 | | | | | | 2 | |
| | 9 | 1 | 2.14 | | | | | | | | | | |
| | 10 | 2 | 2.30 | | 1 | | | 1 | | | | | |
| | 11 | 1 | 2.96 | | | 1 | | | | | | | |
| | | 69 | | 22 | 11 | 11 | 6 | 5 | 3 | 2 | 9 | | |
| Collectors | 1 | 3 | 1.31½ | | 1 | | | 2 | | | | | |
| | 2 | 3 | 1.48 | | | | 1 | | | | 1 | 1 | |
| | 3 | 1 | 1.97 | | 1 | | | | | | | | |
| | | 7 | | 2 | | 1 | 2 | | | 1 | 1 | | |
| Coopers | 1 | 2 | 1.64½ | | 1 | | | | | | | 1 | |
| | 2 | | | | 1 | | | | | | | 1 | |
| Craneman | 1 | 1 | 3.00 | | | | | 1 | | | | | |
| | | 1 | | | | | | 1 | | | | | |
| Depotmaster | 1 | 1 | 2.14 | | | | | | | | | 1 | |
| | | 1 | | | | | | | | | | 1 | |
| Engineers, stationary | 1 | 1 | 1.64½ | | | | 1 | | | | | | |
| | 2 | 2 | 1.65 | | | | | 1 | | | | 1 | |
| | 3 | 3 | 1.75 | | | | | 2 | | | | 1 | |
| | 4 | 1 | 2.00 | | | 1 | | | | | | | |
| | | 7 | | | | 1 | 1 | 3 | | | | 2 | |
| Firemen | 1 | 1 | 1.25 | | | | | | | | | | 1 |
| | 2 | 1 | 1.35 | 1 | | | | | | | | | |
| | 3 | 1 | 1.45 | | | | 1 | | | | | | |
| | 4 | 3 | 1.48 | | | | 2 | | | | | | 1 |
| | 5 | 4 | 1.50 | 1 | 3 | | | | | | | | |
| | 6 | 6 | 1.60 | | 2 | 4 | | | | | | | |
| | 7 | 149 | 1.75 | 72 | 14 | 18 | 11 | 8 | 5 | 8 | 13 | | |
| | 8 | 22 | 1.80 | 1 | 1 | 4 | 3 | 3 | 1 | 3 | 5 | 1 | |
| | 9 | 120 | 1.90 | 26 | 11 | 11 | 12 | 13 | 11 | 8 | 10 | 18 | |
| | 10 | 90 | 2.00 | 23 | 14 | 13 | 9 | 7 | 5 | 4 | 4 | 11 | |
| | 11 | 120 | 2.14 | 23 | 10 | 25 | 14 | 8 | 13 | 9 | 12 | 6 | |
| | 12 | 179 | 2.25 | 54 | 23 | 30 | 14 | 20 | 13 | 8 | 14 | 3 | |
| | 13 | 153 | 2.30 | 67 | 10 | 21 | 20 | 10 | 8 | 6 | 7 | 4 | |
| | 14 | 57 | 2.40 | 21 | 3 | 10 | 7 | 12 | 1 | 1 | | 2 | |
| | 15 | 6 | 2.50 | 4 | 1 | 1 | | | | | | | |
| | 16 | 2 | 2.63 | | | 1 | | | | | | 1 | |
| | 17 | 1 | 3.50 | | | 1 | | | | | | | |
| | | 915 | | 293 | 92 | 142 | 90 | 81 | 57 | 47 | 67 | 46 | |
| Fireman, stationary | 1 | 1 | 1.75 | | | | | | | | | 1 | |
| | | 1 | | | | | | | | | | 1 | |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 31 (GROUP V)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employ- ees. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|-----------------------------|---------------------------|---------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|---|---|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | |
| Foremen | 1 | 2 | \$1.31½ | 1 | | | 1 | | | | | | | |
| | 2 | 2 | 1.48 | 1 | | | | | | | | | 1 | |
| | 3 | 4 | 1.50 | 3 | 1 | | | | | | | | | |
| | 4 | 2 | 1.64½ | | | 1 | 1 | | | | | | | |
| | 5 | 2 | 1.97 | | | | | 2 | | | | | | |
| | 6 | 1 | 2.14 | | | | | | | | | | 1 | |
| | 7 | 2 | 2.30 | 2 | | | | | | | | | | |
| | 8 | 3 | 2.80 | | 1 | 2 | | | | | | | | |
| | | | 18 | | 7 | 2 | 3 | 2 | 2 | | | | | 2 |
| | Foremen, bridge gang..... | 1 | 1 | 2.46½ | | | | | | | | | 1 | |
| 2 | | 1 | 2.50 | | | 1 | | | | | | | | |
| 3 | | 4 | 2.63 | 3 | | 1 | | | | | | | | |
| 4 | | 2 | 3.00 | | | 2 | | | | | | | | |
| | | 8 | | 3 | | 4 | | | | | | 1 | | |
| Foremen, carpenters..... | 1 | 1 | 1.64½ | | | 1 | | | | | | | | |
| | 2 | 1 | 2.00 | | 1 | | | | | | | | | |
| | 3 | 4 | 2.40 | | 1 | | | | | 1 | 2 | | | |
| | 4 | 1 | 2.50 | | | | | | | | | 1 | | |
| | 5 | 6 | 2.63 | 1 | 1 | 1 | 2 | 1 | | | | | | |
| | 6 | 3 | 2.70 | | | | | | | | | | 2 | |
| | 7 | 1 | 2.75 | | 1 | | | | 1 | | | | | |
| | 8 | 7 | 2.80 | | 1 | 2 | | 1 | 2 | | | | 1 | |
| | 9 | 3 | 2.90 | | | | | | | | 1 | 1 | 1 | |
| | 10 | 2 | 2.96 | | | | | | | | | 1 | 2 | |
| | 11 | 5 | 3.00 | | 1 | 1 | 1 | | 1 | | | 2 | 2 | |
| | 12 | 2 | 3.12½ | | | | | | | | | | 2 | |
| | 13 | 2 | 3.15 | | | | | | | | | | 2 | |
| | 14 | 5 | 3.29 | | | | | | 1 | 1 | | | | |
| | 15 | 1 | 4.11 | | | | 1 | | | | | | | |
| | | 44 | | 1 | 6 | 9 | 3 | 2 | 6 | 4 | 12 | 1 | | |
| Foremen, coal heavers..... | 1 | 2 | .33 | | | | 1 | | | | | | 1 | |
| | 2 | 1 | .66 | | | | | | | | | | 1 | |
| | 3 | 2 | .82 | | | | 1 | | | 1 | | | | |
| | 4 | 1 | 1.15 | | | | 1 | | | | | | | |
| | 5 | 4 | 1.25 | | | | | 1 | 1 | | | | | |
| | 6 | 2 | 1.31½ | | 2 | | | | | | 1 | | | |
| | 7 | 1 | 1.40 | | | | | | | | | | 1 | |
| | 8 | 4 | 1.48 | | | | 2 | | 1 | 1 | | | | |
| | 9 | 2 | 1.50 | | | | 1 | | | | | | 1 | |
| | 10 | 2 | 1.64½ | | | | | | | | | | 2 | |
| | 11 | 2 | 1.97 | | | | | 1 | | | | | 1 | |
| | 12 | 1 | 2.14 | | | | | | | | | | 1 | |
| | 13 | 1 | 2.20 | 1 | | | | | | | | | | |
| | | 25 | | 1 | 2 | 6 | 2 | 3 | 2 | 1 | 8 | | | |
| Foremen, construction gang. | 1 | 1 | 1.75 | | | | 1 | | | | | | | |
| | 2 | 1 | 2.60 | | | | | 1 | | | | | | |
| | 3 | 1 | 3.50 | | | | | | 1 | | | | | |
| | 4 | 1 | 4.11 | | | | | | 1 | | | | | |
| | | 4 | | | | | 1 | 3 | | | | | | |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 31 (GROUP V)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employ-ees. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | | | | | | |
|---------------------------------|------------------|-----------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|---|----|---|----|--|--|--|---|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | | | | | | | |
| Foremen, extra gang | 1 | 1 | \$1.31 $\frac{1}{2}$ | | | | | 1 | | | | | | | | | | | | |
| | 2 | 7 | 1.43 | | | | | | | | | | | | | | | | | |
| | 3 | 1 | 1.50 | | | | | | 1 | | | | | | | | | | | |
| | 4 | 4 | 1.64 $\frac{1}{2}$ | 1 | | | | | | | | | | | | | | | | |
| | 5 | 2 | 1.75 | 1 | 1 | | | | | | | | | | | | | | | 1 |
| | 6 | 6 | 1.81 | 1 | | 1 | | | | | | | | | | | | | | |
| | 7 | 9 | 1.97 | 1 | 1 | | | 3 | | | | | | | | | | | | 1 |
| | 8 | 1 | 2.14 | | | | 2 | | | 1 | 3 | | | | | | | | | |
| | 9 | 2 | 2.30 | | | | | | 1 | | | | | | | | | | | 1 |
| | | 33 | | | 4 | 5 | 8 | 4 | 3 | 3 | 1 | | | | | | | | | 5 |
| Foremen, freighthandlers | 1 | 1 | 2.40 | | 1 | | | | | | | | | | | | | | | |
| | 2 | 1 | 2.63 | | | | | 1 | | | | | | | | | | | | |
| | 3 | 2 | 2.96 | | | | | | | | | | | | | | | | | 1 |
| | 4 | 1 | 3.00 | | | | | 1 | | | | | | | | | | | | |
| | 5 | 1 | 3.70 | | | | | | | | | | | | | | | | | 1 |
| | 6 | | | | 2 | 1 | 1 | | | | | | | | | | | | | 2 |
| Foreman, ice gang..... | 1 | 1 | 1.81 | | | | 1 | | | | | | | | | | | | | |
| | 1 | | | | | | 1 | | | | | | | | | | | | | |
| Foremen, linemen | 1 | 1 | 1.48 | | | | | | | | | | | | | | | | | |
| | 2 | 9 | 2.14 | | | | | | 1 | 2 | 1 | 1 | 2 | | | | | | | |
| | 3 | 1 | 2.30 | | | | | | | 1 | | | | | | | | | | |
| | 11 | | | | 2 | 1 | | 1 | 3 | 1 | 1 | 2 | | | | | | | | |
| Foremen, locomotive works | 1 | 1 | 2.00 | | | | | | | | | | | | | | | | | |
| | 2 | 1 | 2.46 $\frac{1}{2}$ | | | | | | | | | | | | | | | | | 1 |
| | 3 | 2 | 2.70 | | | | | | | | | | | | | | | | | 1 |
| | 4 | 1 | 2.96 | | | | | | 1 | | | | | | | | | | | |
| | 5 | 1 | 3.12 $\frac{1}{2}$ | | | | | | 1 | | | | | | | | | | | |
| | 6 | 3 | 3.29 | | | | | | 1 | 1 | | | | | | | | | | |
| | 9 | | | | 1 | 1 | 4 | 1 | | | | | | | | | | | | 1 |
| Foremen, painters..... | 1 | 1 | 2.40 | | | | | | | | | | | | | | | | | 1 |
| | 2 | 1 | 2.75 | | | | | | | | | | | | | | | | | 1 |
| | 3 | 1 | 3.62 | | | | | | | | 1 | | | | | | | | | |
| | 3 | | | | | | | | | | 1 | | | | | | | | | 2 |
| Foremen, roundhouse | 1 | 1 | 2.14 | | | | | 1 | | | | | | | | | | | | |
| | 2 | 2 | 2.80 | | | | | 2 | | | | | | | | | | | | |
| | 3 | 2 | 2.96 | | | | | 1 | 1 | | | | | | | | | | | |
| | 4 | 1 | 4.11 | | | | | | | | | | | | | | | | | 1 |
| | 6 | | | | | | | 4 | 1 | | | | | | | | | | | 1 |
| Foremen, section hands... | 1 | 1 | 1.15 | | | | | | 1 | | | | | | | | | | | |
| | 2 | 16 | 1.31 $\frac{1}{2}$ | | | | | | | | | | | | | | | | | |
| | 3 | 2 | 1.40 | | | | | 1 | 1 | | | | | | 2 | 11 | | | | |
| | 4 | 602 | 1.48 | | | | 84 | 74 | 143 | | 1 | | | | | | | | | |
| | 5 | 17 | 1.50 | | | | 3 | 5 | 4 | 1 | 2 | | | | | | | | | |
| | 6 | 56 | 1.64 $\frac{1}{2}$ | | | | 16 | 8 | 7 | 3 | 3 | 2 | 3 | 13 | 1 | | | | | |
| | 7 | 5 | 1.75 | | | | | 1 | | 1 | 1 | | | | | | | | | |
| | 8 | 5 | 1.81 | | | | | | 2 | 1 | | | | | | | | | | |
| | 9 | 19 | 1.97 | | | | | 5 | 7 | 2 | 1 | 2 | 1 | | | | | | | |
| | 10 | 3 | 2.14 | | | | | | | | 1 | | | | 1 | | | | | 2 |
| | 11 | 2 | 2.30 | | | | | | | | 1 | | | | | | | | | 1 |
| | 727 | | | 109 | 97 | 159 | 91 | 59 | 33 | 36 | 142 | 1 | | | | | | | | |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 31 (GROUP V)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|---------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|-----------------------------|----|
| 50 dolls. and under | 51 to 100 dolls. | 101 to 150 dolls. | 151 to 200 doll | 201 to 250 doll | 251 to 300 doll | 301 to 350 doll | 351 to 400 doll | 401 to 450 doll | 451 to 500 doll | 501 to 550 doll | 551 to 600 doll | 601 to 650 doll | 651 to 700 doll | 701 to 750 doll | 751 to 800 doll | 801 to 850 doll | 851 to 900 doll | 901 to 950 doll | 951 to 1000 doll | 1001 doll and over | |
| | | | | 1 | | | | | | | | | | | | | | | | | 1 |
| | 1 | 4 | | 1 | | | | 1 | | | | | | | | | | | | | 2 |
| 1 | 2 | | | | | | | | | 1 | | | | | | | | | | | 3 |
| 1 | | 1 | | | | | | | | | 1 | | | | | | | | | | 4 |
| 1 | 1 | | | 2 | 1 | | | | | | | | | | | | | | | | 5 |
| 1 | 1 | 1 | 1 | 1 | 2 | 1 | | | | | | | 1 | | | | | | | | 6 |
| | | | | | | | 2 | 1 | 1 | | | | 1 | | | | | | | | 7 |
| | | 1 | | | 1 | | | | | | | | | 1 | | | | | | | 8 |
| | | | | | | | | | | | | | | | | | | | | | 9 |
| 4 | 5 | 7 | 1 | 4 | 2 | | 2 | 2 | 1 | | 2 | | 2 | 1 | | | | | | | |
| | 1 | | | | | | | | | | | | | | | | | | | | 1 |
| | 1 | | | | | | 1 | | | | | | | | | | | | | | 2 |
| | | | 1 | | | | | | | | | | | | | | | | | a1 | 3 |
| | | | | | | | | | | | | | | | | | | | | b1 | 4 |
| | 2 | | 1 | | | 1 | | | | | | | | | | | | | | | 5 |
| | | | 1 | | | | | | | | | | | | | | | | | | 1 |
| | | | 1 | | | | | | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| 2 | | | | | 1 | | 2 | | 1 | | 1 | | | | 2 | | | | | | 2 |
| | | | | | | | 1 | | | | | | | | | | | | | | 3 |
| 3 | | | | | 1 | | 3 | | 1 | | 1 | | | | 2 | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | 1 |
| | 1 | | | 1 | | | | | | | | | | | | | 1 | | | | 2 |
| | | | | | 1 | | | | | | | | | | | | | | | | 3 |
| | 1 | | | | 1 | | | | | | | | | | | | | | | | 4 |
| | | | | | | | | | | | | | | | | | | | | | 5 |
| | 1 | | | | 1 | | | | | | | | | | | | | | | | 6 |
| | 2 | | 1 | 1 | 2 | 1 | | | | | | | | | | | | 2 | | | |
| | | | | | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | 1 | | | | | | 2 |
| | | | | | | | | | | | | | | | | | 1 | | | | 3 |
| | | | | | | | | | | | | | | | 1 | | 2 | | | | |
| | | | | | | | | | | | | | | | | | | | | | 1 |
| | | | 1 | | | | | | | | | | | | | | | | | | 2 |
| | | | 1 | 1 | | | | | | | | | | | | | | | | | 3 |
| | | | 1 | | | | | | 1 | | | | | | | | | | | | 4 |
| | | | | | | | | | | | | | | | | | | | | c1 | |
| | | | 1 | 2 | 1 | | | 1 | | | | | | | | | | | | | 1 |
| | | | 1 | | | | | | | | | | | | | | | | | | 1 |
| | 1 | | | | | | 1 | 1 | 1 | 10 | | | | | | | | | | | 2 |
| | 1 | | | | | | 1 | | | | | | | | | | | | | | 3 |
| 131 | 79 | 94 | 62 | 39 | 27 | 16 | 25 | 25 | 16 | 87 | 1 | | | | | | | | | 4 | |
| 3 | 5 | 4 | 1 | 1 | 1 | | | | | 1 | 1 | | | | | | | | | | 5 |
| 17 | 10 | 4 | 2 | 1 | 3 | 3 | 2 | 2 | 10 | | 2 | | | | | | | | | | 6 |
| 1 | | | | 1 | | | | | | 1 | | | | | | | | | | | 7 |
| 1 | | | 1 | 1 | | | | | | | | | | | | | | | | | 8 |
| 5 | 8 | 1 | | | 1 | 1 | 1 | | | | | | | 2 | | | | | | | 9 |
| | | | | | | 1 | | | | | 1 | | | | 1 | | | | | | 10 |
| | | | | | | 1 | | | | | | | | | | | | | | | 11 |
| 158 | 105 | 106 | 66 | 42 | 35 | 23 | 30 | 28 | 38 | 87 | 4 | 2 | | 2 | 1 | | | | | | |

a \$1,080.

b \$1,125.

c \$1,250.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 31 (GROUP V)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employ- ees. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | | | | | |
|--------------------------|------------------|---------------------------|--|--|----------------|-----------------|------------------|------------------|------------------|------------------|------------------|--------------------|---|---|---|---|--|---|--|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days. | 151 to 200 days. | 201 to 250 days. | 251 to 300 days. | 301 to 365 days. | 366 days and over. | | | | | | | |
| Foremen, stockyard. | 1 | 3 | \$1.64 $\frac{1}{2}$ | | 1 | | | 1 | 1 | | | | | | | | | | |
| | 2 | 1 | 2.15 | | | | | | 1 | | | | | | | | | | |
| | 3 | 4 | 2.30 | 1 | | 1 | | | | | | 1 | 1 | | | | | | |
| | 4 | 1 | 2.46 $\frac{1}{2}$ | | | 1 | | | | | | | | | | | | | |
| | 5 | 4 | 2.70 | 1 | 2 | | | | | | | | | 1 | | | | | |
| | 6 | 1 | 3.29 | | | | | 1 | | | | | | | | | | | |
| | | 14 | | 2 | 3 | 2 | 1 | 1 | 2 | 1 | 2 | | | | | | | | |
| Foremen, switchmen | 1 | 1 | 1.97 | | | | | | | | | | | | | | | 1 | |
| | 2 | 2 | 2.15 | | | 1 | | | | | | | | | | | | 1 | |
| | 3 | 5 | 2.25 | 1 | 1 | 1 | | | | | | | | | | | | 2 | |
| | 4 | 8 | 2.30 | 2 | 3 | 2 | | | | | | | 1 | | | | | | |
| | 5 | 1 | 2.40 | | | | 1 | | | | | | | | | | | | |
| | 6 | 3 | 2.46 $\frac{1}{2}$ | | | 1 | | 1 | 1 | | | | | | | | | | |
| | 7 | 5 | 2.50 | 1 | | | | | 1 | 1 | 1 | 2 | | | | | | | |
| | 8 | 3 | 2.59 $\frac{1}{2}$ | 1 | | | | | 1 | 1 | | | | | | | | | |
| | 9 | 8 | 2.63 | | 2 | 2 | | | 2 | | | 1 | 1 | 1 | 4 | 1 | | | |
| | 10 | 13 | 2.69 $\frac{1}{2}$ | 1 | 2 | 1 | 2 | | | 1 | 1 | 4 | 1 | | | | | | |
| | 11 | 13 | 2.70 | 3 | 1 | 2 | 2 | 2 | 2 | 2 | 1 | 4 | | | | | | | |
| | 12 | 3 | 2.80 | | | 1 | | | | 2 | | | | | | | | | |
| | 13 | 5 | 2.87 $\frac{1}{2}$ | 1 | | 1 | | | 1 | 1 | | 1 | | | | | | | |
| | 14 | 1 | 2.88 $\frac{1}{2}$ | | 1 | | | | | | | | | | | | | | |
| | 15 | 2 | 2.91 $\frac{1}{2}$ | | 1 | 1 | | | | | | | | | | | | | |
| | 16 | 1 | 3.00 | | 1 | | | | | | | | | | | | | | |
| | 17 | 1 | 3.12 $\frac{1}{2}$ | | 1 | | | | | | | | | | | | | | |
| | | 75 | | 10 | 13 | 13 | 5 | 7 | 9 | 6 | 11 | 1 | | | | | | | |
| Foremen, yard | 1 | 1 | 1.48 | | | | | 1 | | | | | | | | | | | |
| | 2 | 1 | 1.64 $\frac{1}{2}$ | | | | | | | 1 | | | | | | | | | |
| | 3 | 3 | 1.81 | | | 1 | 1 | | | | | | | | | | | | |
| | 4 | 5 | 1.97 | | | | | | 2 | | | | | | | | | | |
| | 5 | 2 | 2.14 | | | 1 | | | | | | | | | | | | | |
| | 6 | 5 | 2.30 | 1 | | 1 | | 1 | | | | | | 2 | | | | | |
| | 7 | 4 | 2.46 $\frac{1}{2}$ | | | 1 | | | | | | | | 3 | | | | | |
| | 8 | 4 | 2.63 | | | 1 | | | 1 | | | | | 2 | | | | | |
| | 9 | 1 | 2.87 $\frac{1}{2}$ | | | 1 | | | | | | | | 1 | | | | | |
| | 10 | 1 | 2.96 | | | | | | | | | | | | | | | | |
| | | 27 | | 1 | | 6 | 1 | 3 | 2 | 1 | 12 | 1 | | | | | | | |
| Hospital force | 1 | 1 | .33 | | | | | | | | | | | | | | | | |
| | 2 | 2 | .49 $\frac{1}{2}$ | | | | | 1 | | | | | | 1 | | | | | |
| | 3 | 2 | .50 | | 2 | | | | | | | | | | | | | | |
| | 4 | 8 | .51 | | | | | | 2 | 2 | | | | 4 | | | | | |
| | 5 | 5 | .66 | | | | | | | 1 | 1 | | | 2 | | | | | |
| | 6 | 1 | .75 | | 1 | | | | | | | | | | | | | | |
| | 7 | 2 | .98 $\frac{1}{2}$ | | | | | | | | | | | | | | | | |
| | 8 | 1 | 1.15 | | | | | | 1 | | | | | | | | | | |
| | 9 | 1 | 1.30 | | 1 | | | | | | | | | | | | | | |
| | 10 | 1 | 1.31 $\frac{1}{2}$ | | | | 1 | | | | | | | | | | | | |
| | 11 | 1 | 2.46 $\frac{1}{2}$ | | | | | | | | | | | | | | | | |
| | 12 | 1 | 5.75 | | | | | | | | | | | | | | | | |
| | | 26 | | 4 | | 1 | 3 | 2 | 4 | 1 | 11 | | | | | | | | |
| Hostlers | 1 | 6 | 1.75 | 2 | | 2 | | | 1 | | | | | 1 | | | | | |
| | 2 | 4 | 2.00 | 2 | | 2 | | | | | | | | | | | | | |
| | 3 | 61 | 2.14 | 17 | 9 | 15 | 6 | 1 | 4 | 2 | 7 | | | | | | | | |
| | 4 | 15 | 2.25 | 1 | 3 | 4 | 1 | 2 | 3 | 1 | | | | | | | | | |
| | 5 | 65 | 2.30 | 9 | 8 | 17 | 18 | 3 | 4 | | | | | 5 | 1 | | | | |
| | 6 | 1 | 2.46 $\frac{1}{2}$ | | | 1 | | | | | | | | | | | | | |
| | 7 | 2 | 2.63 | | | | | | | | | | | | | | | | |
| | | 154 | | 31 | 20 | 41 | 25 | 6 | 12 | 3 | 15 | 1 | | | | | | | |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 31 (GROUP V)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|----------------------------|-----------------------------|----|
| 50 dolls. and under | 51 to 100 dolls. | 101 to 150 dolls. | 151 to 200 doll. | 201 to 250 doll. | 251 to 300 doll. | 301 to 350 doll. | 351 to 400 doll. | 401 to 450 doll. | 451 to 500 doll. | 501 to 550 doll. | 551 to 600 doll. | 601 to 650 doll. | 651 to 700 doll. | 701 to 750 doll. | 751 to 800 doll. | 801 to 850 doll. | 851 to 900 doll. | 901 to 950 doll. | 951 to 1000 doll. | 1001 doll and over | |
| 1 | | | | | 1 | 1 | | | | 1 | | | | | | | | | | | 1 |
| 1 | | | 1 | | | | | | | | 1 | | | | 1 | | | | | | 2 |
| | 2 | 1 | | | | | | | | | | | | | | | | | 1 | | 3 |
| 1 | 3 | 1 | 2 | | 1 | 1 | 1 | | | 1 | 1 | | | | 1 | | | 1 | | | 6 |
| | | | 1 | | | | | | | | | | | 1 | | | | | | | 1 |
| 1 | | 2 | 2 | | | | | | | | | | 1 | | 1 | | | | | | 2 |
| 2 | 3 | 1 | 1 | | | | | | | | | | 1 | | | | | | | | 3 |
| | | | 1 | | 1 | | | 1 | 1 | | | | | 1 | | | | | | | 5 |
| 1 | 1 | | | | | | | 1 | 1 | | | | | | | 1 | | | | | 6 |
| | | | 1 | 1 | | | | 1 | 1 | | | | | 1 | | 1 | | | | | 7 |
| 1 | 2 | | 1 | 1 | | | | 1 | 1 | | | | 1 | | 1 | | | 1 | | | 8 |
| | | | | 1 | 1 | 1 | | 1 | 1 | | | | 1 | | 1 | | | | | | 9 |
| 3 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | 2 | | | 1 | | 1 | | | 3 | | a1 | 10 |
| | | | 1 | 1 | | | | | | | | 2 | | 1 | | | | | | | 11 |
| 1 | | | 1 | 1 | 1 | | | | | 1 | | | 1 | | | | | | | | 12 |
| | 1 | | | | | | | | | | | | | | | 1 | | | | | 13 |
| | 1 | | | | | | | | | | | | | | | | | | | | 14 |
| | | 1 | | | | | | | | | | | | | | | | | | | 15 |
| | | | 1 | | | | | | | | | | | | | | | | | | 16 |
| | | | 1 | | | | | | | | | | | | | | | | | | 17 |
| 8 | 12 | 6 | 5 | 4 | 3 | 2 | 1 | 3 | 3 | 3 | 1 | 5 | 4 | 3 | 3 | 4 | | 4 | | 1 | |
| | | | | 1 | | | | | 1 | | | | | | | | | | | | 1 |
| | | | 1 | 1 | | | | | | | | | 1 | 1 | | | | | | | 2 |
| | | | 1 | | | | | 1 | 1 | | | | | 1 | | | | | | | 3 |
| 1 | | | 1 | 1 | | | | 1 | | | | | 1 | 1 | | 1 | | | | | 4 |
| | | | 1 | 1 | | | | | | | | | | | 1 | 2 | | | | | 5 |
| | | | 1 | 1 | | | | | | 1 | | | | | 1 | 1 | | | | | 6 |
| | | | | 1 | | | | | | | | | | | | 1 | | | | | 7 |
| 1 | | 3 | 4 | 1 | | | 2 | 1 | 1 | 1 | 1 | 1 | 2 | 2 | 2 | 3 | 1 | | | 1 | 8 |
| | | | 1 | | | | | | | | | | | | | | | | | | 9 |
| 1 | | | 1 | | | | | | | | | | | | | | | | | | 10 |
| 2 | | | 1 | | | | | | | | | | | | | | | | | | 11 |
| | 2 | | 2 | 4 | 2 | | | | | | | | | | | | | | | | 12 |
| | 1 | 1 | | 2 | | | | | | | | | | | | | | | | | |
| | | | 1 | 1 | | | | | | | | | | | | | | | | | |
| 1 | | | | | | | | 1 | | | | | | | | | | | | | |
| | | | 1 | | | | | | | | | | | | | | | | | | |
| | | | 1 | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| 5 | 3 | 5 | 7 | 3 | | | | 1 | | | | | | | | | | 1 | | | 1 |
| | | | | | | | | | | | | | | | | | | | | | |
| 2 | | 2 | | | | | | 1 | | | 1 | | | | | | | | | | |
| 2 | | 1 | | | | | | | | | | | | | | | | | | | |
| 17 | | 7 | 9 | 8 | 4 | 2 | | 1 | 1 | 1 | 2 | 1 | 1 | 3 | 2 | 2 | | | | | |
| 1 | | 3 | 3 | 1 | 1 | | 2 | | | 3 | | | | 1 | | | | | | | |
| 6 | | 11 | 9 | 4 | 6 | 4 | 13 | 1 | 2 | 1 | 2 | | | 1 | 2 | 3 | | | | | |
| | | | | 1 | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| 28 | 21 | 24 | 14 | 12 | 6 | 13 | 3 | 3 | 3 | 6 | 4 | 1 | 5 | 2 | 4 | 3 | | | | 2 | |

a \$1,144.

b \$1,080.

c \$1,975.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 31 (GROUP V)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employ- és. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|----------------------------|------------------|--------------------------|---|--|-------------------------|--------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|-----------------------------|-------|-------|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days. | 151 to 200 days. | 201 to 250 days. | 251 to 300 days. | 301 to 365 days. | 366 days and over. | | |
| Hostlers and firemen | 1 | 2 | \$1.90 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 |
| | 2 | 2 | 2.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| | 3 | 2 | 2.25 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| | 4 | 1 | 2.30 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| | 7 |  |  | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 |
| Inspectors | 1 | 3 | 2.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 2 | 1 | 2.15 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 3 | 1 | 2.46½ | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 4 | 1 | 2.63 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 5 | 1 | 3.29 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 7 |  |  | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Inspectors, ballast | 1 | 1 | 1.15 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 2 | 1 | 1.48 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 3 | 2 | 1.64 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 4 |  |  | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Inspectors, bridge | 1 | 1 | 2.75 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 2 | 1 | 2.96 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 3 | 2 | 3.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 4 |  |  | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Inspectors, car | 1 | 14 | 1.50 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 2 | 1 | 1.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 3 | 14 | 1.64½ | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 4 | 1 | 1.70 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 5 | 6 | 1.75 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 6 | 5 | 1.81 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 7 | 3 | 1.90 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 8 | 9 | 1.97 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 9 | 18 | 2.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 10 | 7 | 2.10 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 11 | 11 | 2.14 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 12 | 5 | 2.15 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 13 | 1 | 2.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 14 | 1 | 2.30 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 15 | 1 | 2.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 16 | 13 | 2.46½ | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 17 | 1 | 2.63 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 18 | 6 | 2.96 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 19 | 6 | 3.29 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 123 |  |  | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Inspectors, engine | 1 | 2 | 1.75 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 2 |  |  | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Inspectors, pump | 1 | 2 | 1.50 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 2 |  |  | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Inspectors, rail | 1 | 4 | 3.29 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 4 |  |  | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 31 (GROUP V)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employ- és. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | |
|-----------------------------|------------------|--------------------------|--|--|---------------|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|---|---|---|--|--|--|--|--|--|
| | | | | 25 days and under | 26 to 50 days | 51 to 100 days | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | | | | | | | | |
| Inspectors, tie and wood .. | 1 | 2 | \$2.00 | | | 1 | | | | | | | | | | | | | | | |
| | 2 | 1 | 2.14 | | | | 1 | | | | | | | | | | | | | | |
| | 3 | 1 | 2.30 | 1 | | | | | | | | | | | | | | | | | |
| | 4 | 7 | 2.46½ | | | 1 | 4 | 2 | | | | | | | | | | | | | |
| | 5 | 1 | 3.29 | | | | | 1 | | | | | | | | | | | | | |
| | 6 | 1 | 4.93 | | | | | 1 | | | | | | | | | | | | | |
| | | | 13 | | 1 | | 2 | 6 | 3 | 1 | | | | | | | | | | | |
| Laborers, shop | 1 | 2 | 1.10 | | 1 | 1 | | | | | | | | | | | | | | | |
| | 2 | 1 | 1.15 | | | | | | 1 | | | | | | | | | | | | |
| | 3 | 72 | 1.25 | 35 | 16 | 9 | 5 | 1 | | 1 | | 1 | 3 | 2 | | | | | | | |
| | 4 | 5 | 1.30 | | 1 | 1 | 1 | 1 | 1 | | | | | | | | | | | | |
| | 5 | 10 | 1.31½ | | 1 | 3 | 2 | 3 | 1 | | | | | | | | | | | | |
| | 6 | 90 | 1.35 | 23 | 18 | 27 | 9 | 5 | 1 | 1 | 1 | 1 | 5 | 1 | | | | | | | |
| | 7 | 106 | 1.40 | 50 | 21 | 23 | 9 | 1 | 1 | 1 | | | 1 | | | | | | | | |
| | 8 | 17 | 1.45 | 4 | 4 | 5 | 1 | | | | | | | | | | | | | | |
| | 9 | 313 | 1.50 | 168 | 57 | 38 | 11 | 14 | 8 | 2 | | | 9 | 7 | 1 | | | | | | |
| | 10 | 5 | 1.55 | 1 | | 3 | | | | | | | 1 | | | | | | | | |
| | 11 | 24 | 1.60 | 2 | 7 | 2 | 3 | 1 | 2 | 3 | 3 | 3 | 1 | | | | | | | | |
| | 12 | 2 | 1.64½ | | | | 1 | 1 | | | | | | | | | | | | | |
| | 13 | 3 | 1.65 | | 1 | | | 1 | | | | | | | | | | | | | |
| | 14 | 1 | 1.70 | | | | 1 | | | | | | | | | | | | | | |
| | 15 | 11 | 1.75 | 4 | 1 | 3 | 2 | | | | | | | | | | | | | | |
| | 16 | 2 | 2.14 | 2 | | | | | | | | | | | | | | | | | |
| | 17 | 1 | 2.50 | | | 1 | | | | | | | | | | | | | | | |
| | | 665 | | 290 | 130 | 115 | 47 | 26 | 16 | 15 | 21 | 5 | | | | | | | | | |
| Levelmen | 1 | 1 | 1.64½ | | 1 | | | | | | | | | | | | | | | | |
| | 2 | 1 | 1.95 | 1 | | | | | | | | | | | | | | | | | |
| | 3 | 3 | 2.00 | 3 | | | | | | | | | | | | | | | | | |
| | 4 | 1 | 2.30 | | | | 1 | | | | | | | | | | | | | | |
| | 5 | 3 | 2.46½ | | 1 | | | 2 | | | | | | | | | | | | | |
| | 6 | 1 | 2.96 | | | | | | | | 1 | | | | | | | | | | |
| | | 10 | | 4 | 2 | | 1 | 2 | | 1 | | | | | | | | | | | |
| Levermen | 1 | 1 | .82 | | | | | | | | | | | | | | | | | | |
| | 2 | 4 | 1.15 | 1 | 1 | 1 | | 1 | | | | | | | | | | | | | |
| | 3 | 3 | 1.43 | | | | | | | | | | | | | | | | | | |
| | 4 | 1 | 1.64½ | | | | | | | | | | | | | | | | | | |
| | | 9 | | 1 | 1 | 1 | | 1 | | | | | | | | | | | | | |
| Linemen | 1 | 243 | 1.15 | 90 | 63 | 54 | 20 | 9 | 4 | 3 | | | | | | | | | | | |
| | 2 | 4 | 1.25 | 2 | | 1 | | 1 | | | | | | | | | | | | | |
| | 3 | 2 | 1.48 | | 1 | | | | | | | | | | | | | | | | |
| | 4 | 7 | 1.50 | 4 | | | | | | | | | | | | | | | | | |
| | 5 | 14 | 2.00 | 11 | | 1 | | 2 | | | | | | | | | | | | | |
| | 6 | 2 | 2.10 | 2 | | | | | | | | | | | | | | | | | |
| | 7 | 16 | 2.14 | 4 | 2 | 1 | 2 | | | | | | | | | | | | | | |
| | 8 | 1 | 2.30 | | | | | | | | | | | | | | | | | | |
| | 9 | 1 | 3.00 | 1 | | | | | | | | | | | | | | | | | |
| | | 290 | | 114 | 66 | 57 | 22 | 14 | 4 | 6 | 7 | | | | | | | | | | |
| Machinists' helpers | 1 | 3 | 1.25 | | | | 2 | | 1 | | | | | | | | | | | | |
| | 2 | 4 | 1.35 | 1 | 2 | | | | | | | | | | | | | | | | |
| | 3 | 66 | 1.50 | 19 | 14 | 14 | 7 | 3 | 5 | 2 | 1 | 1 | 1 | | | | | | | | |
| | 4 | 17 | 1.60 | | 3 | 3 | 2 | 2 | 2 | 1 | 4 | | | | | | | | | | |
| | 5 | 7 | 1.70 | | 2 | 1 | 1 | 2 | | | | | | | | | | | | | |
| | 6 | 29 | 1.75 | 3 | 7 | 6 | 4 | 1 | 3 | 3 | 1 | 1 | | | | | | | | | |
| | 7 | 3 | 1.90 | 1 | 1 | | | | 1 | | | | | | | | | | | | |
| | 8 | 15 | 2.00 | 3 | 4 | | 2 | 1 | | | | | | | | | | | | | |
| | 9 | 1 | 2.10 | | | | | | | | | | | | | | | | | | |
| | 10 | 2 | 2.70 | | 2 | | | | | | | | | | | | | | | | |
| | | 147 | | 27 | 35 | 24 | 18 | 9 | 12 | 7 | 13 | 2 | | | | | | | | | |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 31 (GROUP V)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | | |
|---|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|----------------------------|-----------------------------|----|---|
| 50 dolls. and under | 51 to 100 dolls. | 101 to 150 dolls. | 151 to 200 doll. | 201 to 250 doll. | 251 to 300 doll. | 301 to 350 doll. | 351 to 400 doll. | 401 to 450 doll. | 451 to 500 doll. | 501 to 550 doll. | 551 to 600 doll. | 601 to 650 doll. | 651 to 700 doll. | 701 to 750 doll. | 751 to 800 doll. | 801 to 850 doll. | 851 to 900 doll. | 901 to 950 doll. | 951 to 1000 doll. | 1001 doll and over | | |
| | | 1 | | | 1 | | | | | 1 | | | | | | | | | | | 1 | |
| 1 | | | | | 4 | | 2 | | | | 1 | | | | | | | | | | 2 | |
| | | 1 | | | | | | | | | | | | | | | | | | | 3 | |
| | | | | | | | | | | | | | | | | | | | | | 4 | |
| | | | | | | | | | | | | | | | | | | | | | 5 | |
| 1 | | 2 | | | 5 | | 2 | | | 2 | 1 | | | | | | | | | | 6 | |
| 1 | 1 | | | | | | | | | | | | | | | | | | | | | |
| 49 | 4 | 11 | 1 | 1 | 1 | | 1 | 3 | 2 | | | | | | | | | | | | 1 | |
| 1 | | 1 | 1 | 1 | 1 | | | | | | | | | | | | | | | | 2 | |
| 2 | 2 | 3 | 2 | 1 | 1 | | | | | | | | | | | | | | | | 3 | |
| 34 | 25 | 12 | 6 | 4 | 2 | | 1 | 1 | 4 | 1 | | | | | | | | | | | 4 | |
| 5 | 20 | 12 | 8 | 1 | | 1 | | | 1 | 1 | | | | | | | | | | | 5 | |
| 63 | 5 | 3 | 1 | | | 2 | 5 | 5 | 6 | 3 | | | | 1 | | | | | | | 6 | |
| 5 | 48 | 25 | 9 | 8 | 9 | 5 | 5 | 6 | 3 | 4 | | | | 1 | | | | | | | 7 | |
| 190 | | 3 | | | | | | | | | | | | | | | | | | | 8 | |
| 1 | 8 | 1 | 1 | 2 | 1 | | 2 | 2 | 1 | 1 | 3 | | | | | | | | | | 9 | |
| 2 | | | | | 1 | | | | | | | | | | | | | | | | 10 | |
| | 1 | | | 1 | 1 | | | | | | | | | | | | | | | | 11 | |
| | | | | 1 | | | | | | | | | | | | | | | | | 12 | |
| 5 | 1 | 2 | 2 | | | | | | | | 1 | | | | | | | | | | 13 | |
| 2 | | | | | | | | | | | | | | | | | | | | | 14 | |
| | | | | 1 | | | | | | | | | | | | | | | | | 15 | |
| | | | | | | | | | | | | | | | | | | | | | 16 | |
| | | | | | | | | | | | | | | | | | | | | | 17 | |
| 355 | 115 | 73 | 31 | 21 | 17 | 8 | 9 | 13 | 11 | 7 | 4 | | 1 | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 | |
| 1 | | | | | | | | | | | | | | | | | | | | | 2 | |
| 3 | | | | | | 1 | | | | | | | | | | | | | | | 3 | |
| | 1 | | | | | | 1 | | 1 | | | | | | | | | | | | 4 | |
| | | | | | | | | | | | | | | | 1 | | | | | | 5 | |
| 5 | 1 | | | | 1 | | 1 | | 1 | | | | | | 1 | | | | | | 6 | |
| | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | 1 | | | | | | | | | | | | | | | | 1 |
| | 2 | | 1 | | | | | | | 3 | | | | | | | | | | | 2 | |
| | | | | | | | | | | | 1 | | | | | | | | | | 3 | |
| 1 | 2 | | 1 | | 1 | | | | | 3 | 1 | | | | | | | | | | 4 | |
| | | | | | | | | | | | | | | | | | | | | | | |
| 139 | 59 | 20 | 14 | 8 | 1 | 2 | | | | | | | | | | | | | | | 1 | |
| 2 | 1 | | | | 1 | | | | | | | | | | | | | | | | 2 | |
| 1 | | | | | | | | | 1 | | | | | | | | | | | | 3 | |
| 4 | | | | | 1 | 1 | | 1 | | | | | | | | | | | | | 4 | |
| 11 | | 1 | | | | 2 | | | | | | | | | | | | | | | 5 | |
| 2 | | | | | | | | | | | | | | | | | | | | | 6 | |
| 4 | 1 | 2 | | 2 | | | | | | 1 | 1 | | | 3 | 2 | | | | | | 7 | |
| | | | | | | | | | | | | | | | | 1 | | | | | 8 | |
| 1 | | | | | | | | | | | | | | | | | | | | | 9 | |
| 164 | 61 | 23 | 14 | 10 | 3 | 5 | | 1 | 1 | 1 | 1 | | | 3 | 2 | 1 | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| | | | 2 | | 1 | | | | | | | | | | | | | | | | | 1 |
| 2 | 1 | | | | | 1 | | | | | | | | | | | | | | | | 2 |
| 25 | 13 | 9 | 3 | 6 | 1 | 4 | 2 | 1 | 1 | 1 | | | | | | | | | | | 3 | |
| 2 | 3 | 1 | 2 | | | 2 | 2 | | 2 | 3 | | | | | | | | | | | 4 | |
| 1 | 1 | 1 | 1 | | | 2 | | | | | 1 | | | | | | | | | | 5 | |
| 3 | 8 | 5 | | 3 | 2 | | 2 | 1 | 1 | 2 | | | | | | | | | | | 6 | |
| 1 | 1 | | | | | | | 1 | | | | | | | | | | | | | 7 | |
| 3 | 4 | | | 2 | 1 | | | | | | | | | 1 | 4 | | | | | | 8 | |
| | | | | | | | | | | | | | | | | | | | | | 9 | |
| | | | 2 | | | | | | | | | | | | 1 | | | | | | 10 | |
| 37 | 31 | 18 | 8 | 11 | 7 | 6 | 8 | 2 | 4 | 6 | 1 | 2 | 5 | 1 | | | | | | | | |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 31 (GROUP V)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employ-ees. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|-------------------------|------------------|-----------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|---|--|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | |
| Oilers | 1 | 3 | \$1.31 $\frac{1}{2}$ | 1 | 1 | | | | | | | | 1 | |
| | 2 | 1 | 1.40 | | 1 | | | | | | | | | |
| | 3 | 1 | 1.48 | 1 | | | | | | | | | | |
| | 4 | 2 | 1.60 | | | 1 | 1 | | | | | | | |
| | 5 | 1 | 1.75 | | | | | | | | | | 1 | |
| | 6 | 3 | 1.80 | | | 1 | | | | | 1 | | 1 | |
| | 7 | 4 | 1.90 | | | 2 | | | | 1 | | | 1 | |
| | 8 | 1 | 2.00 | | | | | | | | | | 1 | |
| | 9 | 1 | 2.10 | | | | | | | | | | 1 | |
| | | 17 | | | 2 | 2 | 4 | 1 | | 1 | 1 | | 6 | |
| Painters | 1 | 1 | 1.48 | | 1 | | | | | | | | | |
| | 2 | 4 | 1.75 | 1 | 1 | | | 1 | | | | | 1 | |
| | 3 | 4 | 2.00 | 3 | 1 | | | | | | | | | |
| | 4 | 2 | 2.20 | | 1 | | | | | | | 1 | | |
| | 5 | 15 | 2.25 | 4 | 4 | 1 | | | 1 | 4 | 1 | | | |
| | 6 | 3 | 2.40 | 1 | 1 | 1 | | | | 1 | | 1 | | |
| | 7 | 18 | 2.50 | 2 | 2 | 5 | 2 | 1 | 1 | 1 | 4 | | | |
| | 8 | 9 | 2.60 | | | | 2 | 1 | 1 | 4 | 1 | | | |
| | 9 | 3 | 2.75 | | | 1 | | | | | 2 | | | |
| | 10 | 1 | 3.00 | | | | | 1 | | | | | | |
| | 60 | | | 11 | 10 | 8 | 4 | 4 | 3 | 13 | | 7 | | |
| Patternmakers | 1 | 1 | 2.50 | | | | | | | | | | 1 | |
| | 2 | 1 | 2.60 | | 1 | | | | | | | | | |
| | 3 | 2 | 2.70 | 1 | | | 1 | | | | | | | |
| | 4 | 1 | 2.80 | | | | | | | | | | 1 | |
| | 5 | 1 | 3.00 | | | | | | | | | | 1 | |
| | 6 | | | 1 | 1 | | 1 | | | | | 3 | | |
| Pilots, passenger | 1 | 5 | 2.14 | 2 | 1 | 1 | | | | | | | 1 | |
| | | 5 | | 2 | 1 | 1 | | | | | | | 1 | |
| Policemen | 1 | 15 | 1.64 $\frac{1}{2}$ | 3 | 1 | 1 | 1 | | 1 | 1 | 7 | | | |
| | | 15 | | 3 | 1 | 1 | 1 | | 1 | 1 | 7 | | | |
| Repairers, line | 1 | 1 | 1.00 | 1 | | | | | | | | | | |
| | 2 | 1 | 1.48 | | 1 | | | | | | | | | |
| | 3 | 2 | 1.50 | 2 | | | | | | | | | | |
| | 4 | 7 | 2.00 | 6 | | | 1 | | | | | | | |
| | 5 | 1 | 2.10 | | | | | | 1 | | | | | |
| | 6 | 2 | 2.14 | | | | 1 | | 1 | | | | | |
| | 7 | 7 | 2.25 | 7 | | | | | | | | | | |
| | 8 | 1 | 2.30 | | | | | | | | | | 1 | |
| | 9 | 2 | 2.46 $\frac{1}{2}$ | 1 | | 1 | | | | | | | | |
| | 24 | | | 17 | 1 | 2 | 1 | 1 | 1 | | | 1 | | |
| Repairers, pump | 1 | 3 | 2.63 | | | | | | | | | | 3 | |
| | 2 | 1 | 2.80 | | | | | | | | | | 1 | |
| | | 4 | | | | | | | | | | | 4 | |
| Repairers, truck | 1 | 1 | 1.40 | | | | 1 | | | | | | | |
| | 2 | 1 | 1.48 $\frac{1}{2}$ | | | | 1 | | | | | | | |
| | 3 | 16 | 1.50 | 4 | 1 | | 6 | 1 | 2 | 1 | 1 | | | |
| | 4 | 1 | 1.55 | | | | 1 | | | | | | | |
| | 5 | 17 | 1.60 | 1 | 5 | 5 | 4 | 1 | 1 | | | | | |
| | 6 | 16 | 1.64 $\frac{1}{2}$ | 3 | 2 | 5 | 1 | | 3 | | 1 | 1 | | |
| | 7 | 3 | 1.65 | | 1 | | 1 | | 1 | | | | | |
| | 8 | 3 | 1.71 | | | | 2 | | 1 | | | | | |
| | 9 | 97 | 1.75 | 15 | 19 | 22 | 13 | 11 | 4 | 3 | 9 | 1 | | |
| | 10 | 3 | 1.80 | | 1 | | 1 | | | 1 | | | | |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 31 (GROUP V)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 163.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|---------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|-----------------------------|----|
| 50 dolls. and under | 51 to 100 dolls. | 101 to 150 dolls. | 151 to 200 doll | 201 to 250 doll | 251 to 300 doll | 301 to 350 doll | 351 to 400 doll | 401 to 450 doll | 451 to 500 doll | 501 to 550 doll | 551 to 600 doll | 601 to 650 doll | 651 to 700 doll | 701 to 750 doll | 751 to 800 doll | 801 to 850 doll | 851 to 900 doll | 901 to 950 doll | 951 to 1000 doll | 1001 doll and over | |
| 2 | | | | | | | | 1 | | | | | | | | | | | | | 1 |
| 1 | | | | | | | | | | | | | | | | | | | | | 2 |
| 1 | | | | | | | | | | | | | | | | | | | | | 3 |
| | | 1 | | 1 | | | | | | | | | 1 | | | | | | | | 4 |
| | | | 1 | | | | | | | | | | | | | | | | | | 5 |
| | | | 2 | | | | | 1 | | 1 | | | 1 | | | | | | | | 6 |
| | | | 2 | | | | | 1 | | | | | | | 1 | | | | | | 7 |
| | | | | | | | | | | | | | | | 1 | | | | | | 8 |
| | | | | | | | | | | | | | | | 1 | | | | | | 9 |
| 4 | | 4 | | 1 | | | | 2 | | 1 | | 2 | 1 | 1 | 1 | | | | | | |
| 1 | | | | | | 1 | | | | | | | 1 | | | | | | | | 1 |
| 1 | 1 | | | | | | | | | | | | | | | | | | | | 2 |
| 3 | 1 | | | | | | | | | | | | 1 | | | | | | | | 3 |
| | 1 | | | | | | | | | | | | 1 | | | | | | | | 4 |
| 4 | 2 | 3 | | | | | | | | 1 | 1 | 1 | 2 | 1 | | | | | | | 5 |
| | 1 | | 1 | | | | | | | | | | | 1 | | | | | | | 6 |
| 2 | 2 | 1 | 3 | 1 | | 2 | | 1 | 1 | 1 | | | | 4 | 1 | | | | | | 7 |
| | | | | 1 | | 1 | 1 | | 1 | | | 1 | 1 | 2 | 1 | 1 | | | | | 8 |
| | | | | | | | | | | | 1 | | | | 1 | 1 | | | | | 9 |
| | | | | | | | | | | | 1 | | | | | | | | | | 10 |
| 11 | 8 | 4 | 4 | 2 | 1 | 3 | 1 | | 2 | 2 | 2 | 4 | 3 | 4 | 6 | 3 | | | | | |
| | | | 1 | | | | | | | | | | | | | 1 | | | | | 1 |
| | | | | | | 1 | | | | | | | | | | | | | | | 2 |
| | | | | | | | | | | | | | | | | | | | | 1 | 3 |
| | | | | | | | | | | | | | | | | | | | | | 4 |
| 1 | | 1 | | | | 1 | | | | | | | | | | 1 | | | | | 5 |
| 2 | 1 | 1 | | | | | | | | | | | 1 | | | | | | | | 1 |
| 2 | 1 | 1 | | | | | | | | | | | 1 | | | | | | | | 1 |
| 3 | 1 | 1 | 1 | | | | | 2 | | | 7 | | | | | | | | | | 1 |
| 3 | 1 | 1 | 1 | | | | | 2 | | | 7 | | | | | | | | | | 1 |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| 2 | 1 | | | | | | | | | | | | | | | | | | | | 2 |
| 6 | | | | 1 | | | | | | 1 | | | | | | | | | | | 3 |
| | | | 1 | | | | | | | 1 | | | | | | | | | | | 4 |
| 7 | | | | | | | | | | | | | | | | | | | | | 6 |
| | | | | 1 | | | | | | | | | | | | 1 | | | | | 7 |
| 1 | | | | 1 | | | | | | | | | | | | | | | | | 8 |
| 17 | 1 | 1 | 1 | 1 | | | 1 | | 1 | | | | | | | 1 | | | | | 9 |
| | | | | | | | | | | | | | | | 1 | 1 | | | 1 | | 1 |
| | | | | | | | | | | | | | | | 1 | 1 | | | 1 | 1 | 1 |
| | | | 1 | | | | | | | | | | | | | | | | | | 2 |
| | | | 1 | | | | | | | | | | | | | | | | | | 1 |
| | | | 1 | | | | | | | | | | | | | | | | | | 2 |
| 4 | 1 | | 6 | | 1 | 1 | 1 | 1 | | 1 | | | | | | | | | | | 3 |
| | | | 1 | | | | | | | | | | | | | | | | | | 4 |
| 2 | 7 | 1 | 2 | 3 | 1 | 1 | | | | | | | | | | | | | | | 5 |
| 3 | 2 | 5 | 1 | | | 2 | 1 | 1 | | | | 1 | | | | | | | | | 6 |
| | 1 | | 1 | | | 1 | 1 | 1 | | | | | | | | | | | | | 7 |
| | 1 | | 1 | | | 1 | 1 | 1 | | | | | | | | | | | | | 8 |
| 18 | 20 | 14 | 7 | 9 | 8 | 4 | 2 | 3 | 2 | 1 | 6 | 3 | | | | | | | | | 9 |
| | 1 | | | 1 | | | | | 1 | | | | | | | | | | | | 10 |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 31 (GROUP V)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employ- ees. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|----------------------------------|------------------|---------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|---|---|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | |
| Repairers, truck—con- cluded. | 11 | 4 | \$1.81 | | | | 1 | | | | | | 3 | |
| | 12 | 11 | 1.85 | 2 | 2 | 1 | 3 | 2 | | | | | 1 | |
| | 13 | 40 | 1.90 | 7 | 6 | 12 | 3 | 1 | 3 | 4 | | | 3 | 1 |
| | 14 | 2 | 1.97 | | | | | | | | | | 2 | |
| | 15 | 80 | 2.00 | 8 | 10 | 15 | 10 | 3 | 10 | 4 | 17 | | 3 | |
| | 16 | 3 | 2.10 | 1 | | | | | | | 1 | | 1 | |
| | 17 | 4 | 2.25 | 1 | 1 | | 1 | 1 | | | | | | |
| | 18 | 2 | 2.50 | 1 | 1 | | | | | | | | | |
| | | | 304 | ----- | 43 | 49 | 65 | 44 | 21 | 24 | 14 | 38 | 6 | |
| | Rodmen | 1 | 1 | 1.45 | 1 | | | | | | | | | |
| 2 | | 1 | 1.48 | | | | | | | 1 | | | | |
| 3 | | 2 | 1.50 | 2 | | | | | | | | | | |
| 4 | | 7 | 1.64½ | | 3 | 2 | | 1 | | | 1 | | | |
| 5 | | 1 | 1.81 | | | | | | | | | | 1 | |
| 6 | | 1 | 1.97 | 1 | | | | | | | | | | |
| 7 | | 1 | 2.10 | 1 | | | | | | | | | | |
| 8 | | 1 | 2.46½ | | | | | | | | | | | 1 |
| 9 | | 2 | 2.50 | 2 | | | | | | | | | | |
| | | | 17 | ----- | 7 | 3 | 2 | | 1 | 1 | 1 | 2 | | |
| Silverplaters | 1 | 3 | 2.25 | 1 | | 1 | | | | 1 | | | | |
| | 2 | 1 | 2.80 | | | | | | | | | | 1 | |
| | | 4 | ----- | 1 | | 1 | | | | 1 | | | 1 | |
| Stenographers | 1 | 2 | .82 | | | 1 | | | | | | | | 1 |
| | 2 | 1 | .96 | | | 1 | | | | | | | | |
| | 3 | 1 | 1.32 | | | | | | | | | | | 1 |
| | 4 | 1 | 1.56 | | | | | | | | | | | 1 |
| | 5 | 8 | 1.61½ | 1 | 1 | 3 | 1 | | | 1 | | | | 1 |
| | 6 | 3 | 1.81½ | | | | | | 1 | 1 | | | | |
| | 7 | 20 | 1.97 | | 1 | 5 | 2 | 2 | 2 | 2 | 2 | 6 | | |
| | 8 | 2 | 2.00 | 1 | | | | | | | | | 1 | |
| | 9 | 2 | 2.14 | | | 1 | 1 | | | | | | | 2 |
| | 10 | 4 | 2.30 | | | 1 | 1 | | | | | | | 2 |
| | 11 | 11 | 2.46½ | 1 | 1 | 4 | | | | 1 | 1 | 3 | | |
| | 12 | 1 | 2.54½ | 1 | | | | | | | | | | |
| | 13 | 4 | 2.63 | 1 | | | | | | 1 | | | | 2 |
| | 14 | 6 | 2.80 | | 1 | 1 | 1 | 1 | | | | | | 2 |
| | 15 | 5 | 2.96 | | | | | | | 1 | 2 | | | 2 |
| | 16 | 1 | 3.00 | 1 | | | | | | | | | | |
| | 17 | 1 | 3.12½ | | | | | | | | | | | 1 |
| | 18 | 5 | 3.29 | | | | | | | | | | | 5 |
| | 19 | 1 | 4.93 | | | | | | | | | | | 1 |
| | | 79 | ----- | 6 | 7 | 17 | 4 | 4 | 7 | 5 | 29 | | | |
| Storekeepers | 1 | 1 | .66 | | | | | | | 1 | | | | |
| | 2 | 2 | 1.61½ | | | | 1 | | | | | | | 1 |
| | 3 | 2 | 1.81 | | 1 | 1 | | | | | | | | |
| | 4 | 1 | 2.14 | | | | | | | | | | | 1 |
| | 5 | 2 | 3.12½ | 1 | | | | | | | | | | 1 |
| | | 8 | ----- | 1 | 1 | 2 | | | 1 | | 3 | | | |
| Storekeepers, assistant... | 1 | 2 | 1.75 | | 1 | 1 | | | | | | | | |
| | 2 | 1 | 1.81 | | 1 | | | | | | | | | |
| | 3 | 1 | 1.97 | | | | 1 | | | | | | | |
| | 4 | 3 | 2.14 | | | | | | | | | | | 3 |
| | | 7 | ----- | | 2 | 1 | 1 | | | | | | | 3 |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 31 (GROUP V)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|--------------------------|---------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|-----------------------------|----|
| 50 dols. and under | 51 to 100 dols. | 101 to 150 dols. | 151 to 200 doll | 201 to 250 doll | 251 to 300 doll | 301 to 350 doll | 351 to 400 doll | 401 to 450 doll | 451 to 500 doll | 501 to 550 doll | 551 to 600 doll | 601 to 650 doll | 651 to 700 doll | 701 to 750 doll | 751 to 800 doll | 801 to 850 doll | 851 to 900 doll | 901 to 950 doll | 951 to 1000 doll | 1001 doll and over | |
| 3 | 1 | 1 | 1 | 1 | 1 | 2 | | | | | | 3 | | | | | | | | | 11 |
| 7 | 8 | 6 | 5 | 2 | 1 | | 2 | 1 | | 2 | 2 | 1 | 2 | 1 | | | | | | | 12 |
| 8 | 10 | 8 | 7 | 5 | 5 | 3 | | 3 | 6 | 4 | 1 | 7 | 5 | 1 | | | | | | | 13 |
| 1 | | | | | 1 | | | 1 | | | 1 | | | 1 | | | | | | | 14 |
| 1 | 1 | | | | | | | | | | | | | 1 | | | | | | | 15 |
| 1 | 1 | | | | | | | | | | | | | | | | | | | | 16 |
| 48 | 55 | 38 | 31 | 21 | 18 | 12 | 8 | 10 | 10 | 8 | 10 | 16 | 8 | 10 | 1 | | | | | | 17 |
| 1 | | | | | | | | | | | | | | | | | | | | | 18 |
| 2 | | | | | 1 | | | | | | | | | | | | | | | | 1 |
| 1 | 4 | | | | 1 | | | 1 | | | | | | | | | | | | | 2 |
| 1 | | | | | | | | | | | | | | 1 | | | | | | | 3 |
| 1 | | | | | | | | | | | | | | | | | | | | | 4 |
| 2 | | | | | | | | | | | | | | 1 | | | | | | | 5 |
| 8 | 4 | | | | 2 | | | 1 | | | | | 1 | 1 | | | | | | | 6 |
| 1 | | 1 | | | | | | | | 1 | | | | | | | | | | | 7 |
| 1 | | 1 | | | | | | | | 1 | | | | | | | | 1 | | | 8 |
| 1 | | | | | 1 | | | | | | | | | | | | | | | | 9 |
| 1 | 1 | | | | | | | | | | | | | | | | | | | | 10 |
| 1 | 2 | 2 | 1 | | | | 1 | | | | | 1 | | | | | | | | | 11 |
| 1 | 1 | 1 | | | 1 | | | 1 | | | | | | | | | | | | | 12 |
| 1 | 1 | 2 | 3 | 1 | 1 | 2 | | 1 | 1 | 2 | | 1 | 1 | 4 | | | | | | | 13 |
| 1 | | | | | | | | | | | | | | 1 | | | | | | | 14 |
| 1 | 1 | 1 | 1 | | | | | | | 1 | | | | 1 | | | | | | | 15 |
| 1 | 1 | 1 | 2 | 1 | | | | | | | | | | | | | | 3 | | | 16 |
| 1 | | | | | | | | | | | | | | | | | | | | | 17 |
| 1 | 1 | 1 | | | | | | | | 1 | 1 | | | | | | 1 | | 1 | | 18 |
| 1 | | | | | | 1 | | | | | | | | | | | | | | | 19 |
| 1 | | | | | | | | | | | | | 1 | | 1 | | | | | | a2 |
| 1 | | | | | | | | | | | | | | | 1 | 1 | | | | | b2 |
| 7 | 9 | 7 | 7 | 2 | 3 | 3 | 1 | 2 | 2 | 4 | 2 | 2 | 3 | 6 | 1 | 2 | 4 | | 1 | 11 | c1 |
| | | 1 | | | | | | | | | | | | | | | | | | | d5 |
| | 1 | | | | | | | | | | | | | | | | | | | | e1 |
| | 2 | | | | | | | | | | | | | | | | | | | | |
| | 2 | | | | | | | | | | | | | | | | | | | | |
| | 1 | | | | | 1 | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | 1 | | 2 | | | | | |
| | 3 | | | | | 1 | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | 1 | | 2 | | | | | | |

a One \$1,010, one \$1,020. b \$1,080. c \$1,142. d One \$1,154, four \$1,200. e \$1,750. f \$1,126.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 31 (GROUP V)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 163.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|-----------------------------|---|----|--|--|
| 50 dolls. and under | 51 to 100 dolls. | 101 to 150 dolls. | 151 to 200 doll | 201 to 250 doll | 251 to 300 doll | 301 to 350 doll | 351 to 400 doll | 401 to 450 doll | 451 to 500 doll | 501 to 550 doll | 551 to 600 doll | 601 to 650 doll | 651 to 700 doll | 701 to 750 doll | 751 to 800 doll | 801 to 850 doll | 851 to 900 doll | 901 to 950 doll | 951 to 1000 doll | 1001 doll and over | | | | |
| 2 | 2 | 1 | | | | | | 1 | | | | | | | | | | | | | | 1 | | |
| 3 | | | 1 | | | | | | 3 | | | | | | | | | | | | | 2 | | |
| 18 | 1 | 2 | 1 | 3 | | | | | | 1 | | | | | | | | | | | | 3 | | |
| 4 | | | | | | | | | | | | | | | | | | | | | | 4 | | |
| 7 | 1 | 4 | 2 | | | 1 | | | | 1 | | | | | | | | | | | | 5 | | |
| 50 | 9 | 13 | 7 | 2 | | 2 | 1 | 2 | 1 | | | | 1 | 2 | | | | | | | | 6 | | |
| 67 | 24 | 10 | 6 | 1 | | 1 | 3 | 2 | 2 | 1 | 1 | | 2 | 1 | | | | | | | | 7 | | |
| 3 | 1 | 1 | 2 | | | | | | | | | | | | | | | | | | | 8 | | |
| 27 | 11 | 6 | 2 | | 3 | | | 1 | | | | | 1 | | | | | | | | | 9 | | |
| 29 | 10 | 3 | 2 | | 2 | 2 | 1 | 1 | 2 | | | | | | | | | | | | | 10 | | |
| | 3 | | 1 | 2 | 1 | 1 | | | | 1 | 1 | | | | | | | | | | | 11 | | |
| 8 | 4 | | 1 | 2 | 1 | | | | | | | | 1 | | | | | | | | | 12 | | |
| 3 | 5 | 4 | 3 | | 3 | 1 | | 1 | | 2 | | | | | | | | | | | | 13 | | |
| 118 | 36 | 20 | 10 | 11 | 12 | 8 | 6 | 6 | 1 | 1 | 1 | | 2 | 4 | 2 | | | | | | | 14 | | |
| 2 | 3 | 4 | 5 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | 2 | 2 | 1 | | | | | | | 15 | | |
| 9 | 7 | 4 | 3 | 2 | | | | 1 | 1 | 1 | | | 2 | 2 | 1 | | | | | | | 16 | | |
| 1 | 3 | 3 | 3 | 3 | 3 | 1 | 1 | 1 | 1 | 1 | | | | | | | | | | | | 17 | | |
| 4 | 5 | 9 | 9 | 1 | 1 | 2 | 2 | 1 | 3 | 1 | 1 | | | | | | | | | 1 | 1 | 18 | | |
| 85 | 34 | 27 | 9 | 7 | 9 | 7 | 4 | 1 | 3 | 1 | 2 | 1 | 3 | 1 | 1 | | 2 | | | | | 19 | | |
| 2 | 2 | 2 | 2 | 4 | 1 | 2 | 1 | 1 | | | | | | | | | | | | | | 20 | | |
| | | 1 | 1 | 1 | | | | | 1 | 1 | 1 | | 1 | | | | | | | | | 21 | | |
| 3 | | 1 | 1 | 1 | | 1 | | | | | | | | | | | | | | | | 22 | | |
| 445 | 163 | 114 | 61 | 43 | 35 | 31 | 26 | 18 | 21 | 15 | 16 | 6 | 13 | 6 | 8 | 7 | 4 | 3 | 3 | | | 23 | | |
| 2 | | | | | | | | 2 | | | | | | | | | | | | | | 1 | | |
| 1 | 1 | 1 | | 1 | | 1 | | | 1 | | | | | | | | | | | | | 2 | | |
| 5 | | 1 | | | | 1 | | | 1 | 1 | 3 | | 1 | | | | | | | | | 3 | | |
| | | | | | | | | | 1 | | 1 | 1 | | | | | | | | | | 4 | | |
| | | 1 | | | | | | | | | | | | | | | | | | | | 5 | | |
| | | | | | | | | | | | | | | | | | | | | | | 6 | | |
| 8 | 1 | 3 | | 1 | | 2 | | 2 | 3 | 1 | 4 | 1 | | | | | | | | | | 7 | | |
| 1 | | | | | | | | | | | | | | | | | | | | | | 8 | | |
| 4 | 1 | | | | | | | | | | | | | | | | | | | | | 9 | | |
| 2 | | | | | | | | | | | | | | | | | | | | | | 10 | | |
| 26 | 3 | 1 | | | | | | | | | | | | | | | | | | | | 11 | | |
| 12 | 4 | 3 | 5 | | | | | | | | | | | | | | | | | | | 12 | | |
| 2 | 1 | 2 | | | | | | | | | | | | | | | | | | | | 13 | | |
| 2 | | | | | | | | | | | | | | | | | | | | | | 14 | | |
| 3 | 2 | 1 | | 1 | | | | | | | | | | | | | | | | | | 15 | | |
| 2 | 1 | 1 | | | | | | | | | | | | | | | | | | | | 16 | | |
| 52 | 19 | 12 | 5 | 5 | 3 | 1 | 1 | 2 | 2 | | | | | | | | | | | | | 17 | | |
| 197 | 76 | 37 | 19 | 8 | 7 | 3 | 3 | 3 | 2 | 4 | 1 | | 1 | | | | | | | | | 18 | | |
| 81 | 26 | 16 | 10 | 3 | 3 | 2 | 4 | 1 | 2 | 2 | 7 | 1 | | | | | | | | | | 19 | | |
| 17 | 11 | 6 | 5 | 1 | 4 | 2 | 1 | 1 | 3 | | 1 | 2 | | 3 | | | | | | | | 20 | | |
| 17 | 8 | 5 | 1 | 1 | 1 | | 3 | 1 | 1 | | | | | 1 | | | | | | | | 21 | | |
| 70 | 18 | 21 | 17 | 9 | 7 | 6 | 5 | 1 | 3 | 1 | | 1 | 2 | | | | | | | | | 22 | | |
| 11 | 8 | 4 | 3 | 1 | 1 | 2 | 3 | 1 | 1 | | | | | 3 | 1 | | | | | | | 23 | | |
| 4 | 4 | 4 | 3 | 2 | 1 | 1 | 2 | 3 | 1 | 1 | | 1 | 1 | | | | | | | | | 24 | | |
| 12 | 6 | 6 | 4 | 3 | 4 | | | 1 | 1 | | | | | | | 1 | 2 | 3 | 4 | | | 25 | | |
| | | 1 | | | | | | | | | | | | | | | | | | | | 26 | | |
| | | | 1 | | | | | | | | | | | | | | | | | | | 27 | | |
| 1 | | | | | | | | 1 | | | | | | | | | | | | | | 28 | | |
| | | | | | | | | | | | | | | | | | | | | | | 29 | | |
| 516 | 188 | 115 | 71 | 33 | 30 | 17 | 19 | 14 | 13 | 9 | 9 | 5 | 7 | | 6 | 2 | 2 | 3 | 4 | 2 | | 30 | | |

a \$1,200.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 31 (GROUP V)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employ- ees. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | | | | | | |
|--------------------|------------------|---------------------------|--|--|---------------|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|---|---|---|---|---|--|---|---|
| | | | | 25 days and under | 26 to 50 days | 51 to 100 days | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | | | | | | | |
| Tinnerns | 1 | 1 | \$1.31 $\frac{1}{2}$ | 1 | | | | | | | | | | | | | | | | |
| | 2 | 1 | 1.50 | | | | 1 | | | | | | | | | | | | | |
| | 3 | 5 | 2.25 | | 1 | 1 | 1 | 1 | | | | 1 | | | | | | | | |
| | 4 | 1 | 2.40 | | | | | | | | | | | | | | | | | 1 |
| | 5 | 2 | 2.46 $\frac{3}{4}$ | | 1 | | | | | | | | | | | | | | | |
| | 6 | 4 | 2.50 | | | | 2 | | 1 | | | | | | | | | | | |
| | 7 | 14 | 2.60 | | 2 | 3 | 2 | 1 | | | | | | | 5 | 1 | | | | |
| | 8 | 1 | 2.65 | | | | | | 1 | | | | | | | | | | | |
| | 9 | 4 | 2.70 | | | | | | | | | | | | 1 | 2 | 1 | | | |
| | 10 | 2 | 2.75 | | | | | | 1 | | | | | | | | | | | 1 |
| | | 35 | | 6 | 4 | 7 | 4 | 1 | | | | 7 | 4 | 2 | | | | | | |
| Trainmasters | 1 | 1 | 4.11 | | | | | 1 | | | | | | | | | | | | |
| | 2 | 2 | 4.93 | | 1 | | | | 1 | | | | | | | | | | | |
| | | 3 | | | 1 | | | 1 | 1 | | | | | | | | | | | |
| Transitmen | 1 | 3 | 2.96 | | | | 1 | | | | | 1 | | | | | | | 1 | |
| | 2 | 1 | 3.00 | | 1 | | | | | | | | | | | | | | | |
| | | 4 | | | 1 | | 1 | | | | | 1 | | | | | | | 1 | |
| Truckmen | 1 | 13 | 1.40 | 3 | 2 | 1 | 4 | 1 | 1 | | | | | | | | | | 1 | |
| | 2 | 7 | 1.48 | | | | 1 | 4 | | | 1 | | | | | | | | 1 | |
| | 3 | 1 | 1.50 | | 1 | | | | | | | | | | | | | | | |
| | 4 | 10 | 1.55 | 2 | | | 2 | 2 | 1 | 3 | | | | | | | | | | |
| | 5 | 1 | 1.60 | | | | 2 | | | | | | | | | | | | | |
| | | 32 | | 6 | 2 | 5 | 10 | 2 | 5 | | | | | | | | | | 2 | |
| Upholsterers | 1 | 2 | 2.00 | 1 | 1 | | | | | | | | | | | | | | | |
| | 2 | 6 | 2.50 | | 1 | 1 | 1 | | | 1 | 1 | 1 | | | | | | | | |
| | | 8 | | | 1 | 2 | 1 | 1 | | | 1 | 1 | 1 | | | | | | | |
| Watchmen | 1 | 1 | .10 | | | | 1 | | | | | | | | | | | | | |
| | 2 | 1 | .16 $\frac{1}{2}$ | | | | | 1 | | | | | | | | | | | | |
| | 3 | 2 | .33 | | | 1 | 1 | | | | | | | | | | | | | |
| | 4 | 1 | .49 $\frac{1}{2}$ | | | | | | | | | 1 | | | | | | | | |
| | 5 | 1 | .66 | | | | | | | | | | | | | | | | 1 | |
| | 6 | 5 | .98 $\frac{1}{2}$ | | | | 1 | | | | | | | | | | | | 4 | |
| | 7 | 9 | 1.00 | | | 1 | 2 | 1 | 1 | 1 | | | | | | | | | 3 | |
| | 8 | 40 | 1.10 | 8 | 7 | 14 | 1 | 1 | 2 | | | | | | | | | | 7 | |
| | 9 | 62 | 1.15 | 15 | 3 | 5 | 2 | 6 | 3 | 3 | 3 | 25 | | | | | | | | |
| | 10 | 1 | 1.20 | 1 | | | | | | | | | | | | | | | | |
| | 11 | 7 | 1.25 | 1 | 1 | 1 | 1 | 1 | | | | | | | | | | | 2 | |
| | 12 | 17 | 1.31 $\frac{1}{2}$ | 4 | 2 | 1 | 2 | 2 | | | | | | | | | | | 4 | |
| | 13 | 3 | 1.35 | | | | | | | 1 | | | | | | | | | 2 | |
| | 14 | 11 | 1.48 | 1 | 1 | 3 | | 1 | | 1 | 4 | | | | | | | | | |
| | 15 | 12 | 1.50 | 2 | 4 | 2 | 1 | 2 | 3 | | | | | | | | | | | |
| | 16 | 12 | 1.64 $\frac{1}{2}$ | 4 | 2 | 2 | 1 | | | | | | | | | | | | | 3 |
| | 17 | 5 | 1.75 | | 2 | 2 | | | | 1 | | | | | | | | | | |
| 18 | 1 | 1.81 | | | | | | | | | | | | | | | | | | |
| 19 | 2 | 1.90 | | 1 | | | | | | | | | | | | | | | 1 | |
| 20 | 1 | 1.97 | | | | | | | | | | | | | | | | | 1 | |
| 21 | 1 | 2.16 | | 1 | | | | | | | | | | | | | | | | |
| | | 195 | | 36 | 26 | 33 | 10 | 14 | 15 | 4 | 57 | | | | | | | | | |
| Weighmasters | 1 | 3 | 1.31 $\frac{1}{2}$ | 2 | | 1 | | | | | | | | | | | | | | |
| | 2 | 1 | 1.64 $\frac{1}{2}$ | | | | | | | | | | | | | | | | 1 | |
| | 3 | 1 | 1.81 | | | | | | 1 | | | | | | | | | | | |
| | | 5 | | | 2 | | 1 | 1 | | | | | | | | | | | | 1 |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 31 (GROUP V)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|---------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|-----------------------------|----|
| 50 dolls. and under | 51 to 100 dolls. | 101 to 150 dolls. | 151 to 200 doll | 201 to 250 doll | 251 to 300 doll | 301 to 350 doll | 351 to 400 doll | 401 to 450 doll | 451 to 500 doll | 501 to 550 doll | 551 to 600 doll | 601 to 650 doll | 651 to 700 doll | 701 to 750 doll | 751 to 800 doll | 801 to 850 doll | 851 to 900 doll | 901 to 950 doll | 951 to 1000 doll | 1001 doll and over | |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| | 1 | 1 | | | | | | | | | | | | | | | | | | | 2 |
| | | | | | 1 | | | 1 | | | | | | | | | | | | | 3 |
| | | | | | | | | | | | | | | | | | | | | | 4 |
| 1 | | 1 | | | | | | | | | | | | | 1 | | | | | | 5 |
| 2 | | 1 | | 1 | | | | | | | | | | | | | | | | | 6 |
| 2 | 1 | 2 | 1 | 1 | | | | | | | | | | 2 | 1 | 2 | 1 | | | | 7 |
| | | | | | 1 | | | | | | | | | | | | 1 | 1 | | 1 | 8 |
| | | | | | | | | | | | | | | | | | | | 1 | 1 | 9 |
| | | | | | | | | | | | | | | | | | | | 1 | 1 | 10 |
| 6 | 2 | 6 | 1 | 2 | 2 | 2 | 2 | 1 | | | | | | 1 | 2 | 2 | 2 | 2 | 1 | 1 | 1 |
| | | | | | | | | | 1 | | | | | | | | | | | | 1 |
| 1 | | | | | | | | | | | | | | | | | | | | 1 | 2 |
| 1 | | | | | | | | | 1 | | | | | | | | | | | 1 | |
| | | | | | 1 | | | | | | | | | 1 | | | | | | b 1 | 1 |
| 1 | | | | | | | | | | | | | | 1 | | | | | | 1 | 2 |
| | | | | | | | | | | | | | | | | | | | | | 1 |
| 4 | 1 | 4 | 1 | 1 | 3 | | 1 | | | 1 | | | | | | | | | | | 1 |
| | | 1 | 1 | 1 | 1 | | | 1 | | | | | | | | | | | | | 2 |
| 1 | | | | | | | | | | | | | | | | | | | | | 3 |
| 2 | 1 | 1 | 2 | | 1 | 2 | 1 | | | | | | | | | | | | | | 4 |
| | | 1 | 1 | | | | | | | | | | | | | | | | | | 5 |
| 7 | 2 | 7 | 4 | 4 | 1 | 3 | 2 | | | 2 | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| 1 | 1 | | | | | | | | | | | | | | 1 | | | | | | 1 |
| | 1 | | | | | | | | | | | | | | 1 | | | | | | 2 |
| 1 | 2 | | 1 | | 1 | | | | | | | | | 1 | | 1 | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | | | | | | | | | | | | | | | | | | | | | 2 |
| 2 | | | | | | | | | | | | | | | | | | | | | 3 |
| | | 1 | | | | | | | | | | | | | | | | | | | 4 |
| | | | 1 | | | | | | | | | | | | | | | | | | 5 |
| 1 | 1 | 1 | | | | 1 | | | | | | | | | | | | | | | 6 |
| 2 | | | | | | | | | | | | | | | | | | | | | 7 |
| 15 | 14 | 1 | 1 | 1 | 1 | | | | | | | | | | | | | | | | 8 |
| 17 | 6 | 2 | 3 | 5 | 1 | 3 | 8 | 17 | | | | | | | | | | | | | 9 |
| 1 | | | | | | | | | | | | | | | | | | | | | 10 |
| 2 | 1 | | | | | | | | | | | | | | | | | | | | 11 |
| 6 | | 1 | 3 | 1 | 1 | 1 | | | 1 | 2 | 2 | | | | | | | | | | 12 |
| | | | | | | | | | | | | | | | | | | | | | 13 |
| 2 | | 2 | | | 1 | | | | 2 | | | | | | | | | | | | 14 |
| 5 | 1 | | | | 2 | 1 | | | | | | | | | | | | | | | 15 |
| 6 | | 1 | | 1 | | | | | | | | | | | | | | | | | 16 |
| | | 2 | | 1 | | | | | 1 | | | | | | | | | | | | 17 |
| | | | | | | | | | | | | | | | | | | | | | 18 |
| | | 1 | | | | | | | | | | | | | 1 | | | | | | 19 |
| | | | | | | | | | | | | | | | | | | | | | 20 |
| | | 1 | | | | | | | | | | | | | | | | | | | 21 |
| 59 | 31 | 11 | 10 | 14 | 4 | 8 | 23 | 24 | 3 | 3 | 3 | 1 | | | 1 | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| 2 | 1 | | | | | | | | | | 1 | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | | | | | 2 |
| 2 | 1 | | 1 | | | | | | | | 1 | | | | | | | | | | 3 |

a \$1,012.

b \$1,025.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 31 (GROUP V)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000—Concluded.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employ- ees. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|---------------------------|------------------|---------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|--|--|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | |
| Wipers..... | 1 | 96 | \$1.25 | 29 | 20 | 23 | 14 | 3 | 3 | 1 | 3 | | | |
| | 2 | 10 | 1.30 | ..... | 1 | 4 | 2 | ..... | 1 | ..... | 2 | ..... |  |  |
| | 3 | 272 | 1.35 | 90 | 46 | 58 | 29 | 16 | 8 | 8 | 15 | 2 | | |
| | 4 | 84 | 1.40 | 20 | 14 | 18 | 9 | 5 | 5 | 6 | 7 | ..... |  |  |
| | 5 | 29 | 1.45 | 2 | 8 | 6 | 5 | 3 | ..... | 3 | 2 | ..... |  |  |
| | 6 | 15 | 1.48 | 5 | 3 | 3 | 3 | ..... | 1 | ..... | ..... | ..... |  |  |
| | 7 | 79 | 1.50 | 12 | 19 | 27 | 10 | 5 | 2 | ..... | 3 | 1 | | |
| | 8 | 10 | 1.60 | ..... | ..... | 3 | 2 | 1 | 1 | 2 | 2 | 1 | | |
| | 9 | 7 | 1.65 | 2 | ..... | ..... | 1 | ..... | 1 | 1 | 2 | ..... |  |  |
| | 10 | 9 | 1.75 | 2 | 1 | 4 | ..... | ..... | 1 | ..... | ..... | 1 | | |
| | 11 | 3 | 2.00 | 1 | ..... | ..... | 1 | ..... | ..... | ..... | 1 | ..... |  |  |
| | | 614 | ..... | 163 | 112 | 146 | 76 | 33 | 23 | 19 | 87 | 5 | | |
| Wreckers..... | 1 | 1 | 2.63 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... |  |  |
| | 2 | 1 | 2.70 | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... |  |  |
| | 2 | ..... | ..... | ..... | ..... | ..... | 1 | ..... | 1 | ..... | ..... | ..... |  |  |
| Yardmasters, general..... | 1 | 2 | 4.11 | ..... | ..... | ..... | 1 | ..... | 1 | ..... | ..... | ..... |  |  |
| | 2 | 1 | 4.93 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... |  |  |
| | 3 | ..... | ..... | ..... | ..... | 1 | 1 | ..... | 1 | ..... | ..... | ..... |  |  |

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$1,000 TO \$2,000.

| Occupation. | Marginal number. | Number of employ- ees. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|-------------|------------------|---------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|-------|--|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | |
| Agents..... | 1 | 1 | \$0.16 $\frac{1}{2}$ | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | |
| | 2 | 3 | .49 $\frac{1}{2}$ | 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | |
| | 3 | 1 | .66 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 4 | 2 | .82 | 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 5 | 2 | .98 $\frac{1}{2}$ | ..... | ..... | 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 6 | 2 | 1.31 $\frac{1}{2}$ | 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 7 | 7 | 1.64 $\frac{1}{2}$ | 2 | 2 | 1 | 1 | ..... | ..... | ..... | 1 | ..... | ..... |  |
| | 8 | 1 | 1.97 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 9 | 1 | 2.14 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 10 | 3 | 2.80 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 11 | 1 | 3.29 | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... |  |
| | 12 | 2 | 3.62 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | |
| | 13 | 1 | 3.78 | ..... | ..... | ..... | 1 | ..... | ..... | 1 | ..... | ..... | ..... |  |
| | 14 | 2 | 4.11 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | |
| | 15 | 1 | 4.93 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | |
| | 16 | 2 | 6.58 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 | |
| | | 32 | ..... | 11 | 5 | 3 | 3 | ..... | 2 | 1 | ..... | ..... | ..... |  |
| | | 115 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | 7 | (a) | |
| | | 147 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |

a Rate and time cannot be stated, as they received commission.

TABLE I.—CLASSIFIED TIME AND EARNINGS.—Continued.

RAILROAD NO. 31 (GROUP V)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000.—Concluded.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | | |
|---|---------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|-----------------------------------|---|--|
| 50 dols. and under | 51 to 100 dolls. | 101 to 150 dolls. | 151 to 200 doll | 201 to 250 doll | 251 to 300 doll | 301 to 350 doll | 351 to 400 doll | 401 to 450 doll | 451 to 500 doll | 501 to 550 doll | 551 to 600 doll | 601 to 650 doll | 651 to 700 doll | 701 to 750 doll | 751 to 800 doll | 801 to 850 doll | 851 to 900 doll | 901 to 950 doll | 951 to 1000 doll | 1001 to doll and over | | |
| 44 | 17 | 14 | 13 | 1 | 2 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |
| 118 | 45 | 39 | 17 | 16 | 5 | 10 | 5 | 5 | 12 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |
| 26 | 12 | 15 | 6 | 5 | 4 | 3 | 4 | 3 | 5 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |
| 5 | 9 | 2 | 4 | 2 | 2 | 2 | 2 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |
| 7 | 2 | 2 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |
| 23 | 20 | 15 | 4 | 9 | 2 | 2 | 2 | 1 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |
| 2 | 1 | 2 | 2 | 1 | 1 | 1 | 1 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |
| 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |
| 228 | 108 | 97 | 51 | 36 | 16 | 17 | 16 | 11 | 22 | 7 | 2 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |
| | | | | | | | 1 | | | | | | | | | | | | | | 1 | |
| | | | | | | | | | | | | | | | | | | | | | 2 | |
| | | | | | | | 1 | | | | | | | | | | | | | | 1 | |
| | | | | | | | | | | 1 | | | | | | | | | | | 2 | |
| | | | | | | | | | | | | | | | | | | | | | 1 | |
| | | | | | | | | | | 1 | | | | | | | | | | | 2 | |
| | | | | | | | | | | | | | | | | | | | | | 1 | |

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$1,000 TO \$2,000.

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|-----------------------------------|-----|--|
| 100 dols. and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 doll | 401 to 500 doll | 501 to 600 doll | 601 to 700 doll | 701 to 800 doll | 801 to 900 doll | 901 to 1000 doll | 1001 to 1100 doll | 1101 to 1200 doll | 1201 to 1300 doll | 1301 to 1400 doll | 1401 to 1500 doll | 1501 to 1600 doll | 1601 to 1700 doll | 1701 to 1800 doll | 1801 to 1900 doll | 1901 to 2000 doll | 2001 to doll and over | | |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 | |
| 2 | 1 | | | | | | | | | | | | | | | | | | | | 2 | |
| 1 | | | | | | | | | | | | | | | | | | | | | 3 | |
| 2 | | | | | | | | | | | | | | | | | | | | | 4 | |
| 1 | 1 | | | | | | | | | | | | | | | | | | | | 5 | |
| 2 | | | | | | | | | | | | | | | | | | | | | 6 | |
| 4 | 2 | | | 1 | | | | | | | | | | | | | | | | | 7 | |
| 1 | | | | 1 | | | | | | | | | | | | | | | | | 8 | |
| 1 | | | | | | | | | | | | | | | | | | | | | 9 | |
| 1 | 1 | | | 1 | | | | | | | | | | | | | | | | | 10 | |
| 1 | | | | | | | | | | | 1 | | | | | | | | | | 11 | |
| | | | | 1 | | | | | 1 | | | | | | | | | | | | 12 | |
| | | | | | | | | | | | | | 1 | | | | | | | | 13 | |
| 1 | | | | | | | | | | | | | | 1 | | | | | | | 14 | |
| 1 | | | | | | | | | | | | | | | 1 | | | | | | 15 | |
| | | | | | | | | | | | | | | | | | | | | | 16 | |
| | | | | | | | | | | | | | | | | | | | | | a 2 | |
| 18 | 5 | | | 2 | 1 | | | 1 | | | | 1 | 1 | 1 | 1 | | | | | | 2 | |
| 42 | 23 | 12 | 8 | 6 | 2 | 1 | 6 | 3 | 1 | 4 | 1 | 1 | 1 | 1 | 1 | | | | | | b 2 | |
| 60 | 28 | 12 | 8 | 8 | 3 | 1 | 6 | 4 | 1 | 4 | 2 | 1 | 2 | 2 | 1 | | | | | | 4 | |

a One \$2,277, one \$2,500.

b One \$2,278, one \$2,377.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 31 (GROUP V)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$1,000 TO \$2,000—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employ- és. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|--------------------------|------------------|--------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|-----|-----|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | |
| Agent, baggage | 1 | 1 | \$6.58 | | | | | | | | | | 1 | |
| | | 1 | | | | | | | | | | | 1 | |
| Agents, commercial..... | 1 | 1 | 4.93 | | | | | | | | | 1 | | |
| | 2 | 2 | 5.48 | | | | | | | | | 1 | | |
| | 3 | 2 | 6.58 | | | 1 | | | | | | 1 | 1 | |
| | | 5 | | | | 1 | | | | | | 2 | 2 | |
| Agents, contracting..... | 1 | 1 | 2.96 | | | | | | | | | 1 | | |
| | 2 | 2 | 3.29 | | | | 2 | | | | | | | |
| | 3 | 3 | 4.11 | | | 1 | | | | | | | 2 | |
| | | 6 | | | | 1 | 2 | | | | | 1 | 2 | |
| Agents, freight..... | 1 | 2 | 3.29 | 1 | | | 1 | | | | | | | |
| | 2 | 2 | 4.11 | | | | | | | | | | 2 | |
| | 3 | 1 | 4.93 | | | | | | | | | | 1 | |
| | 4 | 3 | 5.48 | | | | 2 | | | | | | 1 | |
| | 5 | 1 | 6.58 | | | | | | | | | | 1 | |
| | 9 | | | 1 | | 2 | 1 | | | | | | 5 | |
| Agents, special..... | 1 | 1 | 2.46½ | | | | | | | | | | 1 | |
| | 2 | 2 | 2.63 | | | | 1 | | | | | | 1 | |
| | 3 | 2 | 3.29 | | | | 1 | | | | | | 1 | |
| | 4 | 2 | 4.11 | | | | | | | | | 1 | 1 | |
| | 5 | 1 | 5.48 | | | | 1 | | | | | | 1 | |
| | 6 | 1 | 6.58 | | | | | | | | | | 1 | |
| | 9 | | | | | 3 | | | | | | 2 | 4 | |
| Agents, ticket..... | 1 | 3 | 1.97 | | | | | | | | | | | 3 |
| | 2 | 1 | 2.46½ | | | | | | | | | | | 1 |
| | 3 | 2 | 2.96 | | | | | | | | | | | 2 |
| | 4 | 1 | 3.29 | | | | 1 | | | | | | | |
| | 5 | 1 | 4.93 | | | | | | | | | | | 1 |
| | 8 | | | | | | 1 | | | | | | 7 | |
| | 6 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) |
| | 14 | | | | | | | | | | | | | |
| Bookkeepers | 1 | 2 | 4.11 | | | | 1 | | | | | | | 1 |
| | | 2 | | | | | 1 | | | | | | | 1 |
| Cashiers..... | 1 | 1 | 2.50 | | | | | | | | | | | 1 |
| | 2 | 4 | 2.46½ | | | 1 | 1 | | | | | 1 | 1 | |
| | 3 | 2 | 2.63 | | | | 1 | | | | | | 1 | |
| | 4 | 1 | 2.80 | | | | 1 | | | | | | 1 | |
| | 5 | 1 | 4.11 | | | | | | | | | | 1 | |
| | 9 | | | | 1 | 2 | | | | | | 1 | 5 | |
| Civil engineers | 1 | 2 | 3.29 | | | 1 | | | | | | | | 1 |
| | 2 | 2 | 3.78 | | | | 1 | 1 | | | | | | |
| | 3 | 1 | 4.11 | 1 | | | | | | | | | | 1 |
| | 4 | 1 | 4.93 | | | | | | | | | | | 1 |
| | 6 | | | 1 | 1 | 1 | 1 | | | | | | | 2 |

a Rate and time cannot be stated, as they received commission.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 31 (GROUP V)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$1,000 TO \$2,000—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|-----------------------------|---|
| 100 dolls. and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 doll | 401 to 500 doll | 501 to 600 doll | 601 to 700 doll | 701 to 800 doll | 801 to 900 doll | 901 to 1000 doll | 1001 to 1100 doll | 1101 to 1200 doll | 1201 to 1300 doll | 1301 to 1400 doll | 1401 to 1500 doll | 1501 to 1600 doll | 1601 to 1700 doll | 1701 to 1800 doll | 1801 to 1900 doll | 1901 to 2000 doll | 2001 doll and over | |
| | | | | | | | | | | | | | | | | | | | | a 1 | 1 |
| | | | | | | | | | | | | | | | | | | | | 1 | |
| | | | | | | | | | | | | | 1 | | | | | | | | 1 |
| | | | 1 | | | | | | | | | | | 1 | | | | | | a 1 | 3 |
| | | | 1 | | | | | | | | | | 1 | 1 | | | | | | 1 | 1 |
| | | | | 1 | 1 | | | 1 | | | | | | | | | | | | | 1 |
| | | 1 | | | | | | | | | | | | | 2 | | | | | | 3 |
| | | | 1 | 1 | 1 | | | 1 | | | | | | 2 | | | | | | | |
| 1 | | | | 1 | | | | | | | | | | | 2 | | | | | | 1 |
| | | | | | | | | | | | | | | | | | 1 | | | | 2 |
| | | | 2 | | | | | | | | | | | | | | | | 1 | | 3 |
| | | | | | | | | | | | | | | | | | | | 1 | | 4 |
| 1 | | | 2 | 1 | | | | | | | | | | 2 | | | 1 | | 1 | 1 | 5 |
| | | | 1 | | | | | 1 | | | | | | | | | | | | | 1 |
| | | | 1 | | | | | | | 1 | | | | | | | | | | | 2 |
| | | | | 1 | | | | | | | 1 | | | | 1 | | | | | | 3 |
| | | | | | | | | | | | | | | | | | | | | | 4 |
| | | | | | | | | | | | | | | | | | | | | | 5 |
| | | | | | | | | | | | | | | | | | | | | a 1 | 6 |
| | | | 2 | 1 | | | | 1 | 1 | | | 2 | | | 1 | | | | | | 1 |
| | | | | | | | 1 | 2 | | | | | | | | | | | | | 1 |
| | | | | | | | | 1 | 1 | | 1 | | | | | | | | | | 2 |
| | | | | | | | | | | | | | | | | | | 1 | | | 3 |
| | | | | | | | | | | | | | | | | | | | | | 4 |
| | | | | | | | | | | | | | | | | | | | | | 5 |
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a \$2,400.

b \$2,300.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 31 (GROUP V)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$1,000 TO \$2,000—Continued.

For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employ- ees. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|------------------------------|------------------|---------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|-------|-------|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | |
| Civil engineers, assistant.. | 1 | 1 | \$0.66 | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... |
| | 2 | 1 | 1.97 | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... |
| | 3 | 1 | 2.00 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 4 | 1 | 3.23 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| | 5 | 1 | 4.70 | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... |
| | 6 | 1 | 4.93 | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... |
| | | 6 | ..... | ..... | 1 | ..... | ..... | 3 | 1 | ..... | ..... | ..... | 1 | ..... |
| Clerks..... | 1 | 9 | .33 | ..... | 4 | 1 | ..... | 2 | ..... | ..... | ..... | ..... | ..... | 2 |
| | 2 | 4 | .39½ | ..... | ..... | ..... | 3 | 1 | ..... | ..... | ..... | ..... | ..... | ..... |
| | 3 | 15 | .49½ | ..... | 1 | 4 | ..... | 3 | 1 | 4 | ..... | ..... | ..... | 2 |
| | 4 | 4 | .54 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | 1 | ..... | ..... |
| | 5 | 17 | .66 | ..... | 2 | 2 | ..... | 4 | 1 | 2 | 1 | 1 | ..... | 3 |
| | 6 | 6 | .74 | ..... | ..... | ..... | ..... | ..... | 1 | 1 | 1 | 1 | ..... | 3 |
| | 7 | 24 | .82 | ..... | 2 | ..... | 3 | 2 | 4 | 3 | 3 | 3 | ..... | 7 |
| | 8 | 19 | .98½ | ..... | 2 | 2 | ..... | 1 | 2 | 1 | 1 | ..... | ..... | 9 |
| | 9 | 8 | 1.07 | ..... | 1 | 1 | ..... | ..... | ..... | 2 | ..... | ..... | ..... | 4 |
| | 10 | 43 | 1.15 | ..... | 2 | 7 | ..... | 7 | 8 | 3 | 2 | 1 | ..... | 13 |
| | 11 | 5 | 1.23½ | ..... | ..... | ..... | 1 | ..... | ..... | 1 | ..... | ..... | ..... | 3 |
| | 12 | 119 | 1.31½ | ..... | 18 | 12 | 24 | 19 | 11 | 13 | 4 | 4 | ..... | 18 |
| | 13 | 18 | 1.35 | ..... | 2 | 3 | ..... | 1 | 2 | 2 | 3 | 1 | ..... | 4 |
| | 14 | 43 | 1.48 | ..... | 11 | 3 | ..... | 7 | 5 | 1 | 3 | 1 | ..... | 12 |
| | 15 | 19 | 1.50 | ..... | 1 | 4 | ..... | 2 | 2 | 2 | 1 | 1 | ..... | 6 |
| | 16 | 17 | 1.55 | ..... | 1 | ..... | 1 | 2 | 1 | 4 | 1 | 1 | ..... | 7 |
| | 17 | 12 | 1.61 | ..... | 1 | ..... | 2 | 1 | ..... | ..... | 2 | 2 | ..... | 6 |
| | 18 | 179 | 1.64½ | ..... | 22 | 22 | 34 | 17 | 10 | 15 | 12 | 45 | ..... | 2 |
| | 19 | 68 | 1.81 | ..... | 7 | 6 | 7 | 6 | 2 | 5 | 10 | 25 | ..... | ..... |
| | 20 | 163 | 1.97 | ..... | 22 | 11 | 18 | 16 | 7 | 11 | 11 | 67 | ..... | ..... |
| | 21 | 17 | 2.00 | ..... | 4 | 1 | 1 | 3 | ..... | ..... | 1 | 6 | ..... | ..... |
| | 22 | 59 | 2.14 | ..... | 3 | 1 | 5 | 6 | 4 | 3 | 3 | 34 | ..... | ..... |
| | 23 | 8 | 2.15 | ..... | 1 | ..... | 2 | ..... | ..... | ..... | 1 | 4 | ..... | ..... |
| | 24 | 12 | 2.25 | ..... | ..... | ..... | 3 | 1 | ..... | ..... | 1 | 5 | ..... | ..... |
| | 25 | 68 | 2.30 | ..... | 11 | 7 | 3 | 8 | 9 | 3 | 4 | 23 | ..... | ..... |
| | 26 | 93 | 2.46½ | ..... | 9 | 3 | 9 | 2 | 6 | 4 | 3 | 57 | ..... | ..... |
| | 27 | 13 | 2.50 | ..... | 3 | 1 | 2 | ..... | ..... | ..... | 2 | 5 | ..... | ..... |
| | 28 | 24 | 2.63 | ..... | ..... | 5 | 3 | ..... | 2 | 1 | 1 | 12 | ..... | ..... |
| | 29 | 28 | 2.80 | ..... | ..... | 1 | 2 | 2 | 1 | 1 | 1 | 18 | ..... | 1 |
| | 30 | 35 | 2.96 | ..... | 3 | 1 | 3 | 4 | 1 | 2 | 1 | 20 | ..... | ..... |
| | 31 | 8 | 3.12½ | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | 7 | ..... | ..... |
| | 32 | 44 | 3.29 | ..... | 1 | 1 | 4 | 2 | 3 | ..... | 2 | 31 | ..... | ..... |
| | 33 | 11 | 3.62 | ..... | ..... | ..... | 1 | 1 | ..... | 1 | 1 | 7 | ..... | ..... |
| | 34 | 6 | 3.78 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | 5 | ..... | ..... |
| | 35 | 2 | 3.94½ | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | 1 | ..... | ..... |
| | 36 | 19 | 4.11 | ..... | 1 | ..... | 1 | 1 | 1 | ..... | 2 | 13 | ..... | ..... |
| | 37 | 2 | 4.27½ | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 | ..... | ..... |
| | 38 | 7 | 4.44 | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | 6 | ..... | ..... |
| | 39 | 5 | 4.60 | ..... | ..... | ..... | ..... | 1 | ..... | 1 | ..... | 3 | ..... | ..... |
| | 40 | 12 | 4.93 | ..... | ..... | 1 | 2 | ..... | 1 | ..... | 1 | 7 | ..... | ..... |
| | 41 | 1 | 5.48 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... |
| | 42 | 1 | 5.75 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... |
| | 43 | 3 | 6.57½ | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | 2 | ..... | ..... |
| | | 1,270 | ..... | 132 | 105 | 154 | 124 | 83 | 88 | 73 | 507 | 4 | ..... | ..... |
| Conductors, freight..... | 1 | 10 | 1.97 | 5 | 3 | 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 2 | 9 | 2.00 | 5 | 1 | 2 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 3 | 3 | 2.15 | 3 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 4 | 3 | 2.30 | 1 | ..... | ..... | ..... | ..... | 1 | 1 | ..... | ..... | ..... | ..... |
| | 5 | 2 | 2.35 | ..... | ..... | 1 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... |
| | 6 | 3 | 2.50 | ..... | ..... | 1 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 7 | 18 | 2.60 | 2 | 2 | 1 | ..... | 1 | ..... | 2 | ..... | 10 | ..... | ..... |
| | 8 | 39 | 2.63 | 12 | 2 | 1 | 6 | 2 | 5 | 4 | 6 | 1 | ..... | ..... |
| | 9 | 68 | 2.75 | 22 | 13 | 17 | 9 | 1 | ..... | 1 | 4 | 1 | ..... | ..... |
| | 10 | 7 | 2.80 | 1 | ..... | 3 | ..... | 3 | 1 | ..... | 1 | ..... | ..... | ..... |
| | 11 | 20 | 2.90 | 1 | 1 | 1 | 6 | 1 | 1 | 1 | 4 | 2 | ..... | ..... |
| | 12 | 16 | 2.96 | 4 | ..... | 7 | 1 | 1 | 2 | ..... | ..... | 1 | ..... | ..... |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 31 (GROUP V)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$1,000 TO \$2,000—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employ- és. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|-------------------------------------|------------------|--------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|--|--|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | |
| Conductors, freight—con- cluded. | 13 | 75 | \$3.00 | 22 | 6 | 9 | 5 | 7 | 6 | 2 | 7 | 11 | | |
| | 14 | 4 | 3.12 $\frac{1}{2}$ | 1 | | 1 | 1 | 1 | | | | | | |
| | 15 | 13 | 3.29 | 4 | 1 | 7 | | 1 | | | | | | |
| | 16 | 11 | 3.75 | 4 | | 4 | 2 | 1 | | | | | | |
| | | 301 | | 87 | 29 | 56 | 34 | 20 | 16 | 11 | 22 | 26 | | |
| | | 118 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | | |
| | | 419 | | | | | | | | | | | | |
| Conductors, passenger ... | 1 | 1 | 1.97 | | | 1 | | | | | | | | |
| | 2 | 6 | 2.30 | 2 | 3 | | 1 | | | | | | | |
| | 3 | 1 | 2.46 $\frac{1}{2}$ | | | | | | 1 | | | | | |
| | 4 | 7 | 2.63 | | | | 1 | | 1 | | | | | |
| | 5 | 6 | 2.75 | 3 | 2 | | | | | | | 1 | | |
| | 6 | 2 | 2.90 | | | 2 | | | | | | | | |
| | 7 | 32 | 2.96 | 11 | 5 | 2 | 5 | 2 | 1 | 3 | 3 | | | |
| | 8 | 11 | 3.00 | 1 | 1 | | 1 | 2 | | 2 | 4 | | | |
| | 9 | 62 | 3.29 | 13 | 3 | 5 | 3 | 6 | | 3 | 29 | | | |
| | 10 | 2 | 3.75 | | 1 | | 1 | | | | | | | |
| | | 130 | | 34 | 16 | 10 | 12 | 10 | 3 | 8 | 36 | 1 | | |
| | | 4 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | | |
| | | 134 | | | | | | | | | | | | |
| Detectives | 1 | 3 | 1.81 | | 1 | | | | 2 | | | | | |
| | 2 | 1 | 1.97 | | | | | | 1 | | | | | |
| | 3 | 1 | 2.00 | | 1 | | | | | | | | | |
| | 4 | 9 | 2.46 $\frac{1}{2}$ | 1 | 1 | 1 | 3 | 2 | | | 1 | | | |
| | 5 | 2 | 2.50 | 1 | | 1 | | | | | | | | |
| | 6 | 4 | 2.63 | | 1 | 2 | | 1 | | | | | | |
| | 7 | 3 | 2.80 | | | | | | 1 | | 2 | | | |
| | 8 | 2 | 2.86 | | 2 | | | | | | | | | |
| | 9 | 8 | 2.96 | | 2 | | | 1 | | | 5 | | | |
| | | 33 | | 5 | 5 | 4 | 3 | 4 | 4 | | 8 | | | |
| Dispatchers | 1 | 1 | 1.31 $\frac{1}{2}$ | | | | 1 | | | | | | | |
| | 2 | 2 | 2.46 $\frac{1}{2}$ | | | | 1 | 1 | | | | | | |
| | 3 | 1 | 2.80 | | | | 1 | | | | | | | |
| | 4 | 13 | 2.96 | 2 | | 4 | | 1 | 2 | | 4 | | | |
| | 5 | 4 | 3.29 | 1 | | 2 | | 1 | | | | | | |
| | 6 | 9 | 3.62 | 1 | | 3 | 1 | 1 | 1 | | 2 | | | |
| | | 30 | | 4 | | 10 | 3 | 4 | 3 | | 6 | | | |
| Dispatchers, assistant | 1 | 6 | 2.96 | | | 1 | 1 | | 1 | 1 | 2 | | | |
| | 2 | 5 | 3.62 | | | 1 | | 1 | | 1 | 2 | | | |
| | | | 11 | | | 2 | 1 | 1 | 1 | 2 | 4 | | | |
| Dispatchers, chief | 1 | 2 | 2.96 | | | 1 | | | | 1 | | | | |
| | 2 | 3 | 3.29 | | | | | | | | 3 | | | |
| | 3 | 2 | 3.62 | | | | | 1 | | | 1 | | | |
| | 4 | 2 | 4.11 | | | | | | | | 2 | | | |
| | 5 | 1 | 4.44 | | | | | | | | 1 | | | |
| | | 10 | | | | 1 | | 1 | | 1 | 7 | | | |
| Draughtsmen | 1 | 1 | 2.50 | | | | | | | 1 | | | | |
| | 2 | 2 | 2.96 | | | 1 | | | 1 | 1 | | | | |
| | 3 | 1 | 3.00 | | 1 | | | | | | | | | |
| | 4 | 2 | 3.29 | | | | | 1 | | | 1 | | | |
| | 5 | 1 | 4.11 | | | | | | | | 1 | | | |
| | | | 7 | | 1 | 1 | | 1 | 1 | 1 | 2 | | | |

a Rate and time cannot be stated, as they worked by the mile.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 31 (GROUP V)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$1,000 TO \$2,000—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 163.]

| Occupation. | Marginal number. | Number of employ- ees. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | |
|-----------------------------|------------------|---------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | | | | | | | | |
| Engineers..... | 1 | 1 | \$1.75 | | 1 | | | | | | | | | | | | | | | | |
| | 2 | 2 | 2.00 | | 1 | | 1 | | | | | | | | | | | | | | |
| | 3 | 2 | 2.14 | | 1 | 1 | | | | | | | | | | | | | | | |
| | 4 | 16 | 2.30 | | 3 | 2 | 6 | 2 | | 2 | | | | | | | | | | | |
| | 5 | 14 | 2.60 | | 3 | 5 | 4 | | 1 | | 1 | | | | | | | | | | |
| | 6 | 78 | 2.63 | | 24 | 9 | 8 | 4 | 3 | 1 | 5 | 19 | 5 | | | | | | | | |
| | 7 | 13 | 2.75 | | 4 | 2 | | 1 | 2 | 1 | 1 | 2 | | | | | | | | | |
| | 8 | 12 | 2.85 | | 1 | 2 | 1 | 1 | 2 | 2 | | | | | | | | | | | |
| | 9 | 9 | 2.96 | | | | | 3 | 1 | 1 | 2 | 2 | | | | | | | | | |
| | 10 | 9 | 3.00 | | 2 | | 1 | 1 | | | | | | | | | | | | | |
| | 11 | 118 | 3.50 | | 8 | 9 | 9 | 3 | 8 | 3 | 9 | 11 | 58 | | | | | | | | |
| | 12 | 281 | 4.00 | | 46 | 22 | 42 | 27 | 24 | 19 | 29 | 37 | 35 | | | | | | | | |
| | 13 | 1 | 4.16½ | | | | | | 1 | | | | | | | | | | | | |
| | 14 | 1 | 4.93 | | | | | | | | | | | | | | | | | | |
| | | 557 | ..... | 92 | 54 | 71 | 43 | 42 | 29 | 47 | 79 | 100 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Foremen, blacksmiths..... | 1 | 1 | 2.46½ | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 2 | 1 | 2.75 | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 3 | 1 | 2.96 | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 4 | 1 | 3.00 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 5 | 4 | 3.29 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 6 | 1 | 3.62 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 7 | 1 | 3.75 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | | 10 | ..... | 1 | 1 | 2 | ..... | 1 | 1 | 1 | 3 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |  |
| Foremen, boilermakers..... | 1 | 1 | 2.96 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 2 | 1 | 3.29 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 3 | 1 | 3.78 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | | 3 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |  |
| Foreman, brassmoulders .. | 1 | 1 | 2.90 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Foremen, car repairers..... | 1 | 1 | 1.97 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 2 | 1 | 2.63 | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 3 | 1 | 2.96 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 4 | 1 | 3.29 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 5 | 1 | 3.62 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 6 | 1 | 4.44 | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | | 6 | ..... | ..... | ..... | 1 | ..... | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |  |
| Foremen, general..... | 1 | 1 | 2.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 2 | 2 | 3.29 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 3 | 3 | 4.11 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 4 | 1 | 4.60 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 5 | 1 | 4.76½ | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 6 | 1 | 4.93 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | | 9 | ..... | ..... | ..... | 2 | 1 | ..... | ..... | 1 | 1 | 4 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |  |
| Foremen, machinists..... | 1 | 1 | 1.64½ | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 2 | 1 | 2.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 3 | 3 | 2.90 | ..... | ..... | 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 4 | 5 | 2.96 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 5 | 15 | 3.00 | ..... | ..... | 2 | ..... | 2 | 1 | 3 | 2 | 1 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 6 | 7 | 3.29 | ..... | ..... | ..... | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 7 | 3 | 3.62 | ..... | ..... | ..... | ..... | 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 8 | 1 | 3.70 | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 9 | 2 | 3.94½ | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | | 38 | ..... | 3 | 3 | 9 | 6 | 3 | 6 | 2 | 4 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |  |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 31 (GROUP V)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$1,000 TO \$2,000—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employ- ees. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | |
|-----------------------------------|------------------|---------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|---|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | |
| Foremen, tinnners..... | 1 | 1 | \$2.90 | | | | | | | | | | |
| | 2 | 1 | 3.15 | | | | | | | | | | 1 |
| | 2 | | | | | | | | | | | 1 | 1 |
| Foreman, upholsterers | 1 | 1 | 3.25 | | | | | | | | | 1 | |
| | 1 | | | | | | | | | | | 1 | |
| Inspectors, scale | 1 | 1 | 1.41 | | 1 | | | | | | | | |
| | 2 | 1 | 2.25 | 1 | | | | | | | | | |
| | 3 | 1 | 3.50 | | | | | | | | | 1 | |
| | 3 | | | 1 | 1 | | | | | | | 1 | |
| Machinists | 1 | 1 | 1.75 | | 1 | | | | | | | | |
| | 2 | 2 | 2.00 | 1 | | 1 | | | | | | | |
| | 3 | 34 | 2.25 | 14 | 1 | 1 | 8 | 1 | 3 | 1 | 4 | 1 | |
| | 4 | 3 | 2.40 | 2 | | | | | | | 1 | | |
| | 5 | 77 | 2.50 | 24 | 5 | 16 | 15 | 7 | 6 | 2 | | 2 | |
| | 6 | 74 | 2.60 | 17 | 16 | 17 | 13 | 3 | 3 | | 4 | 1 | |
| | 7 | 4 | 2.65 | 1 | | | | | | 1 | 1 | 1 | |
| | 8 | 59 | 2.70 | 17 | 12 | 14 | 7 | 2 | 1 | 1 | 5 | | |
| | 9 | 122 | 2.75 | 27 | 30 | 25 | 17 | 5 | 6 | 2 | 7 | 3 | |
| | 10 | 61 | 2.80 | 12 | 5 | 9 | 3 | 10 | 5 | 2 | 8 | 7 | |
| | 11 | 18 | 2.85 | 1 | 2 | 4 | 4 | 2 | | 1 | 3 | 1 | |
| | 12 | 26 | 2.90 | 4 | 2 | 2 | 4 | 3 | 2 | | 6 | 3 | |
| | 13 | 2 | 3.00 | | | | | 1 | | | | 1 | |
| | 14 | 1 | 3.15 | | | | | | | | | 1 | |
| | | 484 | | 120 | 74 | 89 | 71 | 34 | 26 | 10 | 40 | 20 | |
| Master mechanics, assist- ant. | 1 | 3 | 4.93 | | | 1 | | | | 1 | 1 | | |
| | 2 | 1 | 5.75 | | | | | | | | 1 | | |
| | 4 | | | | | 1 | | | | 1 | 2 | | |
| Paymaster, assistant..... | 1 | 1 | 4.11 | | | | | | | | 1 | | |
| | 1 | | | | | | | | | | 1 | | |
| Roadmasters | 1 | 1 | 1.64½ | | | | 1 | | | | | | |
| | 2 | 1 | 2.63 | | | 1 | | | | | | | |
| | 3 | 1 | 2.96 | | | | 1 | | | | | | |
| | 4 | 2 | 3.29 | | | | | 1 | | | 1 | | |
| | 5 | 3 | 3.62 | | 1 | | 1 | 1 | | | | | |
| | 6 | 3 | 4.11 | | | 1 | 1 | | | | 1 | | |
| | 7 | 1 | 4.93 | | | 1 | | | | | | | |
| | 12 | | | 1 | 3 | 4 | 2 | | | | 2 | | |
| Roadmasters, division.... | 1 | 1 | 2.46½ | | | | | 1 | | | | | |
| | 2 | 1 | 2.96 | | | | 1 | | | | | | |
| | 3 | 8 | 3.29 | 2 | 1 | 1 | | | 1 | | 3 | | |
| | 4 | 5 | 3.62 | | 1 | | | | | | 4 | | |
| | 5 | 2 | 4.11 | | 1 | | | | | | 2 | | |
| | 6 | 2 | 4.93 | | | | | 2 | | | | | |
| | 7 | 1 | 5.75 | | | | | | | 1 | | | |
| | 20 | | | 2 | 2 | 1 | 1 | 3 | 1 | 1 | 9 | | |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 31 (GROUP V)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$1,000 TO \$2,000—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|-----------------------------|
| 100 dolls. and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 doll | 401 to 500 doll | 501 to 600 doll | 601 to 700 doll | 701 to 800 doll | 801 to 900 doll | 901 to 1000 doll | 1001 to 1100 doll | 1101 to 1200 doll | 1201 to 1300 doll | 1301 to 1400 doll | 1401 to 1500 doll | 1501 to 1600 doll | 1601 to 1700 doll | 1701 to 1800 doll | 1801 to 1900 doll | 1901 to 2000 doll | 2001 doll and over |
| | | | | | | | | | | 1 | | | | | | | | | | 1 |
| | | | | | | | | | | 1 | 1 | | | | | | | | | 2 |
| | | | | | | | | | | 1 | 1 | | | | | | | | | 1 |
| | | | | | | | | | | 1 | | | | | | | | | | 1 |
| 1 | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | | | | | | | | | | | | | | | | | | | | 2 |
| | | | | | | | | | | | 1 | | | | | | | | | 3 |
| | | | | | | | | | | | | 1 | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | | | | 2 |
| 1 | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | 1 | | | | | | | | | | | | | | | | | | | 2 |
| 15 | 1 | 6 | 3 | 2 | 2 | | 4 | | 1 | | | | | | | | | | | 3 |
| 2 | | | | | | | | 1 | | | | | | | | | | | | 4 |
| 27 | 11 | 12 | 11 | 6 | 6 | 1 | 1 | 1 | 2 | 2 | | | | | | | | | | 5 |
| 26 | 20 | 9 | 8 | 3 | 1 | 2 | 1 | 2 | 2 | | | | | | | | | | | 6 |
| 1 | | | | | | | | | | 1 | | | | | | | | | | 7 |
| 24 | 12 | 9 | 5 | 2 | 1 | | 1 | 3 | 2 | 1 | | | | | | | | | | 8 |
| 39 | 31 | 14 | 14 | 6 | 3 | 3 | 2 | 3 | 4 | 1 | 2 | | | | | | | | | 9 |
| 15 | 6 | 6 | | 7 | 9 | 1 | 1 | 5 | 3 | 2 | | | | | | | | | | 10 |
| 3 | 3 | 1 | 3 | 2 | 1 | 2 | 1 | 1 | 1 | 1 | | | | | | | | | | 11 |
| 3 | 1 | 2 | 4 | 1 | 2 | 1 | 1 | 2 | 4 | 2 | 1 | | | | | | | | | 12 |
| | | | | 1 | | | | | | 1 | 1 | | | | | | | | | 13 |
| | | | | | | | | | | | | | | | | | | | | 14 |
| 159 | 86 | 59 | 48 | 30 | 25 | 8 | 13 | 17 | 21 | 11 | 7 | | | | | | | | | 1 |
| | | | | 1 | | | | | | | | | 1 | | | 1 | | | | 2 |
| | | | | 1 | | | | | | | | | 1 | | | 1 | | | | 1 |
| | | | | | | | | | | | | | | 1 | | | | | | 1 |
| | 1 | | | | | | | | | | | | | | | | | | | 1 |
| | | 1 | | | | | | | | | | | | | | | | | | 2 |
| | | | 1 | | | | | | | | | | | | | | | | | 3 |
| | 1 | | | 1 | | | | 1 | | | | | | | | | | | | 4 |
| | | 1 | | | 1 | | | | | | | | | | 1 | | | | | 5 |
| | | | 1 | | | | | | | | | | | | | | | | | 6 |
| | | | | | | | | | | | | | | | | | | | | 7 |
| | | 2 | 3 | 1 | 1 | 2 | | 1 | | | | | | 1 | | | | | | 1 |
| | | | | | 1 | | | | | | | | | | | | | | | 2 |
| | | | | 1 | | | | | | | | | | | | | | | | 3 |
| 3 | | 1 | | | | | | 1 | | | | 3 | | | | | | | | 4 |
| | | | | | | | | | | | | | 4 | | | | | | | 5 |
| | | | | | | | | | 1 | 1 | | | | | 2 | | | | | 6 |
| | | | | | | | | | | | | | | | | | | | | 7 |
| 3 | 1 | 1 | 1 | 1 | | | 1 | 1 | 1 | | 3 | | 4 | 3 | | | | | | 1 |

α \$2,100.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 31 (GROUP V)—Concluded.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$1,000 TO \$2,000—Concluded.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employ-és. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | | | | | | |
|----------------------------|------------------|----------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|---|--|--|--|--|--|---|---|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | | | | | | | |
| Yardmasters | 1 | 1 | \$1.48 | | | 1 | | | | | | | | | | | | | | |
| | 2 | 1 | 1.97 | | | | | | | | | | | | | | | | | 1 |
| | 3 | 4 | 2.30 | | 1 | 1 | 7 | | | | | | | | | | | | | |
| | 4 | 15 | 2.46½ | 7 | 2 | 7 | | | | 1 | | | | | | | | | | |
| | 5 | 1 | 2.50 | | | 3 | | | | 1 | 1 | 2 | | | | | | | | |
| | 6 | 21 | 2.63 | 9 | 3 | 1 | 2 | 1 | 2 | 1 | 1 | 2 | | | | | | | | |
| | 7 | 1 | 2.87½ | | | | | | | | | | | | | | | | | 1 |
| | 8 | 5 | 2.96 | | 1 | | 1 | | 1 | | | | 1 | | | | | | | 1 |
| | 9 | 2 | 3.29 | | | 1 | | | | | | | | | | | | | | 1 |
| | 10 | 1 | 3.62 | | 1 | | | | 1 | | | | | | | | | | | |
| | 11 | 1 | 4.11 | | | | | | | | | | | | | | | | | 1 |
| | 12 | 1 | 4.93 | | | | | | | | | | | | | | | | | 1 |
| | | 54 | ..... |  | 19 | 7 | 6 | 2 | 3 | 5 | 3 | 9 | | | | | | | | |
| Yardmasters, assistant.... | 1 | 1 | 2.50 | | | | 1 | | | | | | | | | | | | | |
| | 2 | 7 | 2.80 | | 1 | 1 | 1 | | | | | 1 | | | | | | | 3 | |
| | 3 | 6 | 2.96 | | 1 | 1 | | 2 | | | | | | | | | | | 2 | |
| | 4 | 1 | 3.00 | | | | 1 | | | | | | | | | | | | | |
| | 5 | 2 | 3.62 | | | | | | | | | | | | | | | | 2 | |
| | 6 | 6 | 3.29 | 1 | 1 | 1 | | | 1 | 1 | 1 | | | | | | | | 1 | |
| | 23 | ..... |  | 1 | 3 | 4 | 2 | 2 | 1 | 2 | 8 | | | | | | | | | |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 31 (GROUP V)—Concluded.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$1,000 TO \$2,000—Concluded.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 163.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|-----------------------------------|----|
| 100 dolls. and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 doll | 401 to 500 doll | 501 to 600 doll | 601 to 700 doll | 701 to 800 doll | 801 to 900 doll | 901 to 1000 doll | 1001 to 1100 doll | 1101 to 1200 doll | 1201 to 1300 doll | 1301 to 1400 doll | 1401 to 1500 doll | 1501 to 1600 doll | 1601 to 1700 doll | 1701 to 1800 doll | 1801 to 1900 doll | 1901 to 2000 doll | 2001 to doll and over | |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| 2 | 1 | | | | 1 | | 1 | | | | | | | | | | | | | | 2 |
| 8 | 2 | 1 | | | | 2 | | 2 | | | | | | | | | | | | | 3 |
| 10 | 3 | | 2 | 1 | | | 2 | | | 3 | | | | | | | | | | | 4 |
| 1 | | 1 | | 1 | | | | 1 | | | 1 | | | | | | | | | | 5 |
| 1 | 1 | | | | 1 | | | | | | | | | | | | | | | | 6 |
| | | | | | | | | | | | | | | | | | | | | | 7 |
| | | | | | | | | | | | | | | | | | | | | | 8 |
| | | | | | | | | | | | | | | | | | | | | | 9 |
| | | | | | | | | | | | | | | | | | | | | | 10 |
| | | | | | | | | | | | | | | | 1 | | | | | | 11 |
| | | | | | | | | | | | | | | | 1 | | | | | | 12 |
| 23 | 7 | 2 | 2 | 2 | 3 | 5 | 1 | 2 | 4 | 1 | | | | 2 | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| | | | 1 | | | | | | | | | | | | | | | | | | 1 |
| 1 | 1 | | 1 | | | | | 1 | 2 | 1 | | | | | | | | | | | 2 |
| | 1 | | 1 | | | 2 | | | 1 | 1 | | | | | | | | | | | 3 |
| | | | | 1 | | | | | | | | | | | | | | | | | 4 |
| | | | | | | | | | | | | | 1 | 1 | | | | | | | 5 |
| 1 | 1 | 1 | | | | | | 2 | | | | | 1 | 1 | | | | | | | 6 |
| 2 | 3 | 3 | 1 | 1 | 2 | | | 3 | 3 | 2 | 2 | 1 | | | | | | | | | |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 37 (GROUP II).

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employ-ees. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|-----------------------------|------------------|-----------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|---|--|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | |
| Agent and yardmaster | 1 | 1 | \$2.46½ | | | | | 1 | | | | | | |
| | | 1 | | | | | | 1 | | | | | | |
| Attendants, station | 1 | 1 | .98½ | | | | | | | | | | 1 | |
| | | 2 | 1.31½ | | | | | | | | | | 1 | |
| | | 3 | 1.35 | | | | | | | | | | 1 | |
| | | 3 | | | | | | | | | | | 3 | |
| Blacksmiths' apprentice .. | 1 | 1 | 1.00 | | 1 | | | | | | | | | |
| | | 1 | | | 1 | | | | | | | | | |
| Blacksmiths' helpers | 1 | 1 | .80 | | | | | | 1 | | | | | |
| | | 2 | 1.20 | | | | 1 | | | 3 | | | | |
| | | 3 | 1.30 | | | | | 1 | | | | 2 | | |
| | | 4 | 23 | 1.40 | 5 | 1 | 1 | 2 | | 1 | 4 | | 9 | |
| | | 5 | 3 | 1.50 | | | | 2 | | | | | | |
| | | 6 | 1 | 1.53½ | | | | | | | | | 1 | |
| | | 7 | 4 | 1.70 | 2 | | | 2 | | | | | | |
| | | 8 | 1 | 1.91½ | | | | | | | | | 1 | |
| | | 42 | | 7 | 1 | 1 | 7 | 1 | 3 | 7 | 15 | | | |
| | | 54 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | | |
| | | 96 | | | | | | | | | | | | |
| Boilermakers' apprentice . | 1 | 1 | .60 | | | | | | | | | 1 | | |
| | | 1 | | | | | | | | | | 1 | | |
| Boilerman | 1 | 1 | 1.31½ | | | | | | | | | 1 | | |
| | | 1 | | | | | | | | | | 1 | | |
| Boilerman, assistant | 1 | 1 | 1.18 | | | | | | | | | 1 | | |
| | | 1 | | | | | | | | | | 1 | | |
| Bolt cutters | 2 | 1 | 1.20 | | | | | | | 1 | | | | |
| | | 1 | 1.50 | | | | | | | | 1 | | | |
| | | 2 | (a) | (a) | (a) | (a) | (a) | (a) | 1 | 1 | (a) | (a) | | |
| | | 4 | | | | | | | | | | | | |
| Car builders' helpers | 1 | 1 | .60 | | 1 | | | | | | | | | |
| | | 2 | .80 | | | 1 | | | | | | | | |
| | | 2 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | | |
| | | 3 | | | | | | | | | | | | |
| Cleaners, car | 1 | 1 | .33 | | | | | | | | | 1 | | |
| | | 2 | .40½ | | | | | | | | | 1 | | |
| | | 3 | .52½ | | | | | | | | | 3 | | |
| | | 4 | .82 | 1 | | 1 | | | | | | | | |
| | | 5 | .89 | | | 2 | | | 3 | 1 | | 11 | | |
| | | 6 | .90 | 1 | | | | | | | | | | |
| | | 7 | 1.18 | 1 | | 1 | | | | 1 | | 7 | | |
| | | 8 | 1.20 | | | | | | | 1 | | 2 | | |
| | | 9 | 1.21½ | 3 | | | | 2 | 2 | | | 11 | | |
| | | 10 | 1.48 | | | | | | 1 | | | | | |
| | | 57 | | 6 | | 4 | | 2 | 6 | 3 | 36 | | | |

a Rate and time cannot be stated, as they worked by the piece.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 37 (GROUP II)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|--------------------------|--------------------------|-------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|----------------------------|---|
| 25 dolls. and under | 26 to 50 dolls. | 51 to 75 dolls. | 76 to 100 doll | 101 to 125 doll | 126 to 150 doll | 151 to 175 doll | 176 to 200 doll | 201 to 225 doll | 226 to 250 doll | 251 to 275 doll | 276 to 300 doll | 301 to 325 doll | 326 to 350 doll | 351 to 375 doll | 376 to 400 doll | 401 to 425 doll | 426 to 450 doll | 451 to 475 doll | 476 to 500 doll | 501 doll and over | |
| 5 | 8 | 2 | 3 | 2 | 1 | 5 | | 4 | 3 | 2 | 2 | | 2 | 1 | 10 | 7 | 4 | 2 | 8 | a3 | 1 |
| 5 | 8 | 2 | 3 | 2 | 1 | 5 | | 4 | 3 | 2 | 2 | | 3 | 10 | 5 | 7 | 4 | 2 | 9 | 3 | 4 |
| 1 | 1 | 5 | | | | | | | | | | | | | | | | | | | 1 |
| | 1 | 2 | 1 | 1 | | | | | | 1 | | | | | | | | | | | 2 |
| | | 1 | | | | | | | | | | | | 1 | | 1 | | | | | 3 |
| | | | 1 | | | | | | | | | | | | | | | | | | 4 |
| | | | | | | | | | | | | | | | | | | | | | 5 |
| | | | | | | | | | | | | | | | | | | | | | 6 |
| | | | | | | | | | | | | | | | | | | | | | 7 |
| 2 | 1 | 8 | 1 | 1 | | | | | | 1 | | | | | 1 | | | | | | |
| 1 | | | | 1 | | 1 | | | | 1 | | 1 | | | | | | | | | 1 |
| 1 | | | | | | | | | | | | | | 1 | | | | | | | 2 |
| 2 | | | | | 1 | | 1 | | | 1 | | 1 | | | 1 | | | | | | 3 |
| | | 1 | | | | | | | | | | | | | | | | | | | 1 |
| | | 1 | | | | | | | | | | | | | | | | | | | |
| | | | | | | 1 | | | | | | | | | | | | | | | 1 |
| | | | | | | 1 | | | | | | | | | 1 | | | | | | 2 |
| | | | | | | 1 | | | | | | | | | 1 | | | | | | 3 |
| | | | | | | 1 | 1 | 1 | 2 | | 1 | | | | 1 | 1 | | | | | |
| | | | | | | 1 | 1 | 2 | | 1 | | | | | 1 | 1 | | | | | 1 |
| | | | | | | | | | | 1 | | | | | | | | | | | |
| | | | | | | | | | | 1 | | | | | | | | | | | 1 |
| | | | | | | 1 | | 1 | | | | | | | | | | | | | 2 |
| 2 | | | | | 1 | 1 | 2 | 1 | | 1 | | | | | | | 1 | 2 | 1 | | |
| 2 | | | | | 1 | 3 | 1 | 1 | | 1 | | | | | | | 1 | 2 | 1 | | |
| | | | | | | | 1 | | | | 1 | | 1 | | | | 2 | | | | 1 |
| | | | | | | | 1 | | | | | 1 | | | | 2 | | | | | |
| | | | | | | | | 1 | 1 | | 1 | | | | | | 1 | | 1 | b1 | 1 |
| | | | | | | | | 1 | 1 | | 1 | | | | | | 1 | | 1 | 1 | |
| | | | | | | | | 1 | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | 1 | | | | | | | | | | 2 |
| | | | | | | | | | | | | 1 | | | | | | | | | 1 |
| | | | | | | | | | | | | | 1 | | | | | | | | |

a One \$504, one \$505, one \$515.

b \$600.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 37 (GROUP II)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employ- ees. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|-------------------------------|------------------|---------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|-----|-----|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | |
| Hammormen | 1 | 1 | \$1.40 | | | | | | | | | 1 | | |
| | | 1 | | | | | | | | | | | 1 | |
| | | 3 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) |
| | 4 | | | | | | | | | | | | | |
| Hostlers' helpers | 1 | 13 | 1.31½ | | | | | | | | | | 13 | |
| | 2 | 1 | 1.48 | | | | | | | | | | 1 | |
| | | 14 | | | | | | | | | | | 14 | |
| Inspectors, wheel | 1 | 2 | 1.20 | | | | | | 1 | | | | | 1 |
| | | 2 | | | | | | | 1 | | | | | 1 |
| Janitors | 1 | 2 | .16½ | | | | | | | | | | 2 | |
| | 2 | 4 | .98½ | 1 | | | | | | | | | 3 | |
| | 3 | 2 | 1.15 | | | | | | | | | | 2 | |
| | 4 | 1 | 1.31½ | | | | | | | | | | 1 | |
| | 5 | 1 | 1.48 | | | | | | | | | | 1 | |
| | | 10 | | | 1 | | | | | | | | | 9 |
| Laborers | 1 | 5 | .50 | | 5 | | | | | | | | | |
| | 2 | 1 | .80 | | | | | | | | | | 1 | |
| | 3 | 1 | .90 | 1 | | | | | | | | | | |
| | 4 | 3 | .98½ | 1 | | 2 | | | | | | | | |
| | 5 | 1 | 1.10 | | | | | | | | 1 | | | |
| | 6 | 10 | 1.15 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | | 4 | |
| | 7 | 2 | 1.18 | 1 | | | | | | | | | 1 | |
| | 8 | 141 | 1.20 | 26 | 13 | 23 | 19 | 12 | 9 | 25 | 13 | 1 | | 1 |
| | 9 | 3 | 1.25 | | | 1 | | | 1 | 1 | | | 1 | |
| | 10 | 4 | 1.28 | | | | | 2 | | | | | 1 | |
| | 11 | 50 | 1.30 | 3 | 5 | 1 | 1 | 2 | 2 | 13 | 17 | | 6 | |
| | 12 | 5 | 1.31½ | | | 2 | | | | 1 | 2 | | 5 | |
| | 13 | 6 | 1.33 | | 1 | | | | | | | | | |
| | 14 | 1 | 1.40 | | | | | | | 1 | | | | |
| | 15 | 3 | 1.50 | 3 | | | | | | | | | | |
| | 16 | 7 | 1.70 | 1 | 3 | 1 | 2 | | | | | | | |
| | 17 | 222 | 2.00 | 189 | 25 | 8 | | | | | | | | |
| | 465 | | 226 | 53 | 39 | 23 | 17 | 13 | 42 | 45 | 7 | | | |
| | 1 | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | | | |
| | 466 | | | | | | | | | | | | | |
| Laborers, coal wharf | 1 | 1 | 1.15 | | | | | | | | | 1 | | |
| | 2 | 31 | 1.20 | 10 | 2 | 3 | 4 | 1 | | | | 6 | 5 | |
| | 3 | 2 | 1.30 | | | | | | | | | 2 | | |
| | 34 | | | 10 | 2 | 3 | 4 | 1 | | | | 9 | 5 | |
| Laborers, floating gang | 1 | 48 | 1.20 | 3 | 4 | 13 | 11 | 9 | 5 | 2 | 1 | | | |
| | 2 | 2 | 1.25 | | | | | 1 | 1 | | | | | |
| | 3 | 44 | 1.30 | 24 | 5 | 9 | 6 | | | | | | | |
| | 94 | | | 27 | 9 | 22 | 17 | 10 | 6 | 2 | 1 | | | |
| Laborer, mason | 1 | 1 | 1.48 | | | | | 1 | | | | | | |
| | | 1 | | | | | | 1 | | | | | | |
| Laborers, quarry | 1 | 7 | 1.20 | 3 | 2 | 2 | | | | | | | | |
| | | 7 | | 3 | 2 | 2 | | | | | | | | |

a Rate and time cannot be stated, as they worked by the piece.

b Rate and time cannot be stated, as he worked by the trip.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 37 (GROUP II)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|--------------------------|--------------------------|-------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|----------------------------|-----|
| 25 dolls. and under | 26 to 50 dolls. | 51 to 75 dolls. | 76 to 100 doll | 101 to 125 doll | 126 to 150 doll | 151 to 175 doll | 176 to 200 doll | 201 to 225 doll | 226 to 250 doll | 251 to 275 doll | 276 to 300 doll | 301 to 325 doll | 326 to 350 doll | 351 to 375 doll | 376 to 400 doll | 401 to 425 doll | 426 to 450 doll | 451 to 475 doll | 476 to 500 doll | 501 doll and over | |
| | | | | | | | | | | | | | | | | 1 | | | | | 1 |
| | | | | | | | | | | | | | | | | 1 | | | | | |
| | | | | | | | | | | | | | | | | 1 | 1 | | | | |
| | | | | | | | | | | | | | | | | 2 | 1 | 1 | | | |
| | | | | | | | | | | | | | | | | 1 | 6 | 4 | 2 | | |
| | | | | | | | | | | | | | | | | 1 | 6 | 4 | 2 | | a 1 |
| | | | | | | | | | | | | | | | | 1 | 6 | 4 | 2 | 1 | |
| | | | | | | | 1 | | | | | | | | | | | 1 | | | 1 |
| | | | | | | | 1 | | | | | | | | | | | 1 | | | |
| | | 2 | | | | | | | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | 1 | 2 | | | | | | | 1 |
| 1 | | | | | | | | | | | | | | | | 2 | | | | | 2 |
| | | | | | | | | | | | | | | | | | | | 1 | | 3 |
| | | | | | | | | | | | | | | | | | | | | b 1 | 4 |
| 1 | | 2 | | | | | | | | | | | 1 | 2 | | 2 | | | 1 | 1 | 5 |
| 4 | 1 | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | | | | | | | | | 1 | | | | | | | | | | | | 2 |
| 1 | | | | 2 | | | | | | | | | | | | | | | | | 3 |
| 1 | 1 | | 1 | 1 | | | 1 | | 1 | | | 1 | | | | 4 | | | | | 4 |
| 1 | 1 | | | | | | | | | | | | | | | 1 | | | | | 5 |
| 22 | 10 | 12 | 11 | 7 | 8 | 11 | 4 | 5 | 6 | 2 | 4 | 4 | 15 | 9 | 6 | 2 | 2 | | | | 6 |
| | | | 1 | | | | | | | 1 | | | | | | 1 | | | | | 7 |
| 3 | 4 | 2 | | | | | 1 | 2 | | 1 | 1 | 2 | 1 | 4 | 10 | 6 | 7 | 2 | | | 8 |
| | | | 1 | 1 | | | | | | | | | | | 1 | | | 1 | | | 9 |
| | | | | | | | | | | | | | | | | | | | | | 10 |
| 3 | 1 | | | | | | | | | | | | | | | | | | | | 11 |
| 1 | | 1 | 3 | | | | | 2 | | | | | | | | | | | 2 | | 12 |
| 145 | 42 | 17 | 10 | 5 | 3 | | | | | | | | | | | | | | 4 | | 13 |
| | | | | | | | | | | | | | | | | | | | | | 14 |
| 182 | 50 | 32 | 29 | 14 | 11 | 11 | 6 | 9 | 9 | 4 | 4 | 8 | 16 | 13 | 17 | 14 | 11 | 3 | 6 | 7 | 15 |
| | | | | | | | | | | 1 | | | | | | | | | | | 16 |
| 182 | 50 | 32 | 29 | 14 | 11 | 11 | 6 | 9 | 9 | 5 | 4 | 8 | 16 | 13 | 17 | 14 | 11 | 3 | 6 | 7 | 17 |
| | | | | | | | | | | | | | | | | 1 | | | | | |
| 9 | 2 | 2 | 1 | 2 | 1 | 1 | 1 | | 1 | | | | | 1 | 1 | 3 | 4 | 2 | | | 1 |
| | | | | | | | | | | | | | | | | 1 | 1 | | | | 2 |
| 9 | 2 | 2 | 1 | 2 | 1 | 1 | 1 | | 1 | | | | | 1 | 1 | 5 | 5 | 2 | | | 3 |
| | | | | | | | | | | | | | | | | | | | | | |
| 3 | 2 | 7 | 2 | 6 | 4 | 6 | 4 | 2 | 6 | 3 | | | | 2 | 1 | | | | | | 1 |
| 22 | 3 | 6 | 4 | 1 | 7 | 1 | | | 1 | 1 | | | | | | | | | | | 2 |
| | | | | | | | | | | | | | | | | | | | | | 3 |
| 25 | 5 | 13 | 6 | 7 | 11 | 7 | 4 | 2 | 7 | 4 | | | | 2 | 1 | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | 1 | | | | | | | | | 1 |
| | | | | | | | | | | | | 1 | | | | | | | | | |
| 3 | 2 | 1 | | 1 | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| 3 | 2 | 1 | | 1 | | | | | | | | | | | | | | | | | 1 |

a \$551. b \$540. c \$533. d One \$547, one \$550, one \$557, one \$560, one \$566, one \$568.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 37 (GROUP II)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employ- és. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|---------------------------|------------------|--------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|-------|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 350 days | 351 to 400 days | 366 days and over. | |
| Masons' helpers..... | 1 | 108 | \$1.20 | 40 | 29 | 13 | 6 | 8 | 12 | ..... | ..... | ..... | ..... | ..... |
| | 2 | 1 | 1.30 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 3 | 26 | 1.50 | 1 | 1 | 5 | 6 | 6 | 3 | 3 | 1 | ..... | ..... | ..... |
| | | 135 | ..... | 42 | 30 | 18 | 12 | 14 | 15 | 3 | 1 | ..... | ..... | ..... |
| Messengers..... | 1 | 2 | .13 | ..... | ..... | 1 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... |
| | 2 | 4 | .16½ | 1 | ..... | 2 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... |
| | 3 | 3 | .26½ | ..... | ..... | 1 | ..... | 2 | ..... | ..... | ..... | ..... | ..... | ..... |
| | 4 | 2 | .33 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 5 | 2 | .44½ | 1 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 6 | 1 | .46 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... |
| | 7 | 8 | .49½ | ..... | 2 | 2 | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... |
| | 8 | 1 | .56 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... |
| | 9 | 2 | .57½ | ..... | ..... | ..... | ..... | 1 | 1 | ..... | ..... | ..... | ..... | ..... |
| | 10 | 8 | .66 | ..... | ..... | ..... | ..... | 1 | ..... | 1 | ..... | ..... | 6 | ..... |
| | 11 | 9 | .82 | ..... | ..... | 1 | 3 | ..... | ..... | ..... | 1 | ..... | 4 | ..... |
| | 12 | 1 | .95½ | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| | 13 | 1 | .98½ | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| | 14 | 1 | 1.15 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| | 45 | ..... | 3 | 2 | 7 | 6 | 6 | 1 | 3 | 17 | ..... | ..... | ..... | ..... |
| Messengers, telegraph.... | 1 | 4 | .33 | 1 | ..... | ..... | 1 | ..... | ..... | 1 | ..... | 1 | ..... | ..... |
| | 2 | 9 | .49½ | 2 | ..... | 1 | ..... | 3 | 2 | ..... | ..... | 1 | ..... | ..... |
| | 3 | 1 | .98½ | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... |
| | 4 | 3 | 1.15 | 3 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 17 | ..... | 6 | ..... | 1 | 1 | 3 | 2 | 1 | 3 | ..... | ..... | ..... | ..... |
| Messenger and janitor.... | 1 | 1 | 1.31½ | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... |
| | | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... |
| Oil distributors..... | 1 | 3 | 1.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | 2 |
| | 2 | 1 | 1.31½ | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... |
| | 3 | 1 | 1.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... |
| | 5 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 2 | 2 | ..... |
| Pavers..... | 1 | 1 | 1.50 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... |
| | 2 | 1 | 1.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... |
| | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 | ..... | ..... |
| Plasterer..... | 1 | 1 | 2.00 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | 1 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Porters, baggage..... | 1 | 14 | 1.18 | 1 | 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | 11 | ..... |
| | | 14 | ..... | 1 | 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | 11 | ..... |
| Pumpman..... | 1 | 1 | 1.48 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... |
| | | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... |
| Sandmen..... | 1 | 1 | 1.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... |
| | 2 | 3 | 1.30 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 | ..... |
| | | 4 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 3 | ..... |
| Sealer..... | 1 | 1 | 1.35 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| | | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 37 (GROUP II)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500—Concluded.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 163.]

| Occupation. | Marginal number. | Number of employ-ees. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|-------------------------|------------------|-----------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-------------------|----|---|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over | | |
| Steam generator..... | 1 | 1 | \$1.48 | | | | | | | 1 | | | | |
| | | 1 | | | | | | | | 1 | | | | |
| Switchmen..... | 1 | 2 | .24½ | | | | | | | | | | 2 | |
| | | 1 | .49½ | | | | | | | | | | 1 | |
| | | 1 | .98½ | | | 1 | | | | | | | | |
| | | 3 | 1.08½ | | | | | | | | | | 3 | |
| | | 1 | 1.20 | | | | | | | | | | 1 | |
| | | 1 | 1.21½ | | | | | | | | | | 1 | |
| | | 6 | 1.31½ | | 1 | | | | | 1 | | | 4 | |
| | | 10 | 1.35 | | | | | | | | | 1 | 10 | |
| | | 3 | 1.48 | | | 1 | | | | | | 1 | 1 | |
| | 28 | | | 1 | 2 | | | | 1 | 1 | 22 | 1 | | |
| Tallyman..... | 1 | 1 | 1.33 | | | | | | | | | | 1 | |
| | | 1 | | | | | | | | | | | 1 | |
| Usher..... | 1 | 1 | 1.04½ | | | | | 1 | | | | | | |
| | | 1 | | | | | | 1 | | | | | | |
| Warehousemen..... | 1 | 1 | .41 | | | | | | | | | | 1 | |
| | | 1 | .49½ | | | | | | | | | | 1 | |
| | | 3 | .57½ | | 1 | 1 | | | | | | | 2 | |
| | | 4 | .66 | | | | 1 | | | | | 1 | 2 | |
| | | 5 | .98½ | | | | | | | | | | 2 | |
| | | 6 | 1.15 | | 1 | 1 | | 1 | 2 | | | | | |
| | | 7 | 1.18 | | 1 | 1 | 1 | | | 1 | 1 | 1 | 20 | 6 |
| | | 8 | 1.31½ | | | | | | | | | | | |
| | | 9 | 1.38 | | 32 | 2 | 5 | 4 | | 3 | 7 | 25 | | |
| | | 10 | 1.40 | | 13 | 1 | | | | | | | | |
| | | 11 | 1.48 | | | | | | | 1 | | | | |
| | | 12 | 1.50 | | 8 | 5 | 11 | 15 | 2 | 3 | 12 | 33 | 1 | |
| | | 13 | 1.53½ | | | | | | | | | 2 | | |
| | | 14 | 1.57 | | 1 | | | | | | | | | |
| | | 15 | 1.64½ | | | | | | | | 1 | | | |
| | | 16 | 1.72½ | | | | | | | 1 | | 1 | | |
| | 238 | | | 57 | 11 | 18 | 20 | 5 | 11 | 22 | 86 | 8 | | |
| Watchmen, bridge..... | 1 | 7 | .98½ | | 1 | | | | | | | 1 | 5 | |
| | | 7 | | | 1 | | | | | | | 1 | 5 | |
| Watchmen, crossing..... | 1 | 9 | .49½ | | 1 | | | | 2 | | | | 6 | |
| | | 18 | .89 | | | | 2 | 2 | | | | | 14 | |
| | | 13 | .98½ | | | 1 | 1 | 1 | | | | | 8 | |
| | | 22 | 1.08½ | | 2 | | 1 | | | 1 | 1 | 17 | | |
| | | 1 | 2.04 | | 1 | | | | | | | | | |
| | 63 | | | 5 | 1 | 4 | 3 | 2 | 2 | 1 | 45 | | | |
| Watchmen, track..... | 1 | 1 | .49½ | | | | 1 | | | | | | | |
| | | 23 | .98½ | | 1 | 1 | 7 | 13 | | | | | 1 | |
| | | 1 | 1.08½ | | | | | 1 | | | | | | |
| | | 1 | 1.15 | | | | | | | | | | 1 | |
| | 26 | | | 1 | 1 | 8 | 14 | | | | | 2 | | |
| Water boy..... | 1 | 1 | 1.00 | | | | | 1 | | | | | | |
| | | 1 | | | | | | 1 | | | | | | |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 37 (GROUP II)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employ-ees. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|---------------------------------|------------------|-----------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|-----|-----|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | |
| Agents, baggage | 1 | 2 | \$0.41 $\frac{1}{2}$ | | | | | 2 | | | | | | |
| | 2 | 2 | .43 $\frac{1}{2}$ | | | | | | | | | | 2 | |
| | 3 | 3 | .66 | | | | | | | | | | 3 | |
| | 4 | 1 | .72 $\frac{1}{2}$ | | | | | | | | | | 1 | |
| | 5 | 1 | 1.33 | | | 1 | | | | | | | 1 | |
| | 6 | 1 | 1.48 | | | | | | | | | | 1 | |
| | 7 | 8 | 1.64 $\frac{1}{2}$ | | | | | | | | | | 8 | |
| | 8 | 1 | 1.97 | | | | | | | | | | 1 | |
| | 9 | 1 | 2.14 | | | | | | | | | | 1 | 1 |
| | 10 | 1 | 2.80 | | | | | | | | | | 1 | |
| | 21 | | | | 1 | | | 2 | | | | | 17 | 1 |
| Agent, milk | 1 | 1 | 1.64 $\frac{1}{2}$ | | | | | | | | | | 1 | |
| | 1 | | | | | | | | | | | | 1 | |
| Agents, passenger | 1 | 2 | .10 | | | 1 | | | | | | | 1 | |
| | 2 | 2 | .53 | | | 1 | | | | | | | 1 | |
| | 3 | 1 | .66 | | | | | | | | | | 1 | |
| | 4 | 1 | 2.46 $\frac{1}{2}$ | | | | | | | | | | 1 | |
| | 6 | | | | 2 | | | | | | | | 4 | |
| Agents and telegraph operators. | 1 | 1 | .49 $\frac{1}{2}$ | | | | | | | | | | 1 | |
| | 2 | 3 | .82 | | | | | | | | | | 3 | |
| | 3 | 1 | .98 $\frac{1}{2}$ | | | | | | | | | | 1 | |
| | 4 | 3 | 1.15 | | | | | | | | | | 3 | |
| | 5 | 2 | 1.85 | | | | | | | | | | 2 | |
| | 6 | 1 | 1.48 | | | | | | | | | | 1 | |
| | 7 | 3 | 1.64 $\frac{1}{2}$ | | | | | | | | | | 3 | |
| | 8 | 2 | 1.77 $\frac{1}{2}$ | | | | | | | | | | 2 | |
| | 9 | 1 | 1.81 | | | | | | | | | | 1 | |
| | 10 | 2 | 1.92 $\frac{1}{2}$ | | | | | | | | | | 2 | |
| | 11 | 2 | 1.97 | | | | | | | | | | 2 | |
| | 12 | 1 | 2.14 | | | | | | | | | | 1 | |
| | 13 | 1 | 3.22 | | | | | | | | | | 1 | |
| | 14 | 1 | 3.29 | | | | | | | | | | 1 | |
| | 24 | | | | | | | | | | | | 24 | |
| Baggagemasters | 1 | 20 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) |
| | | 20 | | | | | | | | | | | | |
| Blacksmiths | 1 | 3 | * 1.60 | 1 | | | | 1 | | | | 1 | | |
| | 2 | 2 | 1.80 | 1 | | | | 1 | | | | | | |
| | 3 | 4 | 1.90 | | | | | | | | | 4 | | |
| | 4 | 1 | 1.91 $\frac{1}{2}$ | | | | | | | | | 1 | | |
| | 5 | 5 | 2.00 | | | | | 1 | | | | 2 | 2 | |
| | 6 | 5 | 2.10 | | | | | 1 | | | | 1 | 3 | |
| | 7 | 4 | 2.20 | | | | | | | | | 2 | 2 | |
| | 8 | 5 | 2.30 | | | | | | 1 | | | 4 | | |
| | 9 | 2 | 2.40 | | | | | 1 | | | | | 1 | |
| | 10 | 7 | 2.50 | | | | | 1 | | | 1 | 2 | 3 | |
| | 11 | 2 | 2.60 | | | | | | | | | 1 | 1 | |
| | 12 | 1 | 2.70 | | | | | | | | | | 1 | |
| | 41 | | | 2 | | 3 | 2 | 2 | 1 | 18 | 13 | | | |
| 18 | | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | | |
| 59 | | | | | | | | | | | | | | |

a Rate and time cannot be stated, as they worked by the trip.
 b Rate and time cannot be stated, as they worked by the piece.

REPORT OF THE COMMISSIONER OF LABOR.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 37 (GROUP II)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employ-és- | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | | |
|----------------------------|--------------------------------------|----------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|-----|-----|-----|--|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | | | |
| Boiler washer | 1 | 1 | \$1.48 | | | | | | | | | | 1 | | | |
| | | 1 | | | | | | | | | | | | 1 | | |
| Boilermakers..... | 1 2 3 4 5 6 7 8 | 3 | 1.80 | | | | | | 1 | 1 | | | | 1 | | |
| | | 2 | 2.00 | | | | | | | | | | | 2 | | |
| | | 1 | 2.10 | | | | | | | | | | | 1 | | |
| | | 1 | 2.20 | | | | | | | | | | | 1 | | |
| | | 4 | 2.30 | | | 1 | | | | | | | | 3 | | |
| | | 1 | 2.40 | | | | | | | | | | 1 | | 2 | |
| | | 2 | 2.50 | | | | | | | | | | | | 2 | |
| | | 1 | 2.80 | | | | | | | | | | | | 1 | |
| Boilermakers' helpers | 1 2 3 | 15 | (a) | (a) | (a) | 1 | (a) | 1 | 1 | 1 | 11 | (a) | (a) | | | |
| | | 16 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | | |
| | | 31 | | | | | | | | | | | | | | |
| | | 2 | 1.20 | | | | 1 | 1 | | | | | | | | |
| | | 9 | 1.30 | 2 | | | 1 | | | | | 1 | 4 | 1 | | |
| Brakemen..... | 1 2 3 4 5 | 4 | 1.40 | | | | | | | | | 3 | 1 | | | |
| | | 15 | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | 1 | 7 | (b) | 2 | (b) | |
| | | 15 | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | |
| | | 30 | | | | | | | | | | | | | | |
| Brakemen, freight..... | 1 2 | 27 | 1.50 | 8 | 6 | 2 | 4 | | | | | | 7 | | | |
| | | 2 | 1.53 | | | | 1 | | | | | 1 | | | | |
| | | 7 | 1.80 | 5 | | | | | | | 1 | | | 1 | | |
| | | 2 | 1.91½ | | 1 | | | | | | | | | | | |
| | | 1 | 2.00 | 1 | | | | | | | | | | | | |
| | | 39 | (c) | 14 | 7 | 3 | 5 | | 1 | 1 | 1 | 8 | (c) | (c) | | |
| Brakemen, passenger..... | 1 2 | 3 | (c) | (c) | (c) | (c) | (c) | (c) | (c) | (c) | (c) | (c) | (c) | | | |
| | | 42 | | | | | | | | | | | | | | |
| | | 6 | 1.60 | | | | | | | | | | 2 | 4 | | |
| | | 1 | 1.72 | | | | | | | | | | | 1 | | |
| Brakemen, yard..... | 1 2 3 4 5 | 7 | (c) | (c) | (c) | (c) | (c) | (c) | (c) | (c) | (c) | (c) | 2 | 5 | | |
| | | 320 | (c) | (c) | (c) | (c) | (c) | (c) | (c) | (c) | (c) | (c) | (c) | (c) | (c) | |
| | | 327 | | | | | | | | | | | | | | |
| | | 1 | 1.15 | | | | | | | 1 | | | | | | |
| | | 4 | 1.60 | | 1 | | | | | | | 1 | 2 | | | |
| Brakemen, yard..... | 1 2 3 4 5 | 5 | (c) | (c) | (c) | (c) | (c) | (c) | (c) | (c) | (c) | (c) | (c) | (c) | | |
| | | 28 | (c) | (c) | (c) | (c) | (c) | (c) | (c) | (c) | (c) | (c) | (c) | (c) | | |
| | | 33 | | | | | | | | | | | | | | |
| | | 4 | 1.15 | | 1 | | | | 1 | | | | | 2 | | |
| | | 5 | 1.48 | | | 1 | 1 | | | | | | | 3 | | |
| | | 57 | 1.50 | 12 | 4 | 2 | 2 | 1 | 1 | 1 | 3 | 15 | 18 | | | |
| Brakemen, yard..... | 1 2 3 | 37 | 1.60 | 6 | 1 | 6 | 2 | 1 | 1 | 3 | 9 | 9 | | | | |
| | | 2 | 2.00 | | | | | | | 1 | | 1 | | | | |
| | | 105 | (c) | 18 | 6 | 9 | 4 | 3 | 2 | 6 | 30 | 27 | (c) | (c) | | |
| 210 | | | | | | | | | | | | | | | | |

a Rate and time cannot be stated, as they worked by the piece.

b Rate and time cannot be stated, as they worked by the day and piece combined.

c Rate and time cannot be stated, as they worked by the trip.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 37 (GROUP II)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employ- és. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | |
|---------------------------------|------------------|--------------------------|--|--|---------------|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|---|
| | | | | 25 days and under | 26 to 50 days | 51 to 100 days | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | |
| Cabinetmakers..... | 1 | 2 | \$2.00 | | | | | | | 2 | | | |
| | 2 | 2 | 2.20 | | | | | | 1 | | 1 | | |
| | 3 | 1 | 2.30 | | | | | | | 1 | | | |
| | 4 | 1 | 2.40 | | | | | | | 1 | | | |
| | 5 | 1 | 2.60 | | | | | | | | 1 | | |
| | 6 | 1 | 2.70 | | | | | | | | 1 | | |
| | 7 | 1 | 2.80 | | | | | | | | 1 | | |
| | | 9 | | | | | | | 1 | 4 | 4 | | |
| | | 11 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | |
| | | 20 | | | | | | | | | | | |
| | Callers..... | 1 | 1 | 1.20 | | | | | | | | | 1 |
| 2 | | 2 | 1.31½ | | | | | | | | | 2 | |
| | | 3 | | | | | | | | | 2 | 1 | |
| Car builders..... | 1 | 3 | 1.50 | | | | 1 | | | 1 | 1 | | |
| | 2 | 4 | 1.60 | | | | | | | 2 | 2 | | |
| | 3 | 1 | 1.70 | | | | | | | | 1 | | |
| | 4 | 2 | 1.80 | | | | | | | | 2 | | |
| | 5 | 5 | 1.90 | 1 | | | | | | 3 | 1 | | |
| | 6 | 9 | 2.00 | | | 3 | 1 | 1 | 2 | 2 | | | |
| | 7 | 6 | 2.10 | | | | 1 | | | 3 | 2 | | |
| | 8 | 5 | 2.20 | | | | | | 1 | 3 | 1 | | |
| | 9 | 1 | 2.30 | | | | | | | 1 | | | |
| | 10 | 2 | 2.40 | | | | | 1 | | | 1 | | |
| | | 38 | | | 1 | | 3 | 3 | 2 | 3 | 15 | 11 | |
| | 81 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | | |
| | 119 | | | | | | | | | | | | |
| Carpenters..... | 1 | 1 | 1.18 | | | | | | | | | 1 | |
| | 2 | 1 | 1.50 | | | | | | | | | 1 | |
| | 3 | 4 | 1.60 | | | | 3 | 1 | | | | | |
| | 4 | 2 | 1.64½ | | | | | | | | | 2 | |
| | 5 | 18 | 1.80 | | | | | | | 1 | 12 | 5 | |
| | 6 | 1 | 1.90 | | | | | | | | | 1 | |
| | 7 | 104 | 2.00 | 12 | 6 | 11 | 29 | 11 | 6 | 26 | 3 | 3 | |
| | 8 | 11 | 2.10 | 1 | | | | | | 7 | 3 | | |
| | 9 | 34 | 2.20 | | | 2 | 4 | | 4 | 4 | 19 | 1 | |
| | 10 | 4 | 2.30 | | | 1 | | | | | 3 | | |
| | 11 | 2 | 2.40 | | | | | | | | 2 | | |
| | 12 | 6 | 2.50 | | | | | | | | 4 | | |
| | 188 | | | 15 | 9 | 18 | 30 | 15 | 11 | 73 | 17 | | |
| | 3 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | | |
| | 191 | | | | | | | | | | | | |
| Carvers..... | 1 | 3 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | |
| | | 3 | | | | | | | | | | | |
| | | 3 | | | | | | | | | | | |
| Clerks and telegraph operators. | 1 | 2 | .33 | | | | 1 | | 1 | | | | |
| | 2 | 2 | 1.15 | | | | | | 1 | | | 1 | |
| | 3 | 1 | 1.31½ | | | | | | | | | 1 | |
| | 4 | 4 | 1.48 | | | | | | | | | 4 | |
| | 5 | 2 | 1.64½ | | | | | | | | | 2 | |
| | 6 | 1 | 2.30 | | | | | | | | | 1 | |
| | | 12 | | | | | 1 | | 2 | | | 9 | |

a Rate and time cannot be stated, as they worked by the piece.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 37 (GROUP II)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employ- és. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|----------------------------|------------------|--------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|-----|-----|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | |
| Conductors..... | 1 | 1 | \$2.50 | 1 | | | | | | | | | | |
| | 2 | 2 | 2.80 | 2 | | | | | | | | | | |
| | | 3 | | 3 | | | | | | | | | | |
| | | 2 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) |
| | | 5 | | | | | | | | | | | | |
| Conductors, work train.... | 1 | 1 | 2.00 | | | 1 | | | | | | | | |
| | 2 | 1 | 2.10½ | | | | | | | | | 1 | 1 | |
| | 3 | 4 | 2.23½ | | | 1 | | | | | 1 | | 2 | |
| | 4 | 1 | 2.34 | | 1 | | | | | | | | | |
| | 5 | 1 | 2.52 | 1 | | | | | | | | | | |
| | | 8 | | 1 | 1 | 2 | | | | | 1 | 3 | | |
| | 1 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | |
| | 9 | | | | | | | | | | | | | |
| Conductors, yard..... | 1 | 9 | 1.80 | | | | | | | | | 4 | 5 | |
| | 2 | 33 | 2.00 | 2 | | | | | | 1 | 1 | 12 | 17 | |
| | 3 | 2 | 2.25 | 1 | | | | | | | | | 1 | |
| | | 44 | | 3 | | | | | | 1 | 1 | 16 | 23 | |
| Cooper..... | 1 | 1 | 1.97 | | | | | | | | | 1 | | |
| | | 1 | | | | | | | | | | 1 | | |
| Coppersmiths..... | 1 | 1 | 1.90 | | | | | | | | 1 | | | |
| | 2 | 1 | 2.14 | | | | | | | | | 1 | | |
| | 3 | 1 | 2.30 | | | | | | | | | 1 | | |
| | | 3 | | | | | | | | | 1 | 2 | | |
| | | 2 | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | |
| | 5 | | | | | | | | | | | | | |
| Drivers..... | 1 | 1 | 1.50 | | | | | | | | | | 1 | |
| | 2 | 11 | 1.91½ | | | | | | | 2 | 4 | 5 | | |
| | | 12 | | | | | | | | 2 | 4 | 5 | 1 | |
| Engine preparers..... | 1 | 7 | 1.20 | | 1 | | | | | | | 2 | 4 | |
| | 2 | 1 | 1.30 | | | | | | | | | 1 | 1 | |
| | 3 | 1 | 1.50 | | | | | | | | | 1 | | |
| | | 9 | | | 1 | | | | | | | 2 | 6 | |
| Engineers, shifting..... | 1 | 1 | 2.50 | | | | | 1 | | | | | | |
| | 2 | 1 | 2.60 | | | | | | | | | | 1 | |
| | | 2 | (a) | (a) | (a) | (a) | (a) | 1 | (a) | (a) | (a) | (a) | 1 | |
| | | 4 | | | | | | | | | | | | |
| Enginemén..... | 1 | 4 | 1.50 | 2 | | | 1 | | 1 | | | | | |
| | 2 | 1 | 1.81 | | | | | | | | | 1 | | |
| | | 5 | | 2 | | | 1 | | 1 | | | 1 | | |
| | | 6 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | |
| | 11 | | | | | | | | | | | | | |

a Rate and time cannot be stated, as they worked by the trip.
 b Rate and time cannot be stated, as they worked by the piece.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 37 (GROUP II)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 163.]

| Occupation. | Marginal number. | Number of employ- és. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | |
|----------------------------|------------------|--------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-------------------|----|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over | |
| Foreman, coal heavers..... | 1 | 1 | \$1.81 | | | | | | | | | 1 | |
| | | 1 | | | | | | | | | | 1 | |
| Foreman, freight car works | 1 | 1 | 2.46½ | | | | | | | | | 1 | |
| | | 1 | | | | | | | | | | 1 | |
| Foreman, general..... | 1 | 1 | 2.14 | | | | | | | | | 1 | |
| | | 1 | | | | | | | | | | 1 | |
| Foreman, laborers..... | 1 | 1 | 1.81 | | | | | | | | | 1 | |
| | | 1 | | | | | | | | | | 1 | |
| Foremen, masons..... | 1 | 1 | 1.50 | | | | | | | 1 | | | |
| | | 2 | 2.46½ | | | | | | | | | 1 | |
| | | 3 | 2.50 | | | | | | | 1 | | | |
| | | 4 | 2.70 | | | | | | | 1 | 1 | | |
| | | 5 | | | | | | | | 3 | 1 | 1 | |
| Foremen, painters..... | 1 | 1 | 2.50 | | | | | | | | 1 | | |
| | | 2 | 2.63 | | | | | | | | | 1 | |
| | | 2 | | | | | | | | | 1 | 1 | |
| Foreman, stable..... | 1 | 1 | 2.46½ | | | | | | | | | 1 | |
| | | 1 | | | | | | | | | | 1 | |
| Foreman, tanners..... | 1 | 1 | 2.46½ | | | | | | | | | 1 | |
| | | 1 | | | | | | | | | | 1 | |
| Foremen, track laborers... | 1 | 1 | 1.15 | | | | | | | | | | 1 |
| | | 2 | 1.40 | | | | | | | | | | 2 |
| | | 3 | 1.48 | | | 2 | | 1 | 1 | 15 | | | 2 |
| | | 4 | 1.50 | | | 4 | | | 2 | 2 | | | 34 |
| | | 5 | 1.56 | | | | | | | | 1 | | 3 |
| | | 6 | 1.60 | | | | 1 | | 1 | | | | 16 |
| | | 7 | 1.64½ | | | | 2 | | 1 | | 1 | | 1 |
| | | 8 | 1.81 | | | | | | | | | | 22 |
| | | 9 | 1.97 | | | | | 1 | | | | | 3 |
| | | | 123 | | | | 6 | 3 | 2 | 5 | 19 | | 88 |
| Foremen, work train..... | 1 | 2 | 1.56 | | | | | 1 | | | | 1 | |
| | | 2 | | | | | | 1 | | | | 1 | |
| Gatemen..... | 1 | 3 | .38½ | | | | | | | | | | 3 |
| | | 1 | .44 | | | | | | | | | | 1 |
| | | 4 | 1.31½ | | | | 1 | | | | 1 | | 1 |
| | | 9 | 1.48 | | 2 | 1 | | 1 | | 2 | | | 2 |
| | | 5 | 1.64½ | | 1 | | | | | | | | 1 |
| | 19 | | | 3 | 2 | | 2 | | 2 | 1 | | 8 | |
| Grinder..... | 1 | 1 | 1.90 | | | | | | | | 1 | | |
| | | 1 | | | | | | | | | 1 | | |

REPORT OF THE COMMISSIONER OF LABOR.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 37 (GROUP II)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employ- és. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS ETATED IN ONE Yr.&R. | | | | | | | | | |
|------------------------|------------------|--------------------------|--|---|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|-------|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | |
| Hostlers..... | 1 | 18 | \$1.18 | 3 | 1 | 1 | 1 | 2 | 1 | ..... | ..... | 8 | 1 |
| | 2 | 1 | 1.81½ | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| | 3 | 7 | 1.48 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | 2 | 4 |
| | 4 | 2 | 1.81 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 | ..... |
| | 5 | 2 | 1.89 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 | ..... |
| | 6 | 2 | 1.97 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 | ..... |
| | | | 32 | | 3 | 2 | 1 | 1 | 2 | 1 | | | 17 | 5 |
| Inspector..... | 1 | 1 | 2.46½ | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| | | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| Inspectors, car..... | 1 | 2 | .57½ | ..... | ..... | ..... | ..... | 2 | ..... | ..... | ..... | ..... | ..... |
| | 2 | 1 | .66 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| | 3 | 1 | .70 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| | 4 | 2 | .74 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 | ..... |
| | 5 | 1 | 1.07 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 6 | 11 | 1.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| | 7 | 2 | 1.30 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 11 |
| | 8 | 2 | 1.31½ | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 | 2 |
| | 9 | 35 | 1.48 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | 28 | 3 |
| | 10 | 1 | 1.50 | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... |
| | 11 | 2 | 1.64½ | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 | ..... |
| | 12 | 1 | 1.77½ | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| | | 61 | ..... | 1 | 1 | ..... | 2 | 2 | 1 | ..... | ..... | 38 | 16 |
| Inspectors, cargo..... | 1 | 1 | 1.31½ | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| | 2 | 3 | 1.48 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 | ..... |
| | | 4 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 4 | ..... |
| Inspector, seal..... | 1 | 1 | 1.48 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| | | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| Inspector, stack..... | 1 | 1 | 1.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| | | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| Levermen..... | 1 | 3 | 1.48 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | 2 | ..... |
| | 2 | 4 | 1.64½ | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 4 | ..... |
| | | 7 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | 6 | ..... |
| Linemen..... | 1 | 12 | 1.75 | 5 | 1 | 5 | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| | 2 | 2 | 1.77½ | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 | ..... |
| | 3 | 2 | 1.81 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | 1 | ..... |  |
| | 4 | 2 | 1.94 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| | 5 | 1 | 2.25 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 6 | 2 | 2.50 | ..... | ..... | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 21 | ..... | 6 | 1 | 8 | 1 | ..... | ..... | ..... | 1 | ..... | 4 | ..... |
| Machine hands..... | 1 | 1 | 1.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| | 2 | 1 | 1.70 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| | 3 | 4 | 2.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| | 4 | 9 | 2.10 | 2 | ..... | 2 | ..... | 1 | 1 | ..... | ..... | 4 | ..... |
| | 5 | 2 | 2.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 | ..... |
| | 6 | 3 | 2.30 | ..... | ..... | ..... | ..... | 1 | 1 | ..... | ..... | 1 | ..... |
| | 7 | 2 | 2.50 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 | ..... |
| | 8 | 1 | 2.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| | 23 | ..... | 2 | ..... | 3 | ..... | 2 | 3 | 12 | ..... | 1 | ..... |  |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 37 (GROUP II)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|---------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|-----------------------------|----|
| 50 dolls. and under | 51 to 100 dolls. | 101 to 150 dolls. | 151 to 200 doll | 201 to 250 doll | 251 to 300 doll | 301 to 350 doll | 351 to 400 doll | 401 to 450 doll | 451 to 500 doll | 501 to 550 doll | 551 to 600 doll | 601 to 650 doll | 651 to 700 doll | 701 to 750 doll | 751 to 800 doll | 801 to 850 doll | 851 to 900 doll | 901 to 950 doll | 951 to 1000 doll | 1001 doll and over | |
| 4 | | 1 | 2 | 1 | 1 | | 3 | 6 | | | | | | | | | | | | | 1 |
| 1 | | | | | | | | 1 | | | | | | | | | | | | | 2 |
| | | | | | | | | | | 3 | 3 | | | | | | | | | | 3 |
| | | | | | | | | | | | | 1 | 1 | | | | | | | | 4 |
| | | | | | | | | | | | | | 1 | 1 | | | | | | | 5 |
| | | | | | | | | | | | | | | 1 | | | | | | | 6 |
| 5 | | 1 | 2 | 1 | 1 | | 3 | 7 | | 3 | 3 | 2 | 4 | | | | | | | | |
| | | | | | | | | | | | | | | | | | 1 | | | | 1 |
| | | | | | | | | | | | | | | | | 1 | | | | | |
| | 2 | | | | | | | | | | | | | | | | | | | | 1 |
| | | | | 1 | | | | | | | | | | | | | | | | | 2 |
| | | | | | 1 | | | | | | | | | | | | | | | | 3 |
| | | | | | 2 | | | | | | | | | | | | | | | | 4 |
| | | | | | | | 1 | | | | | | | | | | | | | | 5 |
| | | | | | | | | | | 5 | 6 | | | | | | | | | | 6 |
| | | | | | | | | | | | 2 | | | | | | | | | | 7 |
| | | | | | | | | | 2 | 29 | | | | | | | | | | | 8 |
| 1 | | | 1 | 1 | | 1 | | | 2 | | | | | | | | | | | | 9 |
| 1 | | | | | | | | | | | 2 | | | | | | | | | | 10 |
| | | | | | | | | | | | | 1 | | | | | | | | | 11 |
| | | | | | | | | | | | | | | | | | | | | | 12 |
| 2 | 2 | | 1 | 2 | 3 | 1 | 1 | | 9 | 35 | 4 | 1 | | | | | | | | | |
| | | | | | | | | | 1 | | | | | | | | | | | | 1 |
| | | | | | | | | | | 3 | | | | | | | | | | | 2 |
| | | | | | | | | | 1 | 3 | | | | | | | | | | | |
| | | | | | | | | | | | 1 | | | | | | | | | | 1 |
| | | | | | | | | | | | | 1 | | | | | | | | | |
| | | | | | | | | | | | | | 1 | | | | | | | | 1 |
| | | | | | | | | | | | | | | 1 | | | | | | | |
| | | | | | | | | | | | | | | | 1 | | | | | | |
| 1 | | | | | | | | | | | 2 | | | | | | | | | | 1 |
| | | | | | | | | | | | | 4 | | | | | | | | | 2 |
| 1 | | | | | | | | | | | | | 2 | 4 | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| 5 | 1 | 3 | 2 | | | | | | | | | | 1 | | | | | | | | 1 |
| | | | | 1 | | | | | | | | | | | | | | | | | 2 |
| | | | | | 1 | | | | | | | | | | | | | | | | 3 |
| 1 | | | | 1 | 1 | | | | | | | | | | | | | | | | 4 |
| | | | | | | | | | | | | | | | | | | | | | 5 |
| 6 | 1 | 3 | 4 | 2 | | | | | | | | | | | | | | | | | 6 |
| | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | 1 | | | | | | | | | | | | 1 |
| | | | | | | | | | | 1 | | | | | | | | | | | 2 |
| | | | | | | | | | | | 1 | | | | | | | | | | 3 |
| | | | | | | | | | | | | 1 | | | | | | | | | 4 |
| | | | | | | | | | | | | | 1 | | | | | | | | 5 |
| | | | | | | | | | | | | | | 1 | | | | | | | 6 |
| | | | | | | | | | | | | | | | 1 | | | | | | 7 |
| | | | | | | | | | | | | | | | | 1 | | | | | 8 |
| 2 | | 1 | 2 | | | | 1 | 2 | 2 | 2 | 4 | 3 | 4 | | | | | | | | |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 37 (GROUP II)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employ-ees. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | |
|--------------------|------------------|-----------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|-----|-----|---|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | | |
| Machinists | 1 | 3 | \$1.60 | | | | | | | | | | | 1 | 2 |
| | 2 | 2 | 1.70 | | | | | | | | | | | 2 | |
| | 3 | 2 | 1.80 | | | | | | | 1 | 1 | | | | |
| | 4 | 1 | 1.90 | | | | 1 | | | | | | | | |
| | 5 | 15 | 2.00 | | 1 | 1 | 2 | 1 | 1 | | 6 | | 3 | | |
| | 6 | 11 | 2.10 | | | | 1 | | | | 7 | 3 | | | |
| | 7 | 25 | 2.20 | | | | | 1 | 1 | 1 | 9 | 14 | | | |
| | 8 | 3 | 2.30 | | | | | | | | 2 | 1 | | | |
| | 9 | 3 | 2.40 | | | | | | | | 1 | 2 | | | |
| | 10 | 4 | 2.60 | | | | | | | | 1 | 3 | | | |
| | 69 | | | | 1 | 1 | 4 | 2 | 3 | 27 | 29 | | 2 | | |
| | 36 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | | |
| | 105 | | | | | | | | | | | | | | |
| Masons | 1 | 1 | 1.80 | | | | | | | 1 | | | | | |
| | 2 | 1 | 2.00 | | | | 1 | | | | | | | | |
| | 3 | 2 | 2.20 | | | | 1 | | | | 1 | | | | |
| | 4 | 54 | 2.50 | 3 | 2 | 7 | 3 | 10 | 20 | 9 | | | | | |
| | 5 | 2 | 3.25 | 2 | | | | | | | | | | | |
| | 60 | | | 5 | 2 | 7 | 5 | 10 | 21 | 10 | | | | | |
| Oilers | 1 | 1 | .66 | | | | | | | | | | | 1 | |
| | 2 | 5 | 1.20 | | | | | | | | | | | 3 | 2 |
| | 3 | 2 | 1.31½ | | | | | | | | | | | 2 | |
| | 4 | 2 | 1.48 | | | | | | | | | | | 2 | |
| | 10 | | | | | | | | | | | | | 8 | 2 |
| Packers | 1 | 2 | 1.50 | | | | | | | | | | | 2 | |
| | 2 | 1 | 1.60 | | | | | | | | | | | 1 | |
| | 3 | | | | | | | | | | | | | 3 | |
| Painters..... | 1 | 1 | .60 | | | | | | | | | | 1 | | |
| | 2 | 1 | 1.20 | | | | | | | | | | 1 | | |
| | 3 | 1 | 1.40 | | | | | | | | | | | | |
| | 4 | 2 | 1.50 | | | | 1 | | | | | 1 | 1 | | |
| | 5 | 2 | 1.60 | | | | | | | | | 2 | | | |
| | 6 | 1 | 1.70 | | | | | | | | | 1 | | | |
| | 7 | 7 | 1.90 | | | | | | | | | 6 | | | |
| | 8 | 8 | 2.00 | 1 | | 1 | | | | 3 | 4 | | | | |
| | 9 | 2 | 2.10 | | | | | | | | | | | 2 | |
| | 10 | 1 | 2.20 | | | | | | | | | 1 | | | 1 |
| | 11 | 1 | 2.30 | | | | | | | | | | | | |
| | 12 | 1 | 2.40 | | | | | | | | | | | | |
| | 13 | 1 | 2.50 | | | | | | 1 | | | | | | |
| | 14 | 1 | 2.60 | | | | | | | 1 | | | | | 1 |
| | 30 | | | 1 | | 1 | 1 | 1 | 4 | 17 | 5 | | | | |
| | 19 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | |
| | 49 | | | | | | | | | | | | | | |
| Patternmaker | 1 | 1 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | |
| | 1 | | | | | | | | | | | | | | |

a Rate and time cannot be stated, as they worked by the piece.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 37 (GROUP II)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employ-és. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | |
|-------------------------|------------------|----------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|---|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 306 days and over. | |
| Policemen..... | 1 | 1 | \$0.59 | | | | | | | | | 1 | |
| | 2 | 1 | 1.18 | | | | | | | | | 1 | |
| | 3 | 1 | 1.48 | | | | | | | | | 1 | |
| | 4 | 2 | 1.64½ | | | | | | | | | 2 | |
| | 5 | 2 | 1.97 | | | | | | | | | 2 | |
| | | 7 | | | | | | | | | | | 7 |
| | | | | | | | | | | | | | |
| Policeman, special..... | 1 | 1 | 2.30 | | | | | | | | | 1 | |
| | | 1 | | | | | | | | | | 1 | |
| Pumpers..... | 1 | 1 | 1.18 | | | | | | | | | 1 | |
| | 2 | 1 | 1.48 | | | | | | | | | 1 | |
| | 3 | 3 | 1.64½ | | | | | | | | | 3 | |
| | 4 | 1 | 1.81 | | | | | | | | | 1 | |
| | 5 | 2 | 2.00 | | | | | | | | | 2 | |
| | 6 | 5 | 3.00 | | 2 | | | | | | | 5 | |
| | | 13 | | | 7 | | | | | | | | 6 |
| Repairers, car..... | 1 | 2 | .70 | | | | | | | | | 2 | |
| | 2 | 2 | 1.00 | | | | | | | | | 2 | |
| | 3 | 10 | 1.20 | | 1 | | | | 1 | 1 | | 4 | 3 |
| | 4 | 4 | 1.30 | | | | | 1 | | | 1 | 2 | |
| | 5 | 1 | 1.31½ | | | | | 1 | | | | 1 | |
| | 6 | 3 | 1.50 | | | | | 2 | | 1 | | | |
| | 7 | 2 | 1.60 | | | | | 1 | | | | | |
| | 8 | 2 | 2.00 | | | | | | | | | 2 | |
| | 9 | 1 | 2.10 | | | | | | | | | 1 | |
| | | 27 | | | 1 | 4 | 3 | 3 | 1 | 4 | 8 | 3 | |
| | 2 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | | |
| Riggers..... | | 29 | | | | | | | | | | | |
| | 1 | 1 | 1.64½ | | | | | | | | | 1 | |
| | 2 | 1 | 2.10 | | | | | | | | | 1 | |
| | 3 | 1 | 2.20 | | | | | | | | | 1 | |
| | 4 | 1 | 2.30 | | | | | | | | | 1 | |
| | 4 | | | | | | | | | | 4 | | |
| Sheet-iron workers..... | 1 | 1 | 1.50 | | | | | | | | | 1 | |
| | 2 | 1 | 1.60 | | | | | | 1 | | | 1 | |
| | 3 | 1 | 1.90 | | | | | | | | | 1 | |
| | | 3 | | | | | | | 1 | | | 2 | |
| Shop hands..... | 1 | 2 | .80 | | 1 | | 1 | | | | | | |
| | 2 | 1 | .90 | | | | 1 | | | | | | |
| | 3 | 1 | 1.00 | | | | | | 1 | | | | |
| | 4 | 9 | 1.20 | | 1 | | 1 | 3 | 1 | | | 2 | 1 |
| | 5 | 1 | 1.30 | | | | | | | | | 1 | |
| | 6 | 7 | 1.40 | | | | | | | 1 | 3 | 2 | 1 |
| | 7 | 8 | 1.50 | | 2 | 1 | | 1 | 1 | | | 2 | 1 |
| | 8 | 1 | 1.60 | | | | | | | | | 1 | |
| | 9 | 1 | 1.70 | | | | | | | | | 1 | |
| | 10 | 2 | 2.00 | | | | | | | | | 2 | |
| | 11 | 1 | 2.10 | | | | | | | | | 1 | |
| | | 34 | | | 3 | 2 | 1 | 6 | 3 | 1 | 4 | 11 | 3 |
| | 6 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | |
| | 40 | | | | | | | | | | | | |

a Rate and time cannot be stated, as they worked by the piece.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 37 (GROUP II)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|--------------------------|---------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|---------------------|----|
| 50 dols. and under | 51 to 100 dols. | 101 to 150 dols. | 151 to 200 doll | 201 to 250 doll | 251 to 300 doll | 301 to 350 doll | 351 to 400 doll | 401 to 450 doll | 451 to 500 doll | 501 to 550 doll | 551 to 600 doll | 601 to 650 doll | 651 to 700 doll | 701 to 750 doll | 751 to 800 doll | 801 to 850 doll | 851 to 900 doll | 901 to 950 doll | 951 to 1000 doll | 1001 and over | |
| | | | | 1 | | | | | 1 | | | | | | | | | | | | 1 |
| | | | | | | | | | | 1 | | | | | | | | | | | 2 |
| | | | | | | | | | | | 1 | | | | | | | | | | 3 |
| | | | | | | | | | | | | 2 | | | | | | | | | 4 |
| | | | | | | | | | | | | | 1 | 1 | | | | | | | 5 |
| | | | | 1 | | | | 1 | | 1 | 2 | | | 1 | 1 | | | | | | |
| | | | | | | | | | | | | | | | | | 1 | | | | 1 |
| | | | | | | | | | | | | | | | | | 1 | | | | |
| | | | | | | | | | 1 | | | | | | | | | | | | 1 |
| | | | | | | | | | | 1 | | | | | | | | | | | 2 |
| | | | | | | | | | | | 1 | | | | | | | | | | 3 |
| | | | | | | | | | | | | 3 | | | | | | | | | 4 |
| 2 | | | | | | | | | | | | | 1 | | | | | | | | 5 |
| 5 | | | | | | | | | | | | | | | | | | | | | 6 |
| | | | | | | | | | 1 | 1 | 3 | 1 | | | | | | | | | |
| 7 | | | | | | | | | | | | | | | | | | | | | |
| | | 1 | 1 | | 2 | | | | | | | | | | | | | | | | 1 |
| 1 | | | 1 | 1 | 1 | 1 | 1 | 3 | | 3 | | | | | | | | | | | 2 |
| | 1 | | 1 | 1 | 1 | 1 | 1 | 2 | | | | | | | | | | | | | 3 |
| | | 1 | 1 | 1 | 1 | 1 | 1 | | | | | | | | | | | | | | 4 |
| | | | 1 | 1 | 1 | 1 | 1 | | | | 2 | | | | | | | | | | 5 |
| | | | | | | | | | | | | 1 | | | | | | | | | 6 |
| 1 | 3 | 2 | 3 | 1 | 3 | 2 | 1 | 5 | | 5 | | 1 | | | | | | | | | 7 |
| | | | | | | | | | | | | | 1 | | | | | | | | 8 |
| 1 | 3 | 2 | 3 | 1 | 3 | 2 | 1 | 5 | 1 | 5 | | 2 | | | | | | | | | 9 |
| | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | 1 | | | | | | | 2 |
| | | | | | | | | | | | | | | | 1 | | | | | | 3 |
| | | | | | | | | | | | | | | | | 1 | | | | | 4 |
| | | | | | | | | | | | | | | | | | 1 | | | | 5 |
| | | | | | | | | | | | | | | | | | | 1 | | | 6 |
| | | | | | | | | | | | | | | | | | | | | | 7 |
| | | | | | | | | | | | | | | | | | | | | | 8 |
| | | | | | | | | | | | | | | | | | | | | | 9 |
| | | | | | | | | | | | | | | | | | | | | | 10 |
| | | | | | | | | | | | | | | | | | | | | | 11 |
| 1 | | | 1 | | | | | | | | | | | | | | | | | | 1 |
| | | | 1 | 1 | | | | | | | | | | | | | | | | | 2 |
| 1 | 1 | 1 | 2 | 1 | | | | | 2 | | 1 | | | | | | | | | | 3 |
| | | | | | | | | | | | | | | | | | | | | | 4 |
| | | | | | | | | | | | | | | | | | | | | | 5 |
| | | | | | | | | | | | | | | | | | | | | | 6 |
| | | | | | | | | | | | | | | | | | | | | | 7 |
| | | | | | | | | | | | | | | | | | | | | | 8 |
| | | | | | | | | | | | | | | | | | | | | | 9 |
| | | | | | | | | | | | | | | | | | | | | | 10 |
| | | | | | | | | | | | | | | | | | | | | | 11 |
| | | | | | | | | | | | | | | | | | | | | | |
| 4 | 2 | 3 | 4 | 2 | | 1 | 3 | 3 | 5 | 2 | 2 | 1 | 1 | 1 | | | | | | | |
| | | | | | | | 1 | 2 | 1 | 1 | 1 | | | | | | | | | | |
| 4 | 2 | 3 | 4 | 2 | | 1 | 4 | 5 | 6 | 3 | 3 | 1 | 1 | 1 | | | | | | | |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 37 (GROUP II)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employ-ees. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|------------------------------------|---|-----------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|----|---|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | |
| Steamfitter..... | 1 | 1 | \$2.10 | | | | | | | | 1 | | | |
| | | 1 | | | | | | | | | 1 | | | |
| Stenographer..... | 1 | 1 | 2.14 | | | | | | | | | | 1 | |
| | | 1 | | | | | | | | | | | 1 | |
| Storekeepers..... | 1 2 3 | 1 | 2.14 | | | | | | | | | | 1 | |
| | | 1 | 2.20 | | | | | | | | 1 | | | |
| | | 1 | 2.82½ | | | | | | | | | | 1 | |
| | | 3 | | | | | | | | | 1 | | 2 | |
| Storekeeper, assistant..... | 1 | 1 | 1.64½ | | | | | | | | | | 1 | |
| | | 1 | | | | | | | | | | | 1 | |
| Streetmaster..... | 1 | 1 | 2.80 | | | | | | | | | | 1 | |
| | | 1 | | | | | | | | | | | 1 | |
| Supervisors, assistant..... | 1 | 2 | 2.46½ | | | | | | | | 1 | | 1 | |
| | | 2 | | | | | | | | | 1 | | 1 | |
| Tankman..... | 1 | 1 | 1.97 | | | | | | | | | | 1 | |
| | | 1 | | | | | | | | | | | 1 | |
| Telegraph operators..... | 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 | 4 | .33 | | | 1 | 1 | | | 1 | | | | 1 |
| | | 1 | .38½ | | | | | | | | | 1 | | |
| | | 1 | .49½ | | | 1 | | | | | | | | |
| | | 1 | .66 | | | | | | | | 1 | | | |
| | | 1 | .82 | | | | | | | | | 1 | | |
| | | 4 | .98½ | | | | | | | | | | 1 | |
| | | 25 | 1.15 | 2 | 1 | 1 | 1 | | 3 | 1 | 2 | 11 | | |
| | | 31 | 1.31½ | 1 | 1 | 2 | 7 | | | 2 | 5 | 13 | | |
| | | 7 | 1.35 | | | | | | | | | 1 | 6 | |
| | | 24 | 1.48 | | | 2 | 2 | | | | | | | |
| | | 22 | 1.64½ | | 1 | | | | | | 2 | 1 | 17 | |
| | | 7 | 1.77½ | | | 1 | | | | 1 | | 1 | 4 | |
| | | 5 | 1.81 | | | | | | | | | | 5 | |
| | | 7 | 1.97 | | | 1 | | | | 1 | | | 2 | 3 |
| | | 1 | 2.14 | | | | | | | | | | 1 | |
| | | 1 | 2.46½ | | | | | | | | | | | 1 |
| | | 142 | | 4 | 7 | 9 | 12 | 5 | 9 | 12 | 80 | 4 | | |
| Telegraph operators and switchmen. | 1 2 3 4 5 6 7 8 | 1 | .49½ | 1 | | | | | | | | | | |
| | | 1 | .66 | | 1 | | | | | | | | | |
| | | 1 | 1.15 | | | | | | | | | | 1 | |
| | | 1 | 1.31½ | | | 1 | | | | | | | | |
| | | 3 | 1.48 | | | | | | | | | 2 | 1 | |
| | | 2 | 1.64½ | | | | | | | | | 2 | | |
| | | 1 | 1.81 | | | | | | | | | 1 | 1 | |
| | | 8 | 1.97 | | | | | | | | | | 8 | |
| | | 18 | | 1 | 1 | 1 | | | | | 13 | 2 | | |
| Ticket receivers..... | 1 2 3 | 1 | 1.48 | | | | | 1 | | | | | | |
| | | 1 | 2.96 | | | | | | 1 | | | | | |
| | | 1 | 3.29 | | | | | 1 | | | | | | |
| | | 3 | | | | | | 2 | 1 | | | | | |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 37 (GROUP II)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000—Concluded.

For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employ- és. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|--------------|------------------|--------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|-------|-----|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | |
| Yardmen..... | 1 | 7 | \$1.35 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 7 | ..... |  |
| | 2 | 17 | 1.70 | 8 | 2 | 3 | 2 | 1 | ..... | ..... | ..... | 1 | ..... |  |
| | 3 | 4 | 1.90 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 | |
| | | 28 | | 8 | 2 | 3 | 2 | 1 | | | | 1 | 8 | 3 |
| | 13 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) |
| | 41 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$1,000 TO \$2,000.

| Occupation. | Marginal number. | Number of employ- és. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | |
|-------------------------|------------------|--------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|-------|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | |
| Agents..... | 1 | 4 | \$0.33 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 |
| | 2 | 1 | .42½ | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| | 3 | 7 | .49½ | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 7 |
| | 4 | 7 | .66 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 7 |
| | 5 | 1 | .74 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| | 6 | 4 | .82 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 4 |
| | 7 | 3 | .89 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 |
| | 8 | 2 | .98½ | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| | 9 | 1 | 1.05 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| | 10 | 1 | 1.12½ | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| | 11 | 5 | 1.15 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 5 |
| | 12 | 2 | 1.18 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 |
| | 13 | 2 | 1.31½ | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 |
| | 14 | 1 | 1.35 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| | 15 | 9 | 1.48 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 9 |
| | 16 | 6 | 1.64½ | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 6 |
| | 17 | 2 | 1.77½ | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 |
| | 18 | 1 | 1.81 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| | 19 | 2 | 1.92½ | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 |
| | 20 | 4 | 1.97 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 4 |
| | 21 | 5 | 2.46½ | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 4 |
| | 22 | 1 | 2.74 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| | 23 | 1 | 2.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| | 24 | 1 | 2.96 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| | 25 | 1 | 3.12½ | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| | 26 | 1 | 3.83½ | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| | 27 | 1 | 4.11 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| | 28 | 2 | 4.21½ | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| | 29 | 1 | 4.27½ | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| | 30 | 1 | 4.93 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| | 31 | 1 | 5.75 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| | 32 | 1 | 7.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| | 82 | ..... | ..... | 1 | 2 | 1 | 2 | 2 | 2 | 2 | 2 | 72 | ..... |
| Agent, advertising..... | 1 | 1 | 4.44 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| | | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |

a Rate and time cannot be stated, as they worked by the trip.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 37 (GROUP II)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$1,000 TO \$2,000—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employ- ees. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|-----------------------|---|---------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|-----|--|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | |
| Agents, freight | 1 2 3 | 1 | \$0.82 | | | | | | | | | | 1 | |
| | | 1 | 3.29 | | | | | | | 1 | | | | |
| | | 1 | 4.11 | | | | | | | | | | 1 | |
| | | 3 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | |
| | | 5 | | | | | | | | | | | | |
| Agents, special | 1 2 | 1 | 3.29 | | | | | | | | | | 1 | |
| | | 1 | 4.44 | | | | | | | | | | 1 | |
| | | 2 | | | | | | | | | | | 2 | |
| Agents, ticket | 1 2 | 1 | 3.62 | | | | | | | | | | 1 | |
| | | 1 | 4.44 | | | | | | | | | | 1 | |
| | | 2 | | | | | | | | | | | 2 | |
| Cashiers | 1 2 3 | 1 | 1.81 | | | | | | | | | | 1 | |
| | | 2 | 2.96 | | | | | | | | | | 2 | |
| | | 1 | 3.62 | | | | | | | | | | 1 | |
| | | 4 | | | | | | | | | | | 4 | |
| Civil engineer | 1 | 1 | 4.27½ | | | | | | | | | | 1 | |
| | | 1 | | | | | | | | | | | 1 | |
| Clerks | 1 2 3 3 4 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 | 1 | .33 | | | 1 | | | | | | | | |
| | | 3 | .49½ | | 2 | | | 1 | | | | | | |
| | | 3 | .66 | | | 1 | | | | | | | 2 | |
| | | 4 | .82 | | 1 | | | 1 | | | | | 2 | |
| | | 5 | .90½ | | | | 1 | | | 1 | | | 1 | |
| | | 6 | .98½ | | 1 | 2 | 1 | 1 | | | | | 4 | |
| | | 7 | 1.00 | | 1 | | | | 1 | | | | 1 | |
| | | 8 | 1.15 | | | | 3 | | | 2 | | | 9 | |
| | | 9 | 1.31½ | | | | | 2 | 1 | 4 | | | 18 | |
| | | 10 | 1.35 | | | | | 1 | 1 | | | 1 | 5 | |
| | | 11 | 1.48 | | | | | 1 | 3 | 1 | | 1 | 21 | |
| | | 12 | 1.53½ | | 1 | | 1 | 1 | | 1 | | | 4 | |
| | | 13 | 1.62½ | | | | | | | | | | 2 | |
| | | 14 | 1.64½ | | | | | | | 1 | 1 | | 15 | |
| | | 15 | 1.70 | | | | | | | | | | 2 | |
| | | 16 | 1.72½ | | | | | 2 | 1 | | | | 2 | |
| | | 17 | 1.81 | | | 1 | | | | | | 1 | 10 | |
| | | 18 | 1.91½ | | | | | | | | | 1 | 2 | |
| | | 19 | 1.97 | | | | | | | | 1 | 1 | 13 | |
| | | 20 | 2.07 | | | | | | | | | | 4 | |
| | | 21 | 2.11 | | | 1 | | | | | | | 1 | |
| | | 22 | 2.14 | | | | | | | | 1 | | 4 | |
| | | 23 | 2.30 | | | | | | | 2 | | | 6 | |
| | | 24 | 2.46½ | | | | | | | 1 | | | 8 | |
| | | 25 | 2.63 | | | | | | | | | | 3 | |
| | | 26 | 2.66 | | | | | | | | | | 1 | |
| | | 27 | 2.80 | | | | | | | | | | 5 | |
| | | 28 | 2.96 | | | | | | | | | | 2 | |
| | | 29 | 3.20 | | | | | | | | | | 3 | |
| | | 30 | 3.62 | | | | | | | | | | 4 | |
| | 211 | | | 3 | 7 | 9 | 11 | 10 | 11 | 5 | 154 | 1 | | |
| Collectors | 1 2 3 | 1 | 1.97 | | | | | | | | | | 1 | |
| | | 1 | 2.63 | | | | | | | | | | 1 | |
| | | 1 | 3.62 | | | | | | | | | | 1 | |
| | | 3 | | | | | | | | | | | 3 | |

a Rate and time not given.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 37 (GROUP II)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$1,000 TO \$2,000—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employ-ees. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | |
|--------------------------------|------------------|-----------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|-----|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | |
| Conductors, freight | 1 | 82 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) |
| | | 82 | | | | | | | | | | | |
| Conductors, passenger | 1 | 27 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) |
| | | 27 | | | | | | | | | | | |
| Dispatchers | 1 2 3 4 | 1 | \$2.46½ | | | | | | | | | | 1 |
| | | 2 | 2.63 | | | | | | | | | | 2 |
| | | 1 | 2.96 | | | | | | | | | | 1 |
| | | 3 | 3.29 | | | | | | | | | | 3 |
| | | 7 | | | | | | | | | | | 7 |
| Engineers, assistant | 1 2 | 1 | 4.11 | | | | | | | | | | 1 |
| | | 1 | 4.93 | | | | | | | | | | 1 |
| | | 2 | | | | | | | | | | | 2 |
| Engineers, freight | 1 | 37 | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) |
| | | 37 | | | | | | | | | | | |
| Engineers, passenger | 1 | 8 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) |
| | | 8 | | | | | | | | | | | |
| Enginemen, freight | 1 | 57 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) |
| | | 57 | | | | | | | | | | | |
| Enginemen, passenger | 1 | 1 | 2.50 | | | | | | | | | | 1 |
| | | 18 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | 1 |
| | | 19 | | | | | | | | | | | |
| Enginemen, shifting | 1 2 3 | 1 | 1.30 | | | | | | | | | | 1 |
| | | 7 | 2.40 | | | | | | | | | | 3 |
| | | 19 | 2.50 | | | | | | | | | | 2 |
| | | 27 | | | | | | | | | | | 6 |
| | | 2 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | 21 |
| 29 | | | | | | | | | | | | | |
| Foremen, blacksmiths | 1 2 3 | 1 | 2.46½ | | | | | | | | | | 1 |
| | | 1 | 2.80 | | | | | | | | | | 1 |
| | | 1 | 2.83 | | | | | | | | | | 1 |
| | | 3 | | | | | | | | | | | 3 |
| Foremen, engine cleaners | 1 2 | 1 | 2.14 | | | | | | | | | | 1 |
| | | 1 | 2.46½ | | | | | | | | | | 1 |
| | | 2 | | | | | | | | | | | 2 |
| Foremen, machinists | 1 2 3 4 | 2 | 2.30 | | | | | | | | | | 2 |
| | | 2 | 2.66 | | | | | | | | | | 2 |
| | | 1 | 2.83 | | | | | | | | | | 1 |
| | | 1 | 2.96 | | | | | | | | | | 1 |
| | | 6 | | | | | | | | | | | 6 |

a Rate and time cannot be stated, as they worked by the trip.*b* Rate and time cannot be stated, as they worked by the day and trip combined.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 37 (GROUP II)—Concluded.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$1,000 TO \$2,000—Concluded.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employ- ees. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | |
|------------------------------------|------------------|---------------------------|--|--|----------------|-----------------|------------------|------------------|------------------|------------------|------------------|--------------------|---|---|--|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days. | 151 to 200 days. | 201 to 250 days. | 251 to 300 days. | 301 to 365 days. | 366 days and over. | | | |
| Foreman, passenger car works. | 1 | 1 | \$2.96 | | | | | | | | | | 1 | | |
| | | 1 | | | | | | | | | | | | 1 | |
| Foreman, road..... | 1 | 1 | 3.62 | | | | | | | | | | 1 | | |
| | | 1 | | | | | | | | | | | | 1 | |
| Foremen, shop..... | 1 | 1 | 2.30 | | | | | | | | | | 1 | | |
| | | 2 | 2.36½ | | | | | | | | | | 1 | | |
| | | 3 | 2.46½ | | | | | | | | | | | 3 | |
| | | 4 | 2.80 | | | | | | | | | | | 1 | |
| | | 5 | 4.44 | | | | | | | | | | | 1 | |
| | | 7 | | | | | | | | | | | 7 | | |
| Master carpenters..... | 1 | 1 | 3.29 | | | | | | | | | | 1 | | |
| | | 2 | 4.11 | | | | | | | | | | 1 | | |
| | | 2 | | | | | | | | | | | | 2 | |
| Master mechanics..... | 1 | 1 | 2.96 | | | | | | | | | | 1 | | |
| | | 2 | 5.26 | | | | | | | | | | 1 | | |
| | | 3 | 5.42½ | | | | | | | | | | | 1 | |
| | | 3 | | | | | | | | | | | | 3 | |
| Stationmasters..... | 1 | 1 | 2.24½ | | | | | | | | | | 1 | | |
| | | 2 | .59 | | | | | | | | | | 1 | | |
| | | 3 | 2.63 | 1 | | | | | | | | | 1 | | |
| | | 4 | 2.96 | 1 | | | | | | | | | 1 | | |
| | | 5 | 3.12½ | | | | | | | | | | | 1 | |
| | | 7 | | 2 | | | | | | | | | 5 | | |
| Supervisors..... | 1 | 4 | 2.96 | | | | | | | | | | 4 | | |
| | | 2 | 3.29 | | | | | | | | | | 1 | | |
| | | 5 | | | | | | | | | | | | 5 | |
| Telegraph operator, chief.. | 1 | 1 | 3.29 | | | | | | | | | | 1 | | |
| | | 1 | | | | | | | | | | | | 1 | |
| Telegraph operator and dispatcher. | 1 | 1 | 3.62 | | | | | | | | | | 1 | | |
| | | 1 | | | | | | | | | | | | 1 | |
| Trainmasters..... | 1 | 2 | 4.11 | | | | | | | | | | 2 | | |
| | | 2 | | | | | | | | | | | | 2 | |
| Trainmasters, assistant.... | 1 | 1 | 2.96 | | | | | | | | 1 | | | | |
| | | 2 | 3.94½ | | | | | 1 | | | | | 1 | | |
| | | 3 | | | | | | 1 | | | 1 | | | 1 | |
| Yardmaster, general..... | 1 | 1 | 3.29 | | | | | | | | | | 1 | | |
| | | 1 | | | | | | | | | | | | 1 | |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 38 (GROUP VII).

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 163.]

| Occupation. | Marginal number. | Number of employees. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|-----------------------------------|------------------|----------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|--|---|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | |
| Agents, assistant..... | 1 | 3 | \$1.64½ | 2 | | | 1 | | | | | | | |
| | 2 | 1 | 4.11 | | 1 | | | | | | | | | |
| Agent, contracting..... | 1 | 4 | | 2 | 1 | | 1 | | | | | | | |
| | | 1 | 4.11 | | 1 | | | | | | | | | |
| Agents, passenger..... | 1 | 1 | 1.31½ | | | | | | | 1 | | | | |
| | 2 | 2 | 2.96 | 1 | | | | 1 | | | | | | |
| | 3 | 1 | 3.29 | | | 1 | | | | | | | | |
| | | 4 | | | 1 | | 1 | | 1 | 1 | | | | |
| Axemen..... | 1 | 17 | 1.31½ | 3 | 7 | | 4 | 1 | 1 | 1 | | | | |
| | 2 | 1 | 1.41 | | | | 1 | | | | | | | |
| | | 18 | | 3 | 7 | | 5 | 1 | 1 | 1 | | | | |
| Brakemen..... | 1 | 4 | .95½ | | | | | | | | | | | 1 |
| | 2 | 4 | 1.07 | 1 | 3 | | | | | | | | | |
| | 3 | 2 | 1.15 | | 1 | | 1 | | | | | | | |
| | 4 | 2 | 1.48 | | 1 | | | | | 1 | | | | |
| | 5 | 10 | 1.97 | 4 | 4 | 1 | 1 | | | | | | | |
| | 6 | 2 | 2.14 | | 1 | | | | | | | | | |
| | 7 | 3 | 2.30 | 3 | | | | | | | | | | |
| | | 24 | | 9 | 9 | 2 | 2 | | 1 | | | 1 | | |
| Brakemen, freight and passenger. | 1 | 26 | 1.97 | 18 | 4 | 2 | 1 | | | | | 1 | | |
| | | 26 | | 18 | 4 | 2 | 1 | | | | | 1 | | |
| Brakemen, freight and work train. | 1 | 7 | 1.97 | 4 | 2 | | 1 | | | | | | | |
| | | 7 | | 4 | 2 | | 1 | | | | | | | |
| Brakemen, work train..... | 1 | 19 | 1.97 | 5 | 4 | 8 | 2 | | | | | | | |
| | | 19 | | 5 | 4 | 8 | 2 | | | | | | | |
| Carpenters' helpers..... | 1 | 26 | 2.00 | 17 | 4 | 2 | 1 | 2 | | | | | | |
| | 2 | 8 | 2.25 | 5 | 2 | | 1 | | | | | | | |
| | 3 | 4 | 2.50 | 4 | | | | | | | | | | |
| | 4 | 1 | 2.75 | | 1 | | | | | | | | | |
| | | 39 | | 26 | 7 | 2 | 2 | 2 | | | | | | |
| Chainmen..... | 1 | 8 | 1.31½ | | 3 | 3 | | 1 | | | | 1 | | |
| | 2 | 5 | 1.48 | 1 | 2 | | 1 | | | | | 1 | | |
| | 3 | 2 | 1.97 | 2 | | | | | | | | | | |
| | 4 | 1 | 2.14 | | | 1 | | | | | | | | |
| | | 16 | | 3 | 5 | 4 | 1 | 1 | | | 2 | | | |
| Cleaner, car..... | 1 | 1 | 2.00 | | | | 1 | | | | | | | |
| | | 1 | | | | | 1 | | | | | | | |
| Conductors..... | 1 | 1 | 2.50 | 1 | | | | | | | | | | |
| | 2 | 1 | 2.96 | 1 | | | | | | | | | | |
| | | 2 | | 2 | | | | | | | | | | |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 38 (GROUP VII).

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|--------------------------|--------------------------|-------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|----------------------------|---|
| 25 dolls. and under | 26 to 50 dolls. | 51 to 75 dolls. | 76 to 100 doll | 101 to 125 doll | 126 to 150 doll | 151 to 175 doll | 176 to 200 doll | 201 to 225 doll | 226 to 250 doll | 251 to 275 doll | 276 to 300 doll | 301 to 325 doll | 326 to 350 doll | 351 to 375 doll | 376 to 400 doll | 401 to 425 doll | 426 to 450 doll | 451 to 475 doll | 476 to 500 doll | 501 doll and over | |
| 1 | 1 | | | | | | 1 | | | | | | | | | | | | | | 1 |
| | | | | | | 1 | | | | | | | | | | | | | | | 2 |
| 1 | 1 | | | | | 1 | 1 | | | | | | | | | | | | | | |
| | | | | | 1 | | | | | | | | | | | | | | | | 1 |
| | | | | | 1 | | | | | | | | | | | | | | | | |
| | 1 | | | | | | | | | | | 1 | | | | | | | | 1 | 1 |
| | | | | | | | | | | | 1 | | | | | | | | | | 3 |
| | 1 | | | | | | | | | | 1 | 1 | | | | | | | 1 | | |
| 3 | 4 | 3 | | | 1 | 3 | 1 | 1 | | | 1 | | | 1 | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | | | | | 2 |
| 3 | 4 | 3 | | | 1 | 3 | 1 | 1 | | | 1 | | | 1 | | | | | | | |
| | | | | | | | | | | | | | | | 1 | | | | | | 1 |
| 1 | 3 | | | | | | | | | | | | | | | | | | | | 1 |
| | | 1 | | | | 1 | | | | | | | | | | | | | | | 3 |
| | 1 | 2 | 4 | | 1 | | | | | 1 | | 1 | | | | | | | | | 4 |
| 2 | 1 | | | | | | 1 | | | | | | | | | | | | | | 5 |
| 1 | 2 | 1 | | | | | | | | | | | | | | | | | | | 6 |
| 6 | 7 | 5 | | 1 | | 2 | | | 1 | | 1 | | | 1 | | | | | | | 7 |
| 14 | 4 | | 4 | 1 | 1 | | | | | | | 1 | | | | | | | | 1 | 1 |
| 14 | 4 | | 4 | 1 | 1 | | | | | | | 1 | | | | | | | | 1 | |
| 2 | 2 | 1 | 1 | | | | | | | 1 | | | | | | | | | | | 1 |
| 2 | 2 | 1 | 1 | | | | | | | 1 | | | | | | | | | | | |
| 1 | 4 | 4 | | 2 | | 4 | 2 | | | | | 2 | | | | | | | | | 1 |
| 1 | 4 | 4 | | 2 | | 4 | 2 | | | | | 2 | | | | | | | | | |
| 17 | | 2 | 2 | 1 | | | 1 | | | | 1 | | 1 | | 1 | | | | | | 1 |
| 5 | | 1 | 1 | | | | | | | 1 | | | | | | | | | | | 2 |
| 3 | 1 | | | 1 | | | | | | | | | | | | | | | | | 3 |
| | | | 1 | | | | | | | | | | | | | | | | | | 4 |
| 25 | 1 | 3 | 4 | 1 | | | 1 | | 1 | | 1 | | 1 | | 1 | | | | | | |
| | 2 | 1 | | 2 | 1 | | | 1 | | | | | | 1 | | | | | | | 1 |
| 1 | 1 | 1 | | | | | | 1 | | | | | | | | 1 | | | | | 2 |
| | | | | | 1 | | | | | | | | | | | | 1 | | | | 3 |
| | | | | | | | | | | | | | | | | | | | | | 4 |
| 3 | 3 | 2 | | 2 | 2 | | | 2 | | | | | | 1 | | 1 | | | | | |
| | | | | | 1 | | | | | | | | | | | | | | | | 1 |
| | | | | | 1 | | | | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| | | 1 | | | | | | | | | | | | | | | | | | | 2 |
| 1 | | 1 | | | | | | | | | | | | | | | | | | | |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 38 (GROUP VII)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employ- ees. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | |
|-----------------------------|------------------|---------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|--|---|--|--|--|--|--|---|---|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | | | | | | | | |
| Cooks | 1 | 1 | \$0.60 | 1 | | | | | | | | | | | | | | | | | |
| | 2 | 9 | .90 | 1 | 8 | | | | | | | | | | | | | | | | |
| | | 10 | | 2 | 8 | | | | | | | | | | | | | | | | |
| Freighthandlers | 1 | 28 | 1.64½ | 13 | 4 | 7 | 3 | | | | | | | | | | | | | | 1 |
| | 2 | 2 | 1.97 | 1 | 1 | | | | | | | | | | | | | | | | |
| | | 30 | | 13 | 5 | 7 | 4 | | | | | | | | | | | | | | 1 |
| Inspector | 1 | 1 | 2.14 | | 1 | | | | | | | | | | | | | | | | |
| | | 1 | | | 1 | | | | | | | | | | | | | | | | |
| Laborers, pump | 1 | 3 | .66 | | 1 | | 1 | 1 | | | | | | | | | | | | | |
| | | 3 | | | 1 | | 1 | 1 | | | | | | | | | | | | | |
| Laborers, track | 1 | 169 | 1.75 | 63 | 41 | 41 | 15 | 4 | 2 | 3 | | | | | | | | | | | |
| | 2 | 22 | 1.80 | 3 | 3 | 2 | 7 | 4 | 1 | | | | | | | | | | | | 2 |
| | 3 | 58 | 2.00 | 39 | 16 | 2 | | | 1 | | | | | | | | | | | | |
| | 4 | 26 | 2.25 | 12 | 13 | 1 | | | | | | | | | | | | | | | |
| | 5 | 2 | 2.50 | 1 | | 1 | | | | | | | | | | | | | | | |
| | 277 | | 118 | 73 | 47 | 22 | 8 | 4 | 3 | 2 | | | | | | | | | | | |
| Laborers, yard | 1 | 2 | 1.75 | 1 | | | | | | | | | | | | | | | | | 1 |
| | 2 | 12 | 1.80 | 10 | 1 | 1 | | | | | | | | | | | | | | | |
| | 3 | 2 | 1.97 | 2 | | | | | | | | | | | | | | | | | |
| | 4 | 10 | 2.00 | 6 | 4 | | | | | | | | | | | | | | | | |
| | 26 | | 19 | 5 | 1 | | | | | | | | | | | | | | | 1 | |
| Levelmen | 1 | 6 | 2.46½ | 1 | 1 | 3 | | 1 | | | | | | | | | | | | | |
| | | 6 | | 1 | 1 | 3 | | 1 | | | | | | | | | | | | | |
| Mail carriers | 1 | 1 | .25 | | | | | 1 | | | | | | | | | | | | | |
| | 2 | 4 | .33 | | 1 | 1 | 1 | 1 | | | | | | | | | | | | | |
| | 3 | 2 | .39½ | | | | 1 | 1 | | 1 | | | | | | | | | | | |
| | 4 | 3 | .49½ | 1 | | 1 | | | | | | | | | | | | | | | 1 |
| | 5 | 1 | .66 | | | | | | | | | | | | | | | | | | 1 |
| | 6 | 1 | .82 | | | | | | | | | | | | | | | | | | 1 |
| | 7 | 2 | .98½ | | | | | | | | | | | | | | | | | | 2 |
| | 14 | | 1 | 1 | 2 | 2 | 2 | 1 | | | | | | | | | | | | 5 | |
| Messengers | 1 | 1 | .33 | | | | | | | | | | | | | | | | | | 1 |
| | 2 | 4 | .49½ | | | | 1 | | 1 | 1 | | | | | | | | | | | 1 |
| | 3 | 3 | .66 | 1 | | 1 | | | | | | | | | | | | | | | 1 |
| | 4 | 1 | .82 | | | | | | | | | | | | | | | | | | 1 |
| | 5 | 3 | .98½ | | | | | | | | | | | | | | | | | | 3 |
| | 6 | 1 | 1.15 | | | | 1 | | | | | | | | | | | | | | 1 |
| | 7 | 1 | 2.22 | | | | | | | | | | | | | | | | | | 1 |
| | 14 | | 1 | | 2 | 1 | 1 | 1 | | | | | | | | | | | | 8 | |
| Messenger and mail carrier. | 1 | 1 | .49½ | | | | 1 | | | | | | | | | | | | | | |
| | | 1 | | | | | 1 | | | | | | | | | | | | | | |
| Office boys | 1 | 2 | .49½ | | | | | | 1 | | | | | | | | | | | | 1 |
| | 2 | 1 | .66 | | | | | | | 1 | | | | | | | | | | | |
| | 3 | 2 | .82 | | | 2 | | | | | | | | | | | | | | | |
| | 4 | 1 | .98½ | | | | | | | | | | | 1 | | | | | | | 1 |
| | 5 | 1 | 1.31½ | | | | | | | | | | | | | | | | | | 1 |
| | 7 | | | | 2 | | | | 2 | 1 | | | | | | | | | | 2 | |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 38 (GROUP VII)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500—Concluded.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 163.]

| Occupation. | Marginal number. | Number of employ- ees. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|-------------------------------|------------------|---------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|--|---|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | |
| Policemen..... | 1 | 2 | \$0.08 | | 1 | | 1 | | | | | | | |
| | 2 | 4 | .16 $\frac{1}{2}$ | | 2 | | | | | | | | | |
| | 3 | 1 | .33 | | | | | | | | | | | 1 |
| | 4 | 1 | 1.31 $\frac{1}{2}$ | | | | | | | | | | | 1 |
| Porters..... | 1 | 1 | 1.97 | | 1 | | | | | | | | | |
| | 2 | 1 | 2.14 | 1 | | | | | | | | | | |
| | | 2 | | 1 | 1 | | | | | | | | | |
| Repairer, pump..... | 1 | 1 | 2.14 | | | | | 1 | | | | | | |
| | | 1 | | | | | | 1 | | | | | | |
| Sandmen..... | 1 | 3 | 1.80 | | | 1 | 1 | 1 | | | | | | |
| | | 3 | | | | 1 | 1 | 1 | | | | | | |
| Sealer..... | 1 | 1 | 2.00 | | 1 | | | | | | | | | |
| | | 1 | | | 1 | | | | | | | | | |
| Storekeeper, assistant..... | 1 | 1 | 2.00 | 1 | | | | | | | | | | |
| | | 1 | | 1 | | | | | | | | | | |
| Superintendent, construction. | 1 | 1 | 4.93 | | | 1 | | | | | | | | |
| | | 1 | | | | 1 | | | | | | | | |
| Ticket receiver..... | 1 | 1 | .66 | | | | | | 1 | | | | | |
| | | 1 | | | | | | | 1 | | | | | |
| Timekeeper, assistant..... | 1 | 1 | 2.96 | 1 | | | | | | | | | | |
| | | 1 | | 1 | | | | | | | | | | |
| Tinsmiths' helpers..... | 1 | 1 | 2.00 | 1 | | | | | | | | | | |
| | 2 | 1 | 2.35 | | | 1 | | | | | | | | |
| | | 2 | | 1 | | 1 | | | | | | | | |
| Topographers, assistant... | 1 | 2 | 1.31 $\frac{1}{2}$ | 1 | 1 | | | | | | | | | |
| | 2 | 1 | 2.46 $\frac{1}{2}$ | | | | 1 | | | | | | | |
| | | 3 | | 1 | 1 | | 1 | | | | | | | |
| Upholsterers' helper..... | 1 | 1 | 2.00 | 1 | | | | | | | | | | |
| | | 1 | | 1 | | | | | | | | | | |
| Weighers..... | 1 | 3 | 1.97 | 3 | | | | | | | | | | |
| | | 3 | | 3 | | | | | | | | | | |
| Wreckmaster..... | 1 | 1 | .82 | | | | | 1 | | | | | | |
| | | 1 | | | | | | 1 | | | | | | |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 38 (GROUP VII)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500—Concluded.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|--------------------------|--------------------------|-------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|----------------------------|---|
| 25 dolls. and under | 26 to 50 dolls. | 51 to 75 dolls. | 76 to 100 doll | 101 to 125 doll | 126 to 150 doll | 151 to 175 doll | 176 to 200 doll | 201 to 225 doll | 226 to 250 doll | 251 to 275 doll | 276 to 300 doll | 301 to 325 doll | 326 to 350 doll | 351 to 375 doll | 376 to 400 doll | 401 to 425 doll | 426 to 450 doll | 451 to 475 doll | 476 to 500 doll | 501 doll and over | |
| 2 | | | | | | | | | | | | | | | | | | | | | 1 |
| 2 | | 2 | | | | | | | | | | | | | | | | | | | 2 |
| | | | | 1 | | | | | | | | | | | | | | | | | 3 |
| | | | | | | | | | | | | | | | | | | | 1 | | 4 |
| 4 | | 2 | | 1 | | | | | | | | | | | | | | | | | |
| | | | 1 | | | | | | | | | | | | | | | | | | 1 |
| | | 1 | | | | | | | | | | | | | | | | | | | 2 |
| | | | 2 | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | 1 | | | | 1 |
| | | | | | | | | | | | | | | | | 1 | | | | | |
| | | | | | | | 1 | | 1 | | 1 | | | | | | | | | | 1 |
| | | | | | | | 1 | | 1 | | 1 | | | | | | | | | | |
| | | | 1 | | | | | | | | | | | | | | | | | | 1 |
| | | | 1 | | | | | | | | | | | | | | | | | | |
| | 1 | | | | | | | | | | | | | | | | | | | | 1 |
| | | 1 | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | 1 | | | | | | | 1 |
| | | | | | | | | | | | | | | 1 | | | | | | | |
| | | | | | | | 1 | | | | | | | | | | | | | | 1 |
| | | | | | | | 1 | | | | | | | | | | | | | | |
| | 1 | | 1 | | | | | | | | | | | | | | | | | | 1 |
| | 1 | | 1 | | | | | | | | | | | | | 1 | | | | | 2 |
| | | | | | | | | | | | | | | | | | | | | | |
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| | 3 | | | | | | | | | | | | | | | | | | | | 1 |
| | 3 | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | | | | | |

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 Federal Reserve Bank of St. Louis

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 38 (GROUP VII)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employ-és. | Actual daily earnings or daily rates nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|----------------------------|------------------|----------------------|---|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|---|---|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | |
| Agents, freight..... | 1 | 1 | \$1.64½ | | | | | | | | | 1 | | |
| | 2 | 1 | 1.97 | | | | 1 | | | | | | | |
| | 3 | 2 | 2.30 | | | | | | | | | | 2 | |
| | 4 | 2 | 3.12½ | | | | | | | | | | 2 | |
| | 5 | 1 | 3.39 | | | | | | | | | 1 | | |
| | 6 | 1 | 4.11 | | | | | | | | 1 | | | |
| | 7 | 1 | 4.44 | | | | 1 | | | | | | | |
| | | 9 | | | | | 2 | | | 1 | 2 | | 4 | |
| Agents, special..... | 1 | 1 | 1.97 | | | | | | | | | | 1 | |
| | 2 | 1 | 2.80 | | | | 1 | | | | | | | |
| | 3 | 1 | 3.29 | | | | 1 | | | | | | | |
| | 4 | 2 | 4.11 | | | | 1 | 1 | | | | | | |
| | 5 | 1 | 4.93 | | | | | | 1 | | | | | |
| | | 6 | | | | | 3 | 1 | 1 | | | | 1 | |
| Agent, ticket..... | 1 | 1 | 4.93 | | | | | | 1 | | | | | |
| | | 1 | | | | | | | 1 | | | | | |
| Baggagemasters..... | 1 | 6 | 1.97 | 1 | | | | | 2 | 1 | | | 2 | |
| | 2 | 2 | 2.14 | 1 | | | | | | | 1 | | | |
| | | 8 | | 2 | | | | | 2 | 1 | 1 | | 2 | |
| Baggagemen..... | 1 | 3 | .66 | | | | 1 | 2 | | | | | | |
| | 2 | 1 | 1.48 | | | | 1 | | | | | | | |
| | 3 | 3 | 1.97 | 1 | 1 | | | | | | | | 1 | |
| | 4 | 20 | 2.14 | 6 | 3 | 2 | 2 | 3 | 1 | 3 | | | | |
| | | 27 | | 7 | 4 | 4 | 4 | 3 | 1 | 3 | 1 | | | |
| Blacksmiths' helpers..... | 1 | 16 | 2.25 | 8 | 2 | 3 | | | | 1 | 2 | | | |
| | 2 | 2 | 2.50 | | 1 | | | | | | 1 | | | |
| | | 18 | | 8 | 3 | 3 | | | | 1 | 3 | | | |
| Boiler washers..... | 1 | 2 | 2.00 | | | | 1 | | | | | | | 1 |
| | 2 | 2 | 2.14 | | | | 1 | | | 1 | | | | |
| | 3 | 1 | 2.17 | | | | | | | | | 1 | | |
| | | 5 | | | | | 2 | | | 1 | | | 1 | 1 |
| Boilermakers' helpers..... | 1 | 1 | 1.50 | 1 | | | | | | | | | | |
| | 2 | 6 | 2.25 | 1 | | | 2 | | 1 | | | 2 | | |
| | 3 | 3 | 2.35 | | | | | | | 1 | 2 | | 2 | |
| | 4 | 2 | 2.50 | | | | | 1 | | | 1 | | | |
| | 12 | | 2 | | 2 | 1 | 1 | 1 | 1 | 5 | | | | |
| Brakemen, freight..... | 1 | 232 | 1.97 | 87 | 39 | 45 | 18 | 13 | 5 | 10 | 15 | | | |
| | 2 | 10 | 2.14 | 3 | 2 | 1 | | | | 1 | 3 | | | |
| | | 242 | | 90 | 41 | 46 | 18 | 13 | 5 | 11 | 18 | | | |
| Brakemen, passenger..... | 1 | 27 | 1.97 | 9 | 3 | 4 | 1 | 3 | 3 | 1 | 3 | | | |
| | | 27 | | 9 | 3 | 4 | 1 | 3 | 3 | 1 | 3 | | | |
| Brakemen, yard..... | 1 | 6 | 1.97 | | 2 | | 1 | 1 | 2 | | | | | |
| | 2 | 22 | 2.14 | 11 | 2 | 5 | | 1 | 2 | | | 1 | | |
| | | 28 | | 11 | 4 | 5 | 1 | 2 | 4 | | | 1 | | |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 38 (GROUP VII)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|---------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|-----------------------------|---|
| 50 dolls. and under | 51 to 100 dolls. | 101 to 150 dolls. | 151 to 200 doll | 201 to 250 doll | 251 to 300 doll | 301 to 350 doll | 351 to 400 doll | 401 to 450 doll | 451 to 500 doll | 501 to 550 doll | 551 to 600 doll | 601 to 650 doll | 651 to 700 doll | 701 to 750 doll | 751 to 800 doll | 801 to 850 doll | 851 to 900 doll | 901 to 950 doll | 951 to 1000 doll | 1001 doll and over | |
| | | | 1 | | | | | | 1 | | | | | 1 | | 1 | | 1 | | | 1 |
| | | | | | | | | | | | | | | | | | 1 | | α1 | | |
| | | | | | 1 | | | | | | | | | | | | 1 | | | | 1 |
| | | | | | | 1 | | | | | | | | 1 | | | | | | | 1 |
| | | | | | | | 1 | | | | | | | | | | | | | | 1 |
| | | | | | | | 1 | | | | | | | | | | | | | | 1 |
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| | | | | | | | | | | | | | 1 | | | | | | | | 1 |
| | | | | | | | | | | | | | | 1 | | | | | | | 1 |
| 1 | | | | | | | 1 | 1 | 1 | | | | | 1 | 1 | | | | | | 1 |
| 1 | | | | | | | | | | 1 | | | | | | | | | | | 1 |
| 2 | | | | | | | 1 | 1 | 1 | | 1 | | | 1 | 1 | | | | | | 1 |
| | | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | 2 | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | 1 | | | | | | | | | | | | | | | | | | | | 1 |
| 6 | 3 | 1 | 1 | 1 | 1 | 1 | 2 | | | 3 | | 1 | 1 | | | | | | | | 4 |
| 8 | 7 | 1 | 1 | 1 | 1 | 1 | 2 | | | 3 | | 1 | 1 | | | | | | | | 4 |
| | | | | | | | | | | | | | | | | | | | | | 1 |
| 3 | 7 | | 3 | | | | | | 1 | | 1 | 1 | | 1 | | | | | | | 2 |
| | 1 | | | | | | | | | | | | | | | | | | | | 1 |
| 3 | 8 | | 3 | | | | | | 1 | | 1 | 1 | 1 | | | | | | | | 2 |
| | | | | | | | | | | | | | | | | | | | | | 1 |
| | | | | 1 | | | | | 1 | | | | | | | 1 | | | | | 2 |
| | | | | | | | | | | | | | | | | | 1 | | | | 3 |
| | | | 1 | 1 | | | | | 1 | | | | | | | 1 | 1 | | | | 3 |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | | | 1 | 1 | | | | | 1 | | 1 | 1 | | 1 | | | | | | | 2 |
| | | | | | | 1 | | | | 1 | | | 1 | 1 | | | | | | | 4 |
| 2 | | | 1 | 1 | | 1 | | | 1 | 1 | | 1 | 2 | 1 | 1 | | | | | | 4 |
| 88 | 39 | 27 | 18 | 10 | 9 | 7 | 4 | 3 | 3 | 5 | 4 | 4 | 7 | 4 | | | | | | | 1 |
| 3 | 2 | 1 | | | | | | | | | | | | 1 | 1 | 1 | | | | | 2 |
| 91 | 41 | 28 | 18 | 10 | 9 | 7 | 4 | 3 | 3 | 5 | 5 | 4 | 8 | 5 | 1 | | | | | | 1 |
| 9 | 3 | 3 | 1 | 1 | | 1 | 2 | 3 | | | 1 | | 3 | | | | | | | | 1 |
| 9 | 3 | 3 | 1 | 1 | | 1 | 2 | 3 | | | 1 | | 3 | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | | | | | 1 |
| | 2 | | | | | | | 1 | 1 | 2 | | | | | | | | | | | 1 |
| 11 | 1 | 4 | 2 | | | | | 1 | | | 2 | | | 1 | | | | | | | 2 |
| 11 | 3 | 4 | 2 | | | | | 1 | 2 | 2 | | 2 | | | 1 | | | | | | 2 |

α \$1,110.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 38 (GROUP VII)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000.—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employ- és. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | | | | | | |
|---------------------------------|------------------|--------------------------|--|--|---------------|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|----|---|--|--|--|--|---|---|
| | | | | 25 days and under | 26 to 50 days | 51 to 100 days | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | | | | | | | |
| Carpenters | 1 | 1 | \$2.00 | 1 | | | | | | | | | | | | | | | | |
| | 2 | 1 | 2.22 | | 1 | | | | | | | | | | | | | | | |
| | 3 | 8 | 2.25 | 8 | | | | | | | | | | | | | | | | |
| | 4 | 10 | 2.50 | 8 | | | | | | | | | | | | | | | | 1 |
| | 5 | 7 | 2.75 | 1 | 1 | | | | | | | | | | | | | | | |
| | 6 | 130 | 3.00 | 49 | 9 | 27 | 18 | 5 | 9 | 3 | 1 | | | | | | | | | 4 |
| | 7 | 21 | 3.25 | 3 | 4 | 2 | 4 | 2 | | | | | | | | | | | | 6 |
| | 8 | 1 | 3.35 | | | | | | | | | | | | | | | | | 1 |
| | 9 | 7 | 3.50 | | 1 | 1 | 1 | 1 | 1 | | | | | | | | | | | 2 |
| | 10 | 1 | 3.65 | | | | | | | | | | | | | | | | | 1 |
| | 11 | 2 | 4.00 | | 1 | | | | | | | | | | | | | | | 1 |
| | | | | 189 | | 70 | 17 | 30 | 25 | 8 | 13 | 21 | 5 | | | | | | | |
| Clerks and telegraph operators. | 1 | 4 | 1.64½ | 1 | | | | | | | | | | | | | | | | |
| | 2 | 4 | 1.97 | | 3 | | | | | | | | | | | | | | | |
| | 3 | 3 | 2.14 | | | 1 | | | | | | | | | | | | | | |
| | 4 | 1 | 2.30 | | | | 1 | | | | | | | | | | | | | |
| | 5 | 3 | 2.40½ | | | | | | | | | | | | | | | | | |
| | | | | 12 | | 1 | 3 | 1 | 1 | | | | | | | | | | 2 | |
| Coal heavers | 1 | 28 | 1.80 | 10 | 2 | 2 | 3 | 3 | 2 | 2 | 1 | 3 | 2 | | | | | | | |
| | 2 | 21 | 2.00 | 9 | 4 | 6 | | | | | | | | | | | | | | |
| | | | | 49 | | 19 | 6 | 8 | 3 | 5 | 2 | 1 | 3 | 2 | | | | | | |
| Coopers | 1 | 1 | 2.14 | | | | | | | | | | | | | | | | | |
| | 2 | 1 | 2.22 | | | | | | | | | | | | | | | | | |
| | | | | 2 | | | | | | | | | | | | | | | 2 | |
| Engineers, stationary | 1 | 1 | .49½ | | | | | | | | | | | | | | | | | |
| | 2 | 2 | 2.14 | | | | | 1 | | | 1 | | | | | | | | | |
| | 3 | 2 | 2.25 | | | | | 1 | | | | | | | | | | | | |
| | 4 | 3 | 2.40½ | | 2 | | | | | | | | | | | | | | | |
| | | | | 8 | | 2 | | | 3 | | 1 | 1 | 1 | | | | | | | |
| Fireman, stationary | 1 | 1 | 2.14 | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | |
| | | | | 1 | | | | | | | | | | | | | | | 1 | |
| Flagmen | 1 | 5 | 1.31½ | 1 | 2 | 1 | 1 | | | | | | | | | | | | | |
| | 2 | 1 | 1.48 | | | | 1 | | | | | | | | | | | | | |
| | 3 | 1 | 1.97 | | | | | | | | | | | | | | | | | |
| | | | | 7 | | 1 | 2 | 2 | 1 | | | | | | | | | | 1 | |
| Foremen, laborers..... | 1 | 2 | 2.63 | | | | | | 1 | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | |
| | | | | 2 | | | | | 1 | | | | | | | | | | 1 | |
| Foreman, lumber yard.... | 1 | 1 | 3.00 | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | |
| | | | | 1 | | | | | | | | | | | | | | | 1 | |
| Foremen, track laborers... | 1 | 1 | 1.64½ | | 1 | | | | | | | | | | | | | | | |
| | 2 | 1 | 1.97 | | | | | | | | | | | | | | | | | |
| | 3 | 114 | 2.14 | 8 | 6 | 14 | 6 | 13 | 7 | 7 | 7 | 53 | | | | | | | | |
| | 4 | 8 | 2.26 | 1 | | | 2 | | | | | | | | | | | | | |
| | 5 | 17 | 2.30 | 2 | | 1 | 3 | 2 | 1 | | | | | | | | | | | |
| | 6 | 15 | 2.46½ | | 2 | 2 | 2 | | | | | | | | | | | | | |
| | 7 | 3 | 2.96 | | 1 | 2 | | | | | | | | | | | | | | |
| | | | | 159 | | 12 | 10 | 19 | 13 | 15 | 8 | 10 | 72 | | | | | | | |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 38 (GROUP VII)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|---------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|-----------------------------|----|
| 50 dolls. and under | 51 to 100 dolls. | 101 to 150 dolls. | 151 to 200 doll | 201 to 250 doll | 251 to 300 doll | 301 to 350 doll | 351 to 400 doll | 401 to 450 doll | 451 to 500 doll | 501 to 550 doll | 551 to 600 doll | 601 to 650 doll | 651 to 700 doll | 701 to 750 doll | 751 to 800 doll | 801 to 850 doll | 851 to 900 doll | 901 to 950 doll | 951 to 1000 doll | 1001 doll and over | |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| | 1 | | | | | | | | | | | | | | | | | | | | 2 |
| | 2 | 6 | | | | | | | | | | | | | | | | | | | 3 |
| | 5 | 3 | | | | | 1 | | | | | | | | 1 | | | | | | 4 |
| | 1 | | 1 | | | | | 1 | | | | | | | 1 | | | | | | 5 |
| | 17 | 38 | 3 | 5 | 10 | 12 | 4 | 11 | 3 | 2 | 2 | 3 | 2 | 3 | 2 | 3 | 4 | 4 | | | 6 |
| | 2 | 1 | 3 | 1 | | | 2 | 1 | 2 | 1 | 1 | 1 | | | | 1 | 3 | 1 | 1 | | 7 |
| | | | | 1 | 1 | | | 1 | | | | | | 1 | | | | | 2 | | 8 |
| | | | 1 | | | | | | | | | | | | | | | | 1 | | 9 |
| | | | | | | | | | | | | | | | | | | | 01 | | 10 |
| 27 | 50 | 8 | 7 | 11 | 12 | 7 | 14 | 5 | 3 | 3 | 4 | 6 | 2 | 4 | 4 | 4 | 7 | 6 | 4 | 1 | 11 |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| | 3 | | | | | | | | | | | | | | 1 | | | | | | 2 |
| | | | 1 | | | | | | | | | | | | | | | | | | 3 |
| | | | | | 1 | | | | | | | | | | | | 1 | | | | 4 |
| | | | | | | | | | | | | | | | | | 2 | | | | 5 |
| 1 | 3 | | 1 | | 1 | | | | | | 1 | 1 | | 1 | | 1 | 2 | | | | |
| 10 | 2 | 2 | 2 | 2 | 1 | | 4 | 1 | | 2 | | 1 | 1 | 1 | | 1 | | | | | 1 |
| 9 | 4 | 3 | 2 | 1 | | 2 | | | | | | | | | | | | | | | 2 |
| 19 | 6 | 5 | 2 | 3 | 1 | 2 | 4 | 1 | | 2 | | 1 | 1 | 1 | | 1 | | | | | |
| | | | | | | | | | | | | | | | | 1 | | | | | 1 |
| | | | | | | | | | | | | | | | 1 | | | | | | 2 |
| | | | | | | | | | | | | | | | 1 | 1 | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| | 1 | | | | | 1 | | | | 1 | | | | | | | | | | | 1 |
| | | | | | | | 1 | | | | | | | | 1 | | | | | | 2 |
| | 2 | | | | | | | | | | | | | | 1 | | | | | | 3 |
| | | | | | | | | | | | | | | | | | | | | | 4 |
| 2 | 1 | | | | 1 | 1 | | | | 1 | | | | | 2 | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | 1 |
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| | | | | | | | | | | | | | | | | | | | | | |
| 1 | 1 | | | | | | | | | | | | | | | | | | | | 1 |
| 8 | 5 | 5 | 9 | 5 | 2 | 5 | 4 | 5 | 4 | 2 | 5 | 3 | 3 | 15 | 34 | | | | | | 2 |
| 1 | | | | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | | | | | | | 3 |
| 2 | | | 1 | 1 | 1 | 2 | | 1 | | 1 | | | | | 8 | | | | | | 4 |
| | 2 | | | 2 | 2 | | | | | | | | 2 | 1 | | | | | 6 | | 5 |
| | | 1 | | 2 | | | | | | | | | | | | | | | | | 6 |
| | | | | | | | | | | | | | | | | | | | | | 7 |
| 12 | 8 | 6 | 10 | 11 | 4 | 9 | 4 | 6 | 4 | 3 | 5 | 4 | 6 | 17 | 36 | 8 | 6 | | | | |

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REPORT OF THE COMMISSIONER OF LABOR.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 38 (GROUP VII)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employ- ees. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|--------------------------------|------------------|---------------------------|--|--|----------------|-----------------|------------------|------------------|------------------|------------------|------------------|--------------------|---|--|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days. | 151 to 200 days. | 201 to 250 days. | 251 to 300 days. | 301 to 365 days. | 366 days and over. | | |
| Foremen, yard | 1 | 1 | \$2.14 | 1 | | | | | | | | | | |
| | 2 | 19 | 2.46½ | 5 | 4 | 3 | 1 | 4 | | | | 1 | 1 | |
| | | 20 | | 6 | 4 | 3 | 1 | 4 | | | | 1 | 1 | |
| Gatekeeper | 1 | 1 | 1.97 | | | | | | | | | | 1 | |
| | | 1 | | | | | | | | | | | 1 | |
| Hostlers | 1 | 38 | 2.50 | 15 | 2 | 10 | 3 | 2 | | | | 3 | 3 | |
| | | 38 | | 15 | 2 | 10 | 3 | 2 | | | | 3 | 3 | |
| Inspectors, car | 1 | 2 | 2.30 | | | 1 | | | | | | 1 | | |
| | | 2 | | | | 1 | | | | | | 1 | | |
| Inspectors, timber | 1 | 1 | 2.80 | | | | | | | 1 | | | | |
| | 2 | 1 | 2.96 | | | 1 | | | | | | | | |
| | 3 | 1 | 3.00 | 1 | | | | | | | | | | |
| | | 3 | | 1 | | 1 | | | | 1 | | | | |
| Janitors | 1 | 1 | .33 | | | | 1 | | | | | | | |
| | 2 | 3 | 1.97 | | | | 1 | | | | | | 2 | |
| | 3 | 1 | 2.74 | | | | | | | | | | 1 | |
| | | 5 | | | | 1 | 1 | | | | | | 3 | |
| | | 3 | | | | | | | | | | | | |
| Laborers | 1 | 3 | 1.64½ | | 1 | | | | | | | 1 | 1 | |
| | 2 | 3 | 1.75 | 2 | | | 1 | | | | | | | |
| | 3 | 75 | 1.80 | 42 | 12 | 4 | 5 | 4 | 4 | 4 | | | | |
| | 4 | 88 | 1.97 | 14 | 10 | 11 | 13 | 6 | 7 | 10 | 15 | 2 | | |
| | 5 | 10 | 2.00 | 5 | | 1 | | 2 | | 1 | | | 1 | |
| | 6 | 1 | 2.14 | | | | | | | | | | 1 | |
| | 7 | 1 | 2.25 | | | 1 | | | | | | | | |
| | 8 | 1 | 2.50 | | 1 | | | | | | | | | |
| | | 182 | | 63 | 24 | 17 | 19 | 12 | 11 | 16 | 17 | 3 | | |
| Laborers, lumber yard | 1 | 1 | 1.75 | | | | 1 | | | | | | | |
| | 2 | 2 | 1.80 | | 2 | | | | | | | | | |
| | 3 | 8 | 2.00 | 5 | | | 1 | | | | 2 | | | |
| | 11 | | 5 | 2 | | 2 | | | | 2 | | | | |
| Machinists' helpers | 1 | 1 | 1.00 | | | 1 | | | | | | | | |
| | 2 | 1 | 1.50 | 1 | | | | | | | | | | |
| | 3 | 1 | 1.60 | | | | | 1 | | | | | | |
| | 4 | 8 | 2.00 | 3 | 3 | 2 | | | | | | | | |
| | 5 | 1 | 2.50 | | | | | | | 1 | | | | |
| | 6 | 1 | 2.75 | | | | | | 1 | | | | | |
| | 13 | | 4 | 3 | 3 | | 2 | 1 | | | | | | |
| Manager, telegraph dep't. | 1 | 1 | 2.46½ | | | | | | | | | | 1 | |
| | | 1 | | | | | | | | | | | 1 | |
| Painters | 1 | 1 | 1.50 | | | | | 1 | | | | | | |
| | 2 | 1 | 2.25 | | | | | 1 | | | | | | |
| | 3 | 5 | 2.50 | 2 | | | 1 | | 1 | 1 | 1 | | | |
| | 4 | 5 | 2.70 | | 1 | 1 | | | | 1 | | | | |
| | 5 | 15 | 2.90 | 2 | 1 | 4 | 3 | 2 | | | 2 | 3 | | |
| | 6 | 4 | 3.00 | 3 | | | 1 | | | | | | | |
| | 7 | 3 | 3.60 | | | 1 | | | | | | 2 | | |
| | 34 | | 7 | 2 | 6 | 5 | 4 | 2 | | 8 | | | | |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 3S (GROUP VII)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | |
|---|---------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|-----------------------------|
| 50 dolls. and under | 51 to 100 dolls. | 101 to 150 dolls. | 151 to 200 doll | 201 to 250 doll | 251 to 300 doll | 301 to 350 doll | 351 to 400 doll | 401 to 450 doll | 451 to 500 doll | 501 to 550 doll | 551 to 600 doll | 601 to 650 doll | 651 to 700 doll | 701 to 750 doll | 751 to 800 doll | 801 to 850 doll | 851 to 900 doll | 901 to 950 doll | 951 to 1000 doll | 1001 doll and over |
| 1 | 5 | 2 | 4 | 1 | 1 | 1 | 2 | 1 | | | | | | 1 | | | 1 | | | 1 |
| 6 | 2 | 4 | | 1 | | 1 | 1 | 2 | 1 | | | | | 1 | | | 1 | | | |
| | | | | | | | | | | | | | | 1 | | | | | | 1 |
| | | | | | | | | | | | | | | 1 | | | | | | |
| 13 | 4 | 3 | 5 | 2 | | 1 | 2 | | 2 | | | 3 | | | 1 | 1 | 1 | | | 1 |
| 13 | 4 | 3 | 5 | 2 | | 1 | 2 | | 2 | | | 3 | | | 1 | 1 | 1 | | | 1 |
| | | | | 1 | | | | | | | | 1 | | | | | | | | 1 |
| | | | | 1 | | | | | | | | 1 | | | | | | | | 1 |
| | | | | | | | | | | | | | 1 | | | | | | | 1 |
| 1 | | | | 1 | | | | | | | | | | 1 | | | | | | 1 |
| 1 | | | 1 | | | | | | | | | 1 | | | 1 | | | | | 1 |
| 1 | | | 1 | | | | | | | | | 1 | | | 1 | | | | | 1 |
| 2 | | | | 1 | | | | | 1 | 1 | | | | | | | | | | 1 |
| 46 | 10 | 2 | 2 | 1 | 4 | 2 | 1 | 3 | | 4 | | | | | | | | | | 1 |
| 14 | 11 | 5 | 5 | 6 | 7 | 4 | 2 | 6 | 1 | 6 | 4 | 3 | 6 | 8 | | | | | | 1 |
| 5 | | | 1 | | | 1 | 1 | | | | 1 | | | | 1 | | | | | 1 |
| | | | 1 | | | | | | | | | | | | 1 | | | | | 1 |
| | | | | | | | | | | | | | | | | | | | | 1 |
| 67 | 23 | 7 | 9 | 8 | 11 | 7 | 4 | 9 | 2 | 11 | 5 | 3 | 6 | 8 | 2 | | | | | 1 |
| | | | | 1 | | | | | | | | | | | | | | | | 1 |
| 5 | | | | 1 | | | | | | 2 | | | | | | | | | | 1 |
| 5 | 2 | | | 2 | | | | | | 2 | | | | | | | | | | 1 |
| 1 | 1 | | | | | | | | | | | | | | | | | | | 1 |
| 3 | 3 | 1 | 1 | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | 1 | | | | | | | 1 |
| 4 | 4 | 1 | 1 | 1 | | | | | 1 | | | | 1 | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | | 1 | | 1 |
| | | | | | | | | | | | | | | | | | | 1 | | 1 |
| | | | | | | | | | | | | | | | | | | 1 | | 1 |
| 2 | | | | 1 | | | | 1 | | | | 1 | | 1 | | | | | | 1 |
| 2 | | 1 | 2 | 2 | | | 3 | | 2 | | 1 | | 1 | 1 | | | 2 | 1 | | 1 |
| 2 | 1 | | | 1 | | | 1 | | | | | | | | | | | | 1 | 1 |
| 6 | 1 | 2 | 2 | 5 | | 1 | 4 | 1 | 2 | | 1 | 1 | 1 | 2 | | 2 | 1 | | 1 | 1 |

\$1,080.

REPORT OF THE COMMISSIONER OF LABOR.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 38 (GROUP VII)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employ-ees. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | | | | | |
|---------------------------|------------------|-----------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|---|--|--|--|--|---|---|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | | | | | | |
| Paymasters | 1 | 1 | \$4.44 | | | | | | | | | | | | | | | | |
| | 2 | 1 | 4.93 | | | | | | | | | | | | | | | | |
| | | 2 | | | | | | | | 1 | 1 | | | | | | | | |
| Plumbers | 1 | 2 | 4.11 | | | | 1 | | | 1 | | | | | | | | | |
| | | 2 | | | | | 1 | | | 1 | | | | | | | | | |
| Pumpers | 1 | 4 | .50 | 1 | 2 | | 1 | | | | | | | | | | | | |
| | 2 | 4 | 2.46½ | | | 1 | 1 | | | | 2 | | | | | | | | |
| | | 8 | | 1 | 2 | 1 | 2 | | | | 2 | | | | | | | | |
| Repairers, car..... | 1 | 1 | 1.00 | 1 | | | | | | | | | | | | | | | |
| | 2 | 61 | 2.00 | 24 | 15 | 6 | 3 | | | 1 | 1 | 3 | | | | | | 6 | 2 |
| | 3 | 11 | 2.17 | 1 | 1 | | 1 | | | | | 2 | | | | | | 4 | |
| | 4 | 1 | 2.20 | | | | | | | | | | | | | | | 1 | |
| | 5 | 4 | 2.25 | | | | | | | 2 | | | 1 | | | | | 1 | |
| | 6 | 3 | 2.50 | 1 | | | | | | | | | | | | | | | 2 |
| | 7 | 1 | 2.80 | | | | | | | | | | | | | | | 1 | |
| | 82 | | | 27 | 16 | 6 | 4 | 4 | 2 | 6 | 13 | 4 | | | | | | | |
| Rodmon..... | 1 | 1 | 1.31½ | | | | 1 | | | | | | | | | | | | |
| | 2 | 8 | 1.48 | | | | 5 | | 2 | | 1 | | | | | | | | |
| | 3 | 1 | 2.25 | 1 | | | | | | | | | | | | | | | |
| | 4 | 2 | 2.30 | | | | | | | | | | | | | | | 2 | |
| | 12 | | | 1 | | 6 | | 2 | | 1 | 2 | | | | | | | | |
| Stationer..... | 1 | 1 | 2.40½ | | | | | | | | | 1 | | | | | | | |
| | 1 | | | | | | | | | | | 1 | | | | | | | |
| Storekeepers | 1 | 1 | 1.80 | | 1 | | | | | | | | | | | | | | |
| | 2 | 1 | 2.14 | | | | 1 | | | | | | | | | | | | |
| | 3 | 4 | 2.40½ | 1 | | | 2 | | | | 1 | | | | | | | | |
| | 6 | | | 1 | 1 | 3 | | | | 1 | | | | | | | | | |
| Switchmen..... | 1 | 58 | 2.14 | 35 | 9 | 5 | 6 | 2 | | | | | | | | | | | 1 |
| | 2 | 29 | 2.30 | 18 | 9 | 2 | | | | | | | | | | | | | |
| | | 87 | | 53 | 18 | 7 | 6 | 2 | | | | | | | | | | | 1 |
| Telegraph operators | 1 | 3 | 1.07 | 1 | | | 2 | | | | | | | | | | | | |
| | 2 | 1 | 1.64½ | | | | | | | | | | | | | | | | |
| | 3 | 22 | 1.97 | 4 | 3 | 3 | 1 | 5 | 1 | 2 | 1 | | | | | | | 3 | |
| | 4 | 8 | 2.14 | 2 | 1 | 2 | 2 | | | 1 | | | | | | | | | |
| | 5 | 15 | 2.30 | 2 | 3 | 2 | 2 | 1 | 1 | | | | | | | | | | 4 |
| | 6 | 3 | 2.46½ | 2 | 1 | | | | | | | | | | | | | | |
| | 7 | 6 | 2.80 | 3 | 1 | 1 | | | | 1 | | | | | | | | | |
| | 58 | | 12 | 10 | 11 | 5 | 6 | 4 | 2 | 8 | | | | | | | | | |
| Timekeepers..... | 1 | 2 | 2.63 | | | | 1 | | | | | 1 | | | | | | | |
| | | 2 | | | | | 1 | | | | | 1 | | | | | | | |
| Tinsmiths..... | 1 | 2 | 3.50 | | | | | | | | 1 | 1 | | | | | | | |
| | | 2 | | | | | | | | | 1 | 1 | | | | | | | |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 38 (GROUP VII)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000—Concluded.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Num-ber of em-ploy-és. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | |
|-------------------|------------------|------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|---|---|--|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | | |
| Topographers..... | 1 | 1 | \$2.46½ | | | | | 1 | | | | | | | |
| | 2 | 2 | 3.29 | | | | | | | | 2 | | | | |
| | | 3 | | | | | | 1 | | | 2 | | | | |
| Track walker..... | 1 | 1 | 1.64½ | | | | | | | | | | 1 | | |
| | | 1 | | | | | | | | | | | 1 | | |
| Trainmaster..... | 1 | 1 | .82 | | | | | | | | | | 1 | | |
| | | 1 | | | | | | | | | | | 1 | | |
| Transitmen..... | 1 | 1 | 2.46½ | | | | 1 | | | | | | | | |
| | 2 | 4 | 2.96 | | | 2 | | 1 | | | 1 | | | | |
| | 3 | 1 | 3.29 | | | | | 1 | | | | | | | |
| | | 6 | | | | 2 | 2 | 1 | | | 1 | | | | |
| Truckmen..... | 1 | 1 | 1.75 | | | | | | | | | | 1 | | |
| | 2 | 1 | 1.97 | | | | | | | | | | 1 | | |
| | 3 | 2 | 2.00 | | | | | | 2 | | | | | | |
| | | 4 | | | | | | | 2 | | | | 2 | | |
| Upholsterer..... | 1 | 1 | 3.00 | | | | | | | | | 1 | | | |
| | | 1 | | | | | | | | | | 1 | | | |
| Warehousemen..... | 1 | 1 | 1.64½ | | | | | | | | | | 1 | | |
| | 2 | 1 | 1.75 | | | | 1 | | | | | | | | |
| | 3 | 5 | 1.97 | | 2 | | 1 | 1 | | | 1 | | | | |
| | 4 | 1 | 2.00 | | | | | 1 | | | | | | | |
| | 5 | 1 | 2.14 | | | | | | | | | | 1 | | |
| | | 9 | | | 2 | 2 | 2 | | | | | 1 | 2 | | |
| Watchmen..... | 1 | 1 | .66 | | | | | | | | | | | 1 | |
| | 2 | 2 | .82 | | | | 1 | | | | | 1 | | | |
| | 3 | 2 | 1.81½ | | | | 1 | | | | | | 1 | | |
| | 4 | 127 | 1.64½ | 23 | 21 | 31 | 9 | 15 | 5 | 8 | 14 | 1 | | | |
| | 5 | 1 | 1.80 | | | | 1 | | | | | | | | |
| | 6 | 30 | 1.97 | 4 | 4 | 2 | 3 | 2 | 1 | 3 | 11 | | | | |
| | 7 | 2 | 2.00 | 1 | 1 | | | | | | | | | | |
| | 8 | 1 | 2.14 | 1 | | | | | | | | | | | |
| | 9 | 1 | 2.17 | | | | | | | | | | | 1 | |
| | 10 | 1 | 2.46½ | | | | 1 | | | | | | | | |
| | 168 | | | 29 | 26 | 37 | 12 | 17 | 6 | 12 | 28 | 1 | | | |
| Weighmasters..... | 1 | 1 | 1.64½ | | | | | 1 | | | | | | | |
| | 2 | 1 | 1.81 | | | 1 | | | | | | | | | |
| | 3 | 1 | 1.97 | | | | | | | | 1 | | | | |
| | 4 | 2 | 2.14 | | | | 1 | | | 1 | | | | | |
| | 5 | 1 | 2.30 | | | | | | | | | | 1 | | |
| | 6 | | | 1 | 1 | | 1 | 1 | 1 | 1 | 1 | | | | |
| Wipers..... | 1 | 115 | 1.80 | 35 | 12 | 28 | 9 | 9 | 9 | 6 | 7 | | | | |
| | 2 | 8 | 2.00 | 3 | 2 | 2 | 3 | 1 | | | | | | | |
| | | 123 | | 38 | 14 | 30 | 9 | 10 | 9 | 6 | 7 | | | | |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 38 (GROUP VII)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$1,000 TO \$2,000.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employ- és. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | |
|---------------------------------|------------------|--------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|---|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | |
| Accountants, car | 1 | 2 | \$1.64½ | | | 1 | | | | | | 1 | |
| | 2 | 3 | 1.97 | 1 | | | | | 1 | | | 1 | |
| | 3 | 1 | 2.14 | | | | | | | | | 1 | |
| | 4 | 2 | 2.30 | | | | | | | | 1 | 1 | |
| | 5 | 1 | 2.46½ | | | | | | | | | 1 | |
| | 6 | 1 | 4.11 | | | | | | | | | 1 | |
| | | | 10 | | 1 | | 1 | | | 1 | 1 | | 6 |
| Agents..... | 1 | 3 | 1.64½ | 1 | | 1 | | | | | 1 | | |
| | 2 | 4 | 2.46½ | | | | 2 | | | | 1 | 1 | |
| | 3 | 2 | 2.63 | | | | | | | | | 2 | |
| | 4 | 1 | 2.80 | | | | | | | | | 1 | |
| | 5 | 2 | 2.96 | | | | | | 1 | | | 1 | |
| | 6 | 6 | 3.29 | | | | | | | | | 6 | |
| | 7 | 6 | 4.11 | | | | | 1 | | | 2 | 3 | |
| | 8 | 1 | 5.75 | | | | | | | | | 1 | |
| | | 25 | | 1 | | 1 | 2 | 1 | 1 | 4 | | 15 | |
| Agent, claim..... | 1 | 1 | 5.75 | | | | | | | | | | 1 |
| | | 1 | | | | | | | | | | | 1 |
| Agent and cashier | 1 | 1 | 4.93 | | | | | | | | | | 1 |
| | | 1 | | | | | | | | | | | 1 |
| Agents and telegraph operators. | 1 | 17 | 1.97 | 1 | | 1 | | | 1 | 1 | 1 | 13 | |
| | 2 | 9 | 2.14 | 1 | | | 3 | 1 | 1 | | | 8 | |
| | 3 | 1 | 2.30 | | | | | | | | | 1 | |
| | 4 | 7 | 2.46½ | | | | 2 | | 1 | | | 4 | |
| | 5 | 1 | 2.74 | | | | | | | | | 1 | |
| | 6 | 1 | 4.11 | | | | | | | | | 1 | |
| | | 36 | | 2 | | 1 | 5 | 1 | 3 | 1 | | 23 | |
| Blacksmiths | 1 | 2 | 2.25 | | | | | 1 | 1 | | | | |
| | 2 | 7 | 2.50 | 2 | 1 | 1 | | | | | 2 | | |
| | 3 | 3 | 2.75 | | | | | | | | 2 | 1 | |
| | 4 | 3 | 3.25 | 3 | | | | | | | | | |
| | 5 | 15 | 3.50 | 2 | 2 | 2 | 1 | | 3 | 5 | | | |
| | 6 | 1 | 3.75 | | | | | | | | | 1 | |
| | | 31 | | 7 | 3 | 3 | 1 | 2 | 4 | 10 | | 1 | |
| Boilermakers | 1 | 1 | 2.25 | | | | 1 | | | | | | |
| | 2 | 1 | 2.50 | | | 1 | | | | | | | |
| | 3 | 1 | 3.00 | | | | | | | | | 1 | |
| | 4 | 4 | 3.50 | 1 | | | | | 1 | 2 | | | |
| | 5 | 2 | 3.75 | | | | | | 1 | 1 | | | |
| | | 9 | | 1 | | 1 | 1 | | 2 | 2 | | 1 | |
| Bookkeepers | 1 | 2 | 2.63 | 1 | | | 1 | | | | | | |
| | 2 | 1 | 3.12½ | | | | | | | | | 1 | |
| | 3 | 1 | 3.70 | | | | | | 1 | | | | |
| | | 4 | | 1 | | | 1 | | 1 | | | 1 | |
| Cashiers..... | 1 | 1 | 2.46½ | | | | | | | | | | 1 |
| | 2 | 1 | 2.80 | | | | | | | | | | 1 |
| | 3 | 2 | 2.96 | | 1 | | | | | | | | 1 |
| | 4 | 3 | 3.29 | | 1 | 1 | | | | | | | 1 |
| | 5 | 1 | 4.11 | | | | | | | | | | 1 |
| | | 8 | | 2 | 1 | | | | | | | 5 | |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 38 (GROUP VII)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$1,000 TO \$2,000.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|-----------------------------|---|
| 100 dolls. and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 doll | 401 to 500 doll | 501 to 600 doll | 601 to 700 doll | 701 to 800 doll | 801 to 900 doll | 901 to 1000 doll | 1001 to 1100 doll | 1101 to 1200 doll | 1201 to 1300 doll | 1301 to 1400 doll | 1401 to 1500 doll | 1501 to 1600 doll | 1601 to 1700 doll | 1701 to 1800 doll | 1801 to 1900 doll | 1901 to 2000 doll | 2001 doll and over | |
| 1 | | | | 1 | | | | | | | | | | | | | | | | | 1 |
| 1 | | | | 1 | | | 1 | | | | | | | | | | | | | | 2 |
| | | | | | | 1 | 1 | | | | | | | | | | | | | | 3 |
| | | | | | | | | | 1 | | | | | | | | | | | | 4 |
| | | | | | | | | | | 1 | | | | | | | | | | | 5 |
| | | | | | | | | | | | | 1 | | | | | | | | | 6 |
| 2 | | | | 2 | | 1 | 3 | | 1 | | | | 1 | | | | | | | | 7 |
| 1 | 1 | | | 1 | | | | | | | | | | | | | | | | | 1 |
| | | 1 | 1 | | | 1 | 1 | | | | | | | | | | | | | | 2 |
| | | | | | | | | | 2 | | | | | | | | | | | | 3 |
| | | | | | | | | 1 | 1 | | | | | | | | | | | | 4 |
| | | | | | | | | | | 1 | 1 | | | | | | | | | | 5 |
| | | | | | | | | | | | 4 | 2 | 1 | 1 | 1 | | | | | | 6 |
| | | | | | | | | | | | | | | | | | | | | 1 | 7 |
| 1 | 1 | 1 | 1 | 1 | | 1 | 3 | | 4 | 1 | 6 | 2 | 1 | 1 | | | | | | 1 | 8 |
| | | | | | | | | | | | | | | | | | | | | 1 | 1 |
| | | | | | | | | | | | | | | | | | | | | 1 | 1 |
| | | | | | | | | | | | | | | | | | 1 | | | | 1 |
| | | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | 1 | | | 1 | 2 | 4 | 8 | | | | | | | | | | | | | | 1 |
| 1 | | | 3 | 1 | 1 | | 3 | | | | | | | | | | | | | | 2 |
| | | | 2 | | | 1 | | 4 | | | | | | | | | | | | | 3 |
| | | | | | | | | | 1 | | | | | | | | | | | | 4 |
| | | | | | | | | | | 1 | | | | | | | | | | | 5 |
| | | | | | | | | | | | | | | | 1 | | | | | | 6 |
| 2 | 1 | 5 | 1 | 2 | 3 | 4 | 11 | 5 | 1 | | | | | 1 | | | | | | | 1 |
| | | | | 2 | | | | | | | | | | | | | | | | | 2 |
| 3 | 1 | | | 1 | | 1 | 1 | | | | | | | | | | | | | | 3 |
| | | | | | | | 2 | 1 | | | | | | | | | | | | | 4 |
| 3 | 1 | 1 | 2 | | | | 2 | 1 | 4 | 1 | | | | | | | | | | | 5 |
| 3 | | | | | | | | | | 1 | | | | | | | | | | | 6 |
| 9 | 2 | 1 | 2 | 3 | | 1 | 5 | 2 | 4 | 2 | | | | | | | | | | | 1 |
| | | 1 | | | | | | | | | | | | | | | | | | | 2 |
| | | 1 | | | | | | | | | | | | | | | | | | | 3 |
| 1 | | | | | | | 1 | | 1 | 1 | | | | | | | | | | | 4 |
| | | | | | | | | 1 | | | | | | | | | | | | | 5 |
| 1 | | 2 | | | | | 1 | 1 | 3 | 1 | | | | | | | | | | | 1 |
| 1 | | 1 | | | | | | | | 1 | | | | | | | | | | | 2 |
| | | | | | | | 1 | | | | | | | | | | | | | | 3 |
| 1 | | 1 | | | | | | | | 1 | | | | | | | | | | | 1 |
| | | | | | | | | 1 | | | | | | | | | | | | | 2 |
| | 1 | 1 | | | | | | | | 1 | | | | | | | | | | | 3 |
| | | | | | | | | | | | | | | | 1 | | | | | | 4 |
| 1 | 1 | 1 | | | | | | 1 | 1 | 2 | | | | 1 | | | | | | | 5 |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 38 (GROUP VII)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$1,000 TO \$2,000—Continued.

For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employ- és. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|------------------------------------|------------------|--------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|---|---|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | |
| Civil engineers..... | 1 | 1 | \$3.33 | 1 | | | | | | | | | | |
| | 2 | 1 | 3.50 | | | | | 1 | | | | | | |
| | 3 | 2 | 6.58 | | | | | | | | 1 | 1 | | |
| | 4 | | | 1 | | | | 1 | | | 1 | 1 | | |
| Civil engineers, assistant.. | 1 | 1 | 3.29 | 1 | | | | | | | | | | |
| | 2 | 1 | 4.11 | | 1 | | | | | | | | | |
| | 3 | 2 | 4.93 | | | | | 1 | | | | 1 | | |
| | 4 | 2 | 5.75 | | | | 1 | | | | 1 | | | |
| | 6 | | | 1 | 1 | | 1 | 1 | | | 1 | 1 | | |
| Clerks..... | 1 | 2 | .66 | | 1 | | | | | | | | 1 | |
| | 2 | 4 | .82 | | 1 | | 1 | | | 1 | | | 1 | |
| | 3 | 2 | .98½ | 1 | | | | | | | | | 1 | |
| | 4 | 2 | 1.15 | 1 | | | 1 | | | | | | | |
| | 5 | 11 | 1.31½ | 5 | 1 | 3 | 1 | 1 | | | | | | |
| | 6 | 5 | 1.48 | | | 1 | | 1 | | | | 2 | 1 | |
| | 7 | 34 | 1.64½ | 7 | 8 | 7 | | 4 | | 3 | 4 | 1 | 1 | |
| | 8 | 4 | 1.77½ | | | | | 1 | | | | 2 | 1 | |
| | 9 | 2 | 1.81 | 1 | | | | | | | | | 1 | |
| | 10 | 29 | 1.97 | 4 | 5 | 8 | 2 | 3 | 1 | | | | 6 | |
| | 11 | 3 | 2.00 | | | | 1 | 1 | 1 | | | | | |
| | 12 | 1 | 2.05½ | | | | | | | | | | | 1 |
| | 13 | 18 | 2.14 | 2 | 3 | 3 | 5 | | | | | | 5 | |
| | 14 | 16 | 2.30 | 4 | 1 | 3 | 2 | 1 | | | | 1 | 4 | |
| | 15 | 2 | 2.37 | | | | | | | | | | | 2 |
| | 16 | 29 | 2.46½ | 2 | 2 | 4 | 2 | 3 | 5 | 1 | | 10 | | |
| | 17 | 2 | 2.50 | 2 | | | | | | | | | | |
| | 18 | 4 | 2.51½ | | | | | | 1 | | | | | 3 |
| | 19 | 1 | 2.63 | | | | | 1 | | | | | | |
| | 20 | 1 | 2.70 | | 1 | | | | | | | | | |
| | 21 | 5 | 2.74 | 1 | 1 | 1 | | | 1 | | | | 1 | |
| | 22 | 5 | 2.80 | | | | | | 1 | 1 | | | 4 | |
| | 23 | 12 | 2.96 | 1 | 1 | 1 | 1 | 2 | 1 | 1 | | 4 | | |
| | 24 | 1 | 3.00 | 1 | | | | | | | | | | |
| | 25 | 4 | 3.12½ | | | | | | | 1 | | | 3 | |
| | 26 | 8 | 3.29 | | | 2 | | | | | 1 | 1 | 4 | |
| | 27 | 2 | 3.45½ | | | | | | | | | | 2 | |
| | 28 | 1 | 3.62 | | | | | | | | | | 1 | |
| | 29 | 2 | 3.70 | | | | | | | | | | 2 | |
| | 30 | 6 | 4.11 | | | 1 | 1 | 2 | 1 | | | | 1 | |
| | 31 | 2 | 4.44 | | | | | 2 | | | | | | |
| | 32 | 4 | 4.93 | | | | | 1 | | 1 | 1 | | 1 | |
| | 224 | | | 32 | 25 | 35 | 20 | 21 | 17 | 13 | 61 | | | |
| Conductors, freight | 1 | 58 | 2.96 | 6 | 7 | 11 | 5 | 4 | 7 | 6 | 12 | | | |
| | 2 | 2 | 3.29 | | | | | | | | 2 | | | |
| | 60 | | | 6 | 7 | 11 | 5 | 4 | 7 | 6 | 14 | | | |
| Conductors, freight and passenger. | 1 | 4 | 2.96 | | 1 | 1 | | | | | 1 | 1 | | |
| | 2 | 2 | 3.29 | 1 | | | | | 1 | | | | | |
| | 6 | | | 1 | 1 | 1 | | | 1 | | 1 | 1 | | |
| Conductors, passenger | 1 | 1 | 2.96 | | | | | | 1 | | | | | |
| | 2 | 5 | 3.29 | | | | | 1 | 1 | 1 | 2 | | | |
| | 6 | | | | | | | 1 | 2 | 1 | 2 | | | |
| Conductors, work train.... | 1 | 5 | 2.96 | | | 2 | | | 1 | | 2 | | | |
| | 5 | | | | | 2 | | | 1 | | 2 | | | |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 38 (GROUP VII)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$1,000 TO \$2,000—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employ-és. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|-------------------------------|----------------------------|----------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|-----|--|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | |
| Dispatchers | 1 | 3 | \$4.11 | | | 1 | | | | | | 2 | | |
| | | 3 | | | | 1 | | | | | | 2 | | |
| Dispatchers, chief | 1 2 3 4 | 1 | 3.62 | | 1 | | | | | | | | | |
| | | 3 | 4.11 | | | | | | 1 | | | 2 | | |
| | | 1 | 4.93 | | | | | | | | 1 | | | |
| | | 1 | 5.75 | | | | | | | | | 1 | | |
| Draughtsmen | 1 2 3 4 | 6 | | | 1 | | | | | 1 | 1 | 3 | | |
| | | 1 | 2.80 | | | 1 | | | | | | | | |
| | | 1 | 3.78 | | | | | | | 2 | | | 1 | |
| | | 2 | 4.11 | | | | | | | | | | | |
| Engineers | 1 | 85 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | |
| | | 85 | | | | | | | | | | | | |
| Firemen | 1 | 141 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | |
| | | 141 | | | | | | | | | | | | |
| Foremen | 1 2 3 | 3 | 2.46½ | 1 | 1 | | | | | | | 1 | | |
| | | 1 | 4.27½ | | | | 1 | | | | | | | |
| | | 1 | 4.60 | | | | | | | | | 1 | | |
| | | 5 | | 1 | 1 | | 1 | | | | | 2 | | |
| Foreman, blacksmiths | 1 | 1 | 3.94½ | | | | | | | | | 1 | | |
| | | 1 | | | | | | | | | | 1 | | |
| Foremen, boiler-makers | 1 | 2 | 3.94½ | | 1 | | | | | | | 1 | | |
| | | 2 | | | 1 | | | | | | | 1 | | |
| Foreman, car inspectors | 1 | 1 | 3.78 | | | | | | | | | 1 | | |
| | | 1 | | | | | | | | | | 1 | | |
| Foremen, car repairers | 1 2 | 1 | 2.96 | | | | | | | | | 1 | | |
| | | 1 | 3.62 | | | | | | | | | 1 | | |
| | | 2 | | | | | | | | | | 1 | 1 | |
| Foremen, carpenters | 1 2 3 4 5 6 | 1 | 3.00 | | | | | | | | | 1 | | |
| | | 13 | 3.29 | 2 | 2 | | 2 | 1 | | | 1 | | 6 | |
| | | 1 | 3.62 | | | | | | | 1 | | | | |
| | | 1 | 3.75 | | 1 | | | | | | | | | |
| | | 2 | 3.94½ | | | | 1 | | | | | 1 | | |
| | | 1 | 4.11 | | | | | | | | | | 1 | |
| Foremen, general | 1 2 | 19 | | 2 | 3 | | 3 | 1 | 1 | 2 | 7 | | | |
| | | 1 | 2.80 | | | | | | | | | | 1 | |
| | | 1 | 4.11 | | | | 1 | | | | | | | |
| Foremen, machinists | 1 2 | 2 | | | | 1 | | | | | | 1 | | |
| | | 1 | 3.29 | | 1 | | | | | | | | 1 | |
| | | 1 | 3.94½ | | | | | | | | | | | |
| | 1 2 | 2 | | | 1 | | | | | | | 1 | | |

a Rate and time cannot be stated, as they worked by the trip.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 38 (GROUP VII)—Concluded.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$1,000 TO \$2,000—Concluded.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employ- és. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | | |
|--|---|--------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|---|---|---|--|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | | | |
| Foreman, painters | 1 | 1 | \$4.93 | | | | | | | | | | 1 | | | |
| | | 1 | | | | | | | | | | | | 1 | | |
| Foremen, shop | 1 2 3 | 1 | 3.62 | | | | | 1 | | | | | | | | |
| | | 1 | 4.11 | | | | | | | | | | 1 | | | |
| | | 2 | 4.27½ | | | | 1 | | 1 | | | | | | | |
| | | 4 | | | | | | 1 | 1 | 1 | | | | 1 | | |
| Inspectors, tie..... | 1 2 | 1 | 2.46½ | | | 1 | | | | | | | | | | |
| | | 1 | 4.11 | | | | | | | | | | 1 | | | |
| | | 2 | | | | 1 | | | | | | | | 1 | | |
| Machinists | 1 2 3 4 5 6 7 8 9 10 11 12 13 | 2 | 1.00 | | | 2 | | | | | | | | | | |
| | | 1 | 1.25 | 1 | | | | | | | | | | | | |
| | | 3 | 1.50 | | | | | 1 | | 1 | 1 | | | | | |
| | | 4 | 2.00 | 1 | 1 | | | | | | 1 | 2 | | 1 | | |
| | | 5 | 2.25 | | 1 | | | | | | | | | | | |
| | | 6 | 2.30 | | | | | | | | | | 1 | | | |
| | | 7 | 2.75 | 1 | | | | | | | | | 1 | | | |
| | | 8 | 3.00 | | 1 | | | | | | | | | | 1 | |
| | | 9 | 3.25 | 3 | 2 | | | 1 | | | | | 1 | | | |
| | | 10 | 3.37½ | 1 | 1 | 3 | | 2 | 4 | 4 | | | | | | |
| | | 11 | 3.50 | 1 | 5 | 1 | 2 | 4 | 4 | | 7 | | | 1 | | |
| | | 12 | 3.65 | | | | | | | | | | | | 1 | |
| | | 13 | 4.00 | | | | | | | | | | 1 | | | |
| | | 63 | | 8 | 11 | 6 | 3 | 7 | 10 | 14 | 4 | | | | | |
| Master mechanics | 1 2 | 1 | 6.57½ | | | | 1 | | | | | | | | | |
| | | 1 | 7.40 | | | | | | | 1 | | | | | | |
| | | 2 | | | | | 1 | | | 1 | | | | | | |
| Patternmaker..... | 1 | 1 | 3.85 | | | | | | | | | | 1 | | | |
| | | 1 | | | | | | | | | | | 1 | | | |
| Roadmaster | 1 | 1 | 7.40 | | | | | | | | | | 1 | | | |
| | | 1 | | | | | | | | | | | 1 | | | |
| Roadmasters, assistant.... | 1 2 | 1 | 1.97 | | | | | | | | | | | 1 | | |
| | | 5 | 4.11 | | | | 1 | | | | | 1 | | 3 | | |
| | | 6 | | | | | 1 | | | | | 1 | | 4 | | |
| Stenographers | 1 2 3 | 3 | 2.30 | | | 2 | | 1 | | | | | | | | |
| | | 1 | 2.46½ | | | | 1 | | | | | | | | | |
| | | 5 | 3.29 | | 1 | 1 | 1 | | 1 | | | | 1 | | | |
| | | 9 | | | 1 | 3 | 2 | 1 | 1 | | | | 1 | | | |
| Superintendents, bridge and buildings. | 1 2 | 1 | 4.11 | | | | | | | | | | | 1 | | |
| | | 1 | 7.40 | | | | | | | | | | | 1 | | |
| | | 2 | | | | | | | | | | | | 2 | | |
| Superintendent, telegraph department | 1 | 1 | 4.11 | | | | | | | | | | | 1 | | |
| | | 1 | | | | | | | | | | | | 1 | | |
| Yardmasters | 1 2 3 4 | 4 | 2.63 | | | | | | 1 | 1 | 1 | 1 | 1 | | | |
| | | 11 | 2.06 | 3 | 1 | 1 | 2 | 2 | | | 1 | 1 | 1 | | | |
| | | 1 | 3.29 | | | | | | | | | | | 1 | | |
| | | 1 | 4.11 | | | | | | | | | | | 1 | | |
| | | 17 | | 3 | 1 | 1 | 2 | 3 | 1 | 2 | 4 | | | | | |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 43 (GROUP II).

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 163.]

| Occupation. | Marginal number. | Number of employes. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|----------------------------|------------------|---------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|-------|--|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | |
| Blacksmiths' helpers..... | 1 | 1 | \$1.20 | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... |  |
| | 2 | 1 | 1.30 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 3 | 3 | 1.35 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 4 | 73 | 1.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 5 | 2 | 1.45 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | | 80 | ..... | 41 | 18 | 7 | 6 | 3 | 2 | 1 | 2 | ..... | ..... |  |
| Boiler washer | 1 | 1 | 1.35 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Boilermakers' helpers..... | 1 | 2 | 1.30 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 2 | 1 | 1.31½ | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 3 | 33 | 1.35 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | | 36 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Bolt cutter..... | 1 | 1 | 1.25 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Carpenters' helpers | 1 | 4 | .75 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 2 | 1 | 1.25 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | | 5 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Cleaners, car | 1 | 1 | .39½ | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 2 | 1 | .98½ | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 3 | 6 | 1.10 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 4 | 11 | 1.25 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 19 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |  |
| Cleaners, engine | 1 | 16 | 1.25 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 2 | 2 | 1.35 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | | 18 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Cleaners, shop | 1 | 7 | 1.25 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | | 7 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Cleaners, yard | 1 | 11 | 1.25 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | | 11 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Craneman..... | 1 | 1 | 1.64½ | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Dispatchers, engine | 1 | 1 | 2.46½ | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 2 | 1 | 2.63 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Dispatchers, yard | 1 | 2 | 2.50 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Drillpressmen | 1 | 4 | 1.25 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | | 4 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Driver | 1 | 1 | 1.35 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 43 (GROUP II).

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 163.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | | |
|---|--------------------------|--------------------------|-------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|----------------------------|---|---|
| 25 dolls. and under | 26 to 50 dolls. | 51 to 75 dolls. | 76 to 100 doll | 101 to 125 doll | 126 to 150 doll | 151 to 175 doll | 176 to 200 doll | 201 to 225 doll | 226 to 250 doll | 251 to 275 doll | 276 to 300 doll | 301 to 325 doll | 326 to 350 doll | 351 to 375 doll | 376 to 400 doll | 401 to 425 doll | 426 to 450 doll | 451 to 475 doll | 476 to 500 doll | 501 doll and over | | |
| | | | | | | | | | | | 1 | | | | | 1 | | | | | 1 | |
| 2 | | | | | | | 1 | | | | | | | | | 1 | | | | | 2 | |
| 33 | 16 | 8 | 1 | 2 | 4 | 1 | 2 | 1 | 1 | 2 | | | 1 | | | 1 | | | | | 3 | |
| 1 | | | | | | | | | | | | | | | | 1 | | | | | 4 | |
| 36 | 16 | 8 | 1 | 2 | 4 | 1 | 3 | 1 | 1 | 2 | 1 | | 1 | | | 3 | | | | | 5 | |
| | | | | | | | | | | | | | | | 1 | | | | | | | |
| | | | | | | | | | | | | | | | 1 | | | | | | | 1 |
| | | | | | | | | | | | | | | | 1 | | | | | | | |
| 1 | | | | 1 | | | | | | | | | | | | | | | | | | 1 |
| 10 | 2 | 7 | 5 | 1 | 1 | 1 | 2 | 1 | 1 | | 1 | | | | 1 | | | | | | 2 | |
| | | | | | | | | | | | | | | | | | | | | | | 3 |
| 11 | 2 | 7 | 5 | 3 | 1 | 1 | 2 | 1 | 1 | | 1 | | | | 1 | | | | | | | |
| | | | | | | 1 | | | | | | | | | | | | | | | | 1 |
| | | | | | | 1 | | | | | | | | | | | | | | | | |
| 1 | | 1 | 2 | | | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | 1 | | | | | | 2 |
| 1 | | 1 | 2 | | | | | | | | | | | | | 1 | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | | |
| 2 | | | | | | | | | | | 1 | | | | 1 | | | | | | | 1 |
| 3 | 1 | 1 | 1 | 1 | | | | | | | 1 | 1 | | | 1 | 1 | 1 | | | 3 | | 2 |
| 6 | 1 | 1 | 1 | 1 | | | | | | | 1 | 1 | | | 1 | 1 | 1 | | | 3 | | 3 |
| 4 | 1 | 5 | 1 | 1 | | 1 | 1 | | | | 1 | | 1 | | | | | | | | | 1 |
| | 1 | 1 | | | | | | | | | | | | | | | | | | | | 2 |
| 4 | 2 | 6 | 1 | 1 | | 1 | 1 | | | | 1 | | 1 | | | | | | | | | |
| | | | | | | | | 1 | | | | | | | | | | | | | | 1 |
| | 3 | 1 | 1 | | | | | 1 | | | 1 | | | | | | | | | | | |
| | 3 | 1 | 1 | | | | | 1 | | | 1 | | | | | | | | | | | |
| 5 | 1 | | | 2 | | | | 1 | | | | | | | 1 | | 1 | | | | | 1 |
| 5 | 1 | | | 2 | | | | 1 | | | | | | | 1 | | 1 | | | | | |
| | | | | | | | | | | | | | | | | | 1 | | | | | 1 |
| | | | 1 | | | | | | | | | | | | | | 1 | | | | | |
| | | | 1 | 1 | | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | | | | | | |
| 1 | | | | 1 | | | | | | | | | | | | | | | | | | 1 |
| 1 | | | | 1 | | | | | | | | | | | | | | | | | | |
| | | | | | | 1 | | | | | 1 | | 1 | | | | 1 | | | | | 1 |
| | | | | | | 1 | | | | | 1 | | 1 | | | | 1 | | | | | |
| | | | | | | | | | | | | | | | | | | 1 | | | | |
| | | | | | | | | | | | | | | | | | | 1 | | | | |
| | | | | | | | | | | | | | | | | | | | 1 | | | |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 43 (GROUP II)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 163.]

| Occupation. | Marginal number. | Number of employ- és. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|-----------------------------|----------------------------|--------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|-----|-----|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | |
| Dumpman..... | 1 | 1 | \$1.20 | | | | 1 | | | | | | | |
| | | 1 | | | | | 1 | | | | | | | |
| Engineers, work train.... | 1 2 | 1 | 2.75 | 1 | | | | | | | | | | |
| | | 2 | 3.00 | | | 1 | | 1 | | | | | | |
| | | 3 | | 1 | | 1 | | 1 | | | | | | |
| Firemen, work train..... | 1 2 3 | 2 | 1.50 | 1 | 1 | | | | | | | | | |
| | | 2 | 1.65 | | | 1 | | | | | | 1 | | |
| | | 3 | 1.70 | 3 | | | | | | | | | | |
| | | 7 | | 4 | 1 | 1 | | | | | | | 1 | |
| | | 1 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) |
| Foreman, floating gang.... | 1 | 1 | 1.43 | | | | | | | | | 1 | | |
| | | 1 | | | | | | | | | | 1 | | |
| Inspector, lumber..... | 1 | 1 | 1.50 | | | | | | | | | 1 | | |
| | | 1 | | | | | | | | | | 1 | | |
| Janitor..... | 1 | 1 | 1.20 | | | | 1 | | | | | | | |
| | | 1 | | | | | 1 | | | | | | | |
| Laborers..... | 1 2 3 4 5 6 | 5 | 1.20 | 2 | 1 | 1 | | 1 | | | | | | |
| | | 44 | 1.25 | 12 | 13 | 2 | 3 | 7 | 2 | 3 | | 2 | | |
| | | 2 | 1.30 | | 1 | | | | | | | 1 | | |
| | | 4 | 1.35 | | | | | | 1 | | | 2 | 1 | |
| | | 34 | 1.50 | 15 | 10 | 5 | | 4 | | | | | 1 | |
| | | 8 | 1.60 | 1 | | 5 | 1 | 1 | | | | | | |
| | | 97 | | 30 | 25 | 13 | 4 | 14 | 2 | 5 | 4 | | | |
| Laborers, floating gang.... | 1 | 79 | 1.20 | 20 | 12 | 19 | 8 | 12 | 5 | 3 | | | | |
| | | 79 | | 20 | 12 | 19 | 8 | 12 | 5 | 3 | | | | |
| Laborers, piledriver..... | 1 | 5 | 1.50 | 4 | 1 | | | | | | | | | |
| | | 5 | | 4 | 1 | | | | | | | | | |
| Laborers, track..... | 1 2 3 4 5 6 | 2 | 1.15 | | | 1 | | 1 | | | | | | |
| | | 393 | 1.20 | 145 | 49 | 75 | 41 | 19 | 21 | 14 | 27 | 2 | | |
| | | 2 | 1.25 | | 1 | | | | | | | | | |
| | | 1 | 1.43 | | | | | | | | | 1 | | |
| | | 16 | 1.50 | 11 | 4 | | | 1 | | | | | | |
| | | 1 | 1.64½ | 1 | | | | | | | | | | |
| Laborers, work train..... | 1 2 3 4 | 415 | | 157 | 54 | 76 | 42 | 21 | 21 | 14 | 28 | 2 | | |
| | | 714 | 1.20 | 261 | 120 | 110 | 58 | 48 | 39 | 49 | 28 | 1 | | |
| | | 19 | 1.25 | 2 | 3 | 3 | 4 | 3 | 2 | 2 | | | | |
| | | 41 | 1.30 | 22 | 15 | 4 | | | | | | | | |
| | | 1 | 1.35 | | 1 | | | | | | | | | |
| Laborers, yard..... | 1 | 775 | | 285 | 139 | 117 | 62 | 51 | 41 | 51 | 28 | 1 | | |
| | | 29 | 1.20 | 6 | 5 | 7 | 2 | 3 | 2 | 1 | 3 | | | |
| | | 29 | | 6 | 5 | 7 | 2 | 3 | 2 | 1 | 3 | | | |

a Rate and time cannot be stated, as he worked by the mile.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 43 (GROUP II)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 163.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | |
|---|--------------------------|--------------------------|-------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|----------------------------|
| 25 dolls. and under | 26 to 50 dolls. | 51 to 75 dolls. | 76 to 100 doll | 101 to 125 doll | 126 to 150 doll | 151 to 175 doll | 176 to 200 doll | 201 to 225 doll | 226 to 250 doll | 251 to 275 doll | 276 to 300 doll | 301 to 325 doll | 326 to 350 doll | 351 to 375 doll | 376 to 400 doll | 401 to 425 doll | 426 to 450 doll | 451 to 475 doll | 476 to 500 doll | 501 doll and over |
| | | | | | | | 1 | | | | | | | | | | | | | 1 |
| | | | | | | | 1 | | | | | | | | | | | | | 1 |
| 1 | | | | | | | 1 | | | | | | | | | | | | 1 | 2 |
| 1 | | | | | | | 1 | | | | | | | | | | | 1 | | 2 |
| 1 | 1 | | | | | | 1 | | | | | | | | | | | | 1 | 2 3 |
| 3 | | | | | | | 1 | | | | | | | | | | | | 1 | 2 3 |
| 4 | 1 | | | | | | 1 | | | | | | | | | | | | 1 | 2 3 |
| 4 | 1 | | | | | | 2 | | | | | | | | | | | | 1 | 2 3 |
| | | | | | | | | | | | | | | | 1 | | | | | 1 |
| | | | | | | | | | | | | | | | 1 | | | | | 1 |
| | | | | | | | | | | | | | | | 1 | | | | | 1 |
| | | | | | | 1 | | | | | | | | | | | | | | 1 |
| | | | | | | 1 | | | | | | | | | | | | | | 1 |
| 2 | | | | | | | | | | | | | | | | | | | | 1 |
| 11 | 8 | 1 | 1 | | | | 2 | 1 | | | | | | | | | | | | 2 3 |
| | | 7 | | | | | | 4 | 1 | 1 | | | | | | | | | | 3 4 |
| | | 1 | | | | | | 1 | | | | | | | | | | | | 5 6 |
| 12 | 4 | 9 | 2 | 3 | | | | 3 | | 1 | | | | | | | | | | 6 |
| | 1 | | 3 | 1 | | 2 | | | | 1 | | | | | | | | | | 6 |
| 25 | 13 | 18 | 3 | 7 | 4 | 2 | 2 | 6 | 4 | 2 | 1 | 1 | 1 | 2 | 4 | 1 | | | 1 | |
| 14 | 16 | 12 | 4 | 6 | 3 | 4 | 2 | 6 | 5 | 3 | 1 | 3 | | | | | | | | 1 |
| 14 | 16 | 12 | 4 | 6 | 3 | 4 | 2 | 6 | 5 | 3 | 1 | 3 | | | | | | | | 1 |
| | 4 | 1 | | | | | | | | | | | | | | | | | | 1 |
| | 4 | 1 | | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | | | | 1 |
| 129 | 46 | 46 | 26 | 24 | 24 | 12 | 8 | 7 | 10 | 10 | 8 | 6 | 4 | 15 | 12 | 2 | 4 | | | 1 |
| | 1 | | | | | | | | 1 | | | | | | | | | | | 2 3 |
| | | | | | | | | | | | | | | | | | | | | 4 5 |
| 3 | 10 | 1 | 1 | | | | 1 | | | | | | | | | | | | | 6 |
| | 1 | | | | | | | | | | | | | | | | | | | 6 |
| 132 | 58 | 47 | 28 | 24 | 24 | 12 | 9 | 8 | 11 | 10 | 8 | 6 | 4 | 15 | 12 | 2 | 4 | | | 1 |
| 222 | 120 | 69 | 56 | 26 | 30 | 22 | 21 | 21 | 15 | 21 | 13 | 18 | 14 | 31 | 8 | 3 | 3 | | 1 | 1 |
| 2 | 2 | 1 | 2 | 1 | 2 | 1 | 1 | 1 | 3 | 2 | | | 1 | 1 | | | | | | 2 3 |
| 22 | 7 | 10 | 2 | | | | | | | | | | | | | | | | | 4 |
| | | 1 | | | | | | | | | | | | | | | | | | 4 |
| 246 | 129 | 81 | 60 | 27 | 32 | 23 | 23 | 21 | 18 | 23 | 13 | 19 | 15 | 31 | 8 | 3 | 3 | | 1 | 1 |
| 4 | 4 | 6 | 2 | 3 | | | 4 | | | 1 | 1 | | 1 | 1 | 2 | | | | | 1 |
| 4 | 4 | 6 | 2 | 3 | | | 4 | | | 1 | 1 | | 1 | 1 | 2 | | | | | 1 |

a \$522.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 43 (GROUP II)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number | Number of employ- és. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|---------------------------|-----------------|--------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|----|---|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | |
| Lamplighters | 1 | 1 | \$1.00 | | | | 1 | | | | | | | |
| | 2 | 1 | 1.20 | | | | | | | | | | 1 | |
| | 3 | 1 | 1.26½ | | | | | | | | | | 1 | |
| | | 3 | | | | | 1 | | | | | | 2 | |
| Machinists' helpers | 1 | 13 | 1.25 | 3 | 2 | 4 | 2 | 1 | | | | | 1 | |
| | 2 | 2 | 1.40 | 1 | | | | | 1 | | | | | |
| | 3 | 2 | 1.80 | 1 | | | 1 | | | | | | | |
| | | 17 | | 5 | 2 | 4 | 3 | 1 | 1 | | | | 1 | |
| Nut tapper..... | 1 | 1 | .75 | | | | | | | 1 | | | | |
| | | 1 | | | | | | | | 1 | | | | |
| Pumpers | 1 | 2 | .66 | | 1 | | | 1 | | | | | | |
| | 2 | 1 | 1.20 | | 1 | | | | | | | | | |
| | 3 | 6 | 1.26½ | | 1 | 1 | 1 | | | 3 | | | | |
| | 4 | 1 | 1.31½ | | | | | | | 1 | | | | |
| | 5 | 1 | 1.48 | | | | | | | 1 | | | | |
| | 11 | | | 3 | 1 | 1 | 1 | 5 | | | | | | |
| Sand driers..... | 1 | 6 | 1.25 | 3 | 2 | | | | | 1 | | | | |
| | | 6 | | 3 | 2 | | | | | 1 | | | | |
| Screw cutters | 1 | 2 | 1.25 | | | | 1 | | 1 | | | | | |
| | | 2 | | | | | 1 | | 1 | | | | | |
| Switchmen | 1 | 1 | 1.26½ | | | | | | | | | | | 1 |
| | 2 | 3 | 1.80 | | 2 | 1 | | | | | | | | 1 |
| | | 4 | | | 2 | 1 | | | | | | | | 1 |
| Targetmon | 1 | 13 | 1.80 | 8 | 2 | 1 | | 2 | | | | | | |
| | 13 | | | 8 | 2 | 1 | | 2 | | | | | | |
| Tender fillers | 1 | 51 | 1.25 | 20 | 9 | 9 | 4 | 3 | 5 | | | | 1 | 2 |
| | 2 | 20 | 1.35 | 10 | 4 | | | | | 1 | 1 | | | |
| | 3 | 1 | 1.50 | 1 | | | | | | | | | | |
| | | 72 | | 31 | 13 | 9 | 6 | 3 | 6 | 1 | 3 | | | |
| Tinmiths' helpers | 1 | 2 | 1.25 | | | | 1 | | 1 | | | | | |
| | | 2 | | | | | 1 | | 1 | | | | | |
| Toolmen | 1 | 2 | 1.26½ | | | | | 1 | | 1 | | | | |
| | | 2 | | | | | | 1 | | 1 | | | | |
| Track walker | 1 | 1 | 1.20 | | | | | | | | | | | 1 |
| | 1 | | | | | | | | | | | | | 1 |
| Watchmen | 1 | 30 | 1.15 | | 4 | 7 | 3 | 2 | 4 | 3 | | | 7 | |
| | 2 | 5 | 1.16½ | | | 1 | | | 2 | | | | 2 | |
| | 3 | 32 | 1.20 | 3 | | 1 | 3 | 3 | 3 | 3 | | | 16 | |
| | 4 | 2 | 1.25 | 1 | | | | | | | | | | 1 |
| | 5 | 1 | 1.30 | | | | | | | | | 1 | | |
| | 6 | 4 | 1.31½ | | | | | | | | | | 4 | |
| | 7 | 3 | 1.50 | 1 | | 1 | | 1 | | | | | | |
| | 8 | 1 | 1.64½ | | | | | | 1 | | | | | |
| | 9 | 1 | 1.71 | | 1 | | | | | | | | | |
| | 79 | | | 5 | 5 | 10 | 6 | 6 | 10 | 7 | 29 | 1 | | |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 43 (GROUP II)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | |
|---|--------------------------|--------------------------|-------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|----------------------------|
| 25 dolls. and under | 26 to 50 dolls. | 51 to 75 dolls. | 76 to 100 doll | 101 to 125 doll | 126 to 150 doll | 151 to 175 doll | 176 to 200 doll | 201 to 225 doll | 226 to 250 doll | 251 to 275 doll | 276 to 300 doll | 301 to 325 doll | 326 to 350 doll | 351 to 375 doll | 376 to 400 doll | 401 to 425 doll | 426 to 450 doll | 451 to 475 doll | 476 to 500 doll | 501 doll and over |
| | | | | 1 | | | | | | | | | | | | | 1 | | | 1 |
| | | | | | | | | | | | | | | | | | 1 | | | 2 |
| | | | | | | | | | | | | | | | | | | 1 | | 3 |
| | | | | 1 | | | | | | | | | | | | | 1 | 1 | | |
| 3 | 1 | 2 | | 3 | 1 | | 1 | 1 | | | | | | | | | | 1 | | 1 |
| | 1 | | | | | | | | | 1 | | | | | | | | | | 2 |
| | | | | | | | | | | | | | | | | | | | | 3 |
| 4 | 2 | 2 | | 3 | 1 | | 1 | 1 | | 1 | 1 | | | | | | | 1 | | |
| | | | | | | | 1 | | | | | | | | | | | | | 1 |
| | | | | | | | 1 | | | | | | | | | | | | | |
| 1 | | | 1 | | | | | | | | | | | | | | | | | 1 |
| | 1 | | | 1 | | | | | | | | | | | | | | | | 2 |
| | | | | | 1 | | | | | | | 3 | | | | | | | | 3 |
| | | | | | | | | | | | | 1 | | | | | | | | 4 |
| | | | | | | | | | | | | | | 1 | | | | | | 5 |
| 1 | 1 | 1 | 1 | 1 | | 1 | | | | | | 4 | | 1 | | | | | | |
| 3 | 1 | 1 | | | | | | | | | | 1 | | | | | | | | 1 |
| 3 | 1 | 1 | | | | | | | | | | 1 | | | | | | | | |
| | | | | 1 | | | | | 1 | | | | | | | | | | | 1 |
| | | | | 1 | | | | | 1 | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | 1 | | 1 |
| | | 2 | | 1 | | | | | | | | | | | | | | | | 2 |
| | | 2 | | 1 | | | | | | | | | | | | | | 1 | | |
| 6 | 2 | 1 | 1 | | 1 | | | | | 1 | | | 1 | | | | | | | 1 |
| 6 | 2 | 1 | 1 | | 1 | | | | | 1 | | | 1 | | | | | | | |
| 18 | 7 | 6 | 3 | 4 | 1 | 1 | 4 | 1 | | 3 | 1 | 1 | | 1 | 1 | | | | | 1 |
| 9 | 2 | 3 | | | 2 | | | | | | | | 1 | 1 | | | | | 2 | 2 |
| 1 | | | | | | | | | | | | | | | | | | | | 3 |
| 28 | 9 | 9 | 3 | 4 | 3 | 1 | 4 | 1 | | 3 | 1 | 1 | 1 | 1 | 1 | | | | 2 | |
| | | | 1 | | | | | | | | 1 | | | | | | | | | 1 |
| | | | 1 | | | | | | | | 1 | | | | | | | | | |
| | | | | | | 1 | | | | | | 1 | | | | | | | | 1 |
| | | | | | | 1 | | | | | | 1 | | | | | | | | |
| | | | | | | | | | | | | | | | | | 1 | | | 1 |
| | | | | | | | | | | | | | | | | | 1 | | | |
| | 3 | 2 | 1 | 5 | 1 | 2 | | 2 | 3 | | 2 | 2 | | 1 | | 6 | | | | 1 |
| 3 | | | 1 | 1 | | 2 | 1 | 2 | | 1 | 1 | 2 | 1 | 3 | 4 | 1 | 1 | | | 2 |
| 1 | | | | | | | | | | 2 | | | | 1 | | 2 | | | α | 3 |
| | | | | | | | | | | | | | | 1 | | | | | | 4 |
| | | | 1 | | | | | | | 1 | | | | | | | | 2 | 2 | 5 |
| | | 1 | | | | | | | | | | | | | 1 | | | | | 6 |
| | | | | | | | | | | | | | | | | | | | | 7 |
| | | | 1 | | | | | | | | | | | | | | | | | 8 |
| 5 | 3 | 3 | 4 | 6 | 1 | 4 | 1 | 4 | 4 | 4 | 3 | 4 | 1 | 5 | 5 | 9 | 8 | 2 | 2 | 1 |

^a\$528.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 43 (GROUP II)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500—Concluded.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 163.]

| Occupation. | Marginal number. | Number of employ- és. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | |
|------------------------|------------------|--------------------------|---|--|-------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|-----------------------------|---|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | |
| Watchmen, engine | 1 | 1 | \$1.25 | | | | | | | | | | 1 |
| | 2 | 10 | 1.35 | | 2 | 1 | 2 | 1 | | | | | 3 |
| | 3 | 3 | 1.50 | 1 | | 1 | | | | | | | |
| | | 14 | | | 1 | 2 | 2 | 2 | 1 | 2 | | | 3 | 1 |
| Water boys | 1 | 2 | .75 | 1 | | | | | | 1 | | | |
| | 2 | 6 | .80 | 1 | | 3 | 2 | | | | | | |
| | 3 | 2 | 1.00 | | | 1 | | | | 1 | | | |
| | | 10 | | | 2 | | 4 | 2 | | 2 | | | |

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000.

| Occupation. | Marginal number. | Number of employ- és. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | |
|------------------------|------------------|--------------------------|---|--|-------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|-----------------------------|---|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | |
| Agents..... | 1 | 1 | \$1.48 | | | 1 | | | | | | | |
| | 2 | 2 | 1.64 | | | | | | | | 1 | 1 | |
| | 3 | 1 | 3.29 | | | | | | | | | 1 | |
| | | 4 | | | | | 1 | | | | 1 | 2 | |
| Baggagemasters | 1 | 9 | 1.75 | 5 | 1 | | 1 | | 1 | | | | 1 |
| | 2 | 6 | 1.80 | 6 | | | | | | | | | |
| | 3 | 10 | 2.00 | 1 | 2 | 1 | | 1 | | | | 1 | 4 |
| | | 25 | | | 12 | 3 | 1 | 1 | 1 | 1 | | 1 | 5 |
| Blacksmiths | 1 | 11 | 2.00 | 3 | 3 | 1 | | 3 | | | 1 | | |
| | 2 | 1 | 2.05 | | | | | | | | | 1 | |
| | 3 | 7 | 2.25 | 4 | | | | 1 | | | 1 | 1 | |
| | 4 | 2 | 2.30 | | | 1 | | | | | | 1 | |
| | 5 | 3 | 2.35 | 2 | | | | | | | | 1 | |
| | 6 | 7 | 2.40 | 2 | 2 | 1 | | | | 1 | 1 | | |
| | 7 | 2 | 2.50 | 1 | | | | | | 1 | | | |
| | 8 | 1 | 2.60 | | | 1 | | | | | | | |
| | 9 | 1 | 2.70 | | | 1 | | | | | | | |
| | | 35 | | | 12 | 6 | 4 | | 4 | 2 | 3 | 4 | |
| Brakemen..... | 1 | 5 | 1.70 | 1 | | 1 | | | | | 2 | 1 | |
| | 2 | 14 | 1.75 | 1 | 2 | 3 | 2 | 3 | 1 | 1 | 1 | 1 | |
| | 3 | 8 | 1.80 | 1 | 1 | 1 | 2 | | | 1 | | 2 | |
| | 4 | 2 | 1.85 | | | | | | 1 | | | | 1 |
| | 29 | | | 3 | 3 | 5 | 4 | 3 | 3 | 3 | 4 | 1 | |
| Brakemen, freight..... | 1 | 2 | 1.60 | 1 | | | | 1 | | | | | |
| | 2 | 31 | 1.70 | 17 | 4 | 7 | 3 | | | | | | |
| | 3 | 312 | 1.75 | 124 | 55 | 59 | 32 | 16 | 9 | 6 | 6 | 5 | |
| | 4 | 33 | 1.80 | 17 | 5 | 5 | 2 | 2 | | | | 2 | |
| | 5 | 29 | 1.85 | 15 | 1 | 3 | 1 | 1 | 2 | 3 | 3 | | |
| | 6 | 2 | 1.95 | 1 | | | | | | | | 1 | |
| | 409 | | | 175 | 65 | 74 | 38 | 20 | 11 | 9 | 12 | 5 | |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 43 (GROUP II)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500—Concluded.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|--------------------------|--------------------------|-------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|----------------------------|-------|
| 25 dolls. and under | 26 to 50 dolls. | 51 to 75 dolls. | 76 to 100 doll | 101 to 125 doll | 126 to 150 doll | 151 to 175 doll | 176 to 200 doll | 201 to 225 doll | 226 to 250 doll | 251 to 275 doll | 276 to 300 doll | 301 to 325 doll | 326 to 350 doll | 351 to 375 doll | 376 to 400 doll | 401 to 425 doll | 426 to 450 doll | 451 to 475 doll | 476 to 500 doll | 501 doll and over | |
| | | | | | | | | | | | | | | | | | | | | | |
| ..... | 2 | ..... | ..... | 1 | ..... | 1 | 1 | ..... | 1 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | 1 |
| ..... | 1 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 | ..... | ..... | ..... |
| ..... | 3 | ..... | 1 | 1 | ..... | 1 | 1 | ..... | 1 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | 1 | 3 | ..... | ..... | ..... |
| 1 | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 1 | ..... | ..... | 2 | 3 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 2 | ..... | 2 | 4 | ..... | ..... | ..... | 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |

1
2
3

1
2
3

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000.

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|---------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|-----------------------------|-------|
| 50 dolls. and under | 51 to 100 dolls. | 101 to 150 dolls. | 151 to 200 doll | 201 to 250 doll | 251 to 300 doll | 301 to 350 doll | 351 to 400 doll | 401 to 450 doll | 451 to 500 doll | 501 to 550 doll | 551 to 600 doll | 601 to 650 doll | 651 to 700 doll | 701 to 750 doll | 751 to 800 doll | 801 to 850 doll | 851 to 900 doll | 901 to 950 doll | 951 to 1000 doll | 1001 doll and over | |
| | | | | | | | | | | | | | | | | | | | | | |
| ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 5 | 1 | ..... | ..... | ..... | 1 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 6 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 1 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 2 | 1 | ..... | ..... | ..... | ..... | ..... |
| 12 | 3 | 1 | ..... | ..... | 1 | ..... | 2 | ..... | ..... | ..... | ..... | 1 | ..... | 2 | 2 | 1 | ..... | ..... | ..... | ..... | ..... |
| 2 | 4 | 1 | ..... | ..... | ..... | 1 | 2 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 4 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | | | | | | | | | | | | | | | | | | | | |
| 11 | 6 | 3 | ..... | 2 | ..... | 1 | 2 | 1 | ..... | ..... | 3 | 3 | 1 | 1 | ..... | 1 | ..... | ..... | ..... | ..... | ..... |
| 1 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 2 | 1 | 1 | 3 | 1 | 2 | 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | ..... | 1 | ..... | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | | | | | | | | | | | | | | | | | | | | |
| 4 | 2 | 3 | 3 | 3 | 1 | 2 | 2 | 1 | 2 | 1 | 2 | 2 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 19 | 4 | 4 | 3 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 131 | 62 | 34 | 19 | 22 | 11 | 7 | 6 | 4 | 3 | 3 | 2 | 4 | 4 | | | | | | | | |
| 19 | 5 | 2 | 1 | 2 | 2 | | | | | | | | | | | | | | | | |
| 15 | 1 | 1 | 2 | 1 | | 1 | 2 | | | 3 | 3 | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | |
| 186 | 72 | 41 | 25 | 26 | 14 | 8 | 8 | 4 | 3 | 6 | 5 | 6 | 4 | 1 | | | | | | | |

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2
3

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4
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6

α \$1,150.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 43 (GROUP II)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employ- és. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|----------------------------|------------------|--------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|---|---|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | |
| Brakemen, passenger..... | 1 | 6 | \$1.60 | 3 | | | 1 | | 1 | | | | | 1 |
| | 2 | 20 | 1.70 | 13 | | | | 1 | | | 1 | | | 1 |
| | 3 | 2 | 1.75 | 1 | | | | | | | | | | 1 |
| | | 28 | | 17 | | | 1 | 1 | 1 | 1 | 1 | | 5 | 2 |
| Brakemen, work train..... | 1 | 23 | 1.70 | 13 | 2 | 4 | 2 | | 2 | | | | | |
| | 2 | 1 | 1.75 | | | | | | | | | | 1 | |
| | | 24 | | 13 | 2 | 4 | 2 | | 2 | | | | 1 | |
| Brakemen, yard..... | 1 | 1 | 1.50 | 1 | | | | | | | | | | |
| | 2 | 8 | 1.60 | 3 | | 2 | 2 | 1 | | | | | | |
| | 3 | 12 | 1.70 | 9 | 2 | | | | 1 | | | | | |
| | 4 | 16 | 1.75 | 3 | 4 | 4 | 1 | 1 | 1 | 2 | | | | |
| | 5 | 203 | 1.80 | 99 | 41 | 34 | 12 | 7 | 5 | 2 | 3 | | | |
| | 6 | 10 | 1.85 | 4 | 1 | 4 | 2 | 1 | 2 | 1 | 2 | | | |
| | 7 | 23 | 1.90 | 6 | 3 | 3 | 6 | 2 | 2 | 1 | | | | |
| | | 273 | | 122 | 50 | 47 | 23 | 12 | 9 | 5 | 5 | | | |
| Callers..... | 1 | 16 | 1.15 | 8 | 2 | 4 | 1 | 1 | | | | | | |
| | 2 | 1 | 1.25 | | | | | | | | | | | 1 |
| | | 17 | | 8 | 2 | 4 | 1 | 1 | | | | | | 1 |
| Carpenters..... | 1 | 11 | 1.50 | 3 | 2 | 5 | 1 | | | | | | | |
| | 2 | 2 | 1.60 | | | 1 | | 1 | | | | | | |
| | 3 | 2 | 1.71 | | | 1 | 1 | | | | | | | |
| | 4 | 36 | 1.75 | 6 | 8 | 10 | 4 | 4 | 2 | 1 | 1 | | | |
| | 5 | 2 | 1.80 | | 2 | | | | | | | | | |
| | 6 | 11 | 1.85 | | | 1 | 2 | 2 | 2 | 3 | 1 | | | |
| | 7 | 124 | 2.00 | 19 | 6 | 24 | 5 | 7 | 9 | 38 | 16 | | | |
| | 8 | 5 | 2.20 | 1 | | | | | 1 | 1 | 2 | | | |
| | | 193 | | 29 | 18 | 42 | 13 | 14 | 14 | 43 | 20 | | | |
| Clerks..... | 1 | 4 | 1.31½ | | | | 1 | 2 | | | | | 1 | |
| | 2 | 1 | 1.50 | | | | | | | | | | 1 | |
| | 3 | 4 | 1.64½ | | 1 | | | 1 | | | | | 2 | |
| | 4 | 1 | 1.81 | | | 1 | | | | | | | | |
| | 5 | 1 | 1.97 | | | 1 | | | | | | | | |
| | 6 | 1 | 2.30 | | 1 | | | | | | | | | |
| | 7 | 1 | 2.74 | | | | | | | | | | 1 | |
| | | 13 | | | 2 | 2 | 1 | 3 | | | | | 5 | |
| Conductors..... | 1 | 1 | 2.20 | 1 | | | | | | | | | | |
| | 2 | 2 | 2.35 | 1 | | | | 1 | | | | | | |
| | 3 | 6 | 2.50 | | | 1 | 1 | | | | | | 3 | 1 |
| | | 9 | | 2 | | 1 | 1 | 1 | | | | | 3 | 1 |
| Conductors, freight..... | 1 | 9 | 2.35 | 2 | 3 | 3 | | | | | | | | |
| | 2 | 40 | 2.50 | 1 | 1 | 5 | 13 | 2 | 5 | 7 | 5 | 1 | | |
| | 3 | 4 | 2.75 | | 1 | | | | | 3 | | | | |
| | | 53 | | 3 | 5 | 8 | 13 | 2 | 5 | 10 | 6 | 1 | | |
| Conductors, work train.... | 1 | 3 | 2.20 | 3 | | | | | | | | | | |
| | 2 | 4 | 2.35 | 2 | | 1 | | | 1 | | | | | |
| | 3 | 3 | 2.50 | 2 | | | | | | 1 | | | | |
| | | 10 | | 7 | | 1 | | | 1 | 1 | | | | |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 43 (GROUP II)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|---------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|-----------------------------|---|
| 50 dolls. and under | 51 to 100 dolls. | 101 to 150 dolls. | 151 to 200 doll | 201 to 250 doll | 251 to 300 doll | 301 to 350 doll | 351 to 400 doll | 401 to 450 doll | 451 to 500 doll | 501 to 550 doll | 551 to 600 doll | 601 to 650 doll | 651 to 700 doll | 701 to 750 doll | 751 to 800 doll | 801 to 850 doll | 851 to 900 doll | 901 to 950 doll | 951 to 1000 doll | 1001 doll and over | |
| 3 | | | 1 | | | 1 | | | | | | | | 1 | | | | | | | 1 |
| 13 | | | | | 1 | | | | 1 | 2 | | 3 | | | | | | | | | 2 |
| 1 | | | | | | | | | | 1 | | | | | | | | | | | 3 |
| 17 | | | 1 | | 1 | 1 | | | 1 | 2 | 1 | 3 | | 1 | | | | | | | |
| 14 | 2 | 1 | 2 | 2 | | | 2 | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | 1 | | | | | | | | | | | 2 |
| 14 | 2 | 1 | 2 | 2 | | | 2 | | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| 3 | | | 2 | 1 | 1 | | | | | | | | | | | | | | | | 2 |
| 9 | 2 | | | | | | | | | | | | | | | | | | | | 3 |
| 5 | 3 | | 2 | 1 | 1 | | | | 1 | | | | | | | | | | | | 4 |
| 108 | 37 | 23 | 12 | 6 | 5 | 1 | 4 | 2 | 2 | | 3 | | | | | | | | | | 5 |
| 1 | | 3 | 2 | 1 | 1 | | | | | | 1 | 1 | | | | | | | | | 6 |
| 6 | 4 | 1 | 1 | 1 | 6 | 1 | | 2 | | 1 | | | | | | | | | | | 7 |
| 133 | 46 | 31 | 17 | 10 | 13 | 3 | 4 | 6 | 4 | 1 | 4 | 1 | | | | | | | | | |
| 10 | 3 | 1 | 1 | 1 | | | | | | | 1 | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | | | | | 2 |
| 10 | 3 | 1 | 1 | 1 | | | | | | | 1 | | | | | | | | | | |
| 5 | | 5 | | 1 | | | | | | | | | | | | | | | | | 1 |
| | | 1 | | | | 1 | | | | | | | | | | | | | | | 2 |
| 8 | | 3 | 7 | 2 | 1 | 3 | 1 | 2 | | 1 | | | | | | | | | | | 3 |
| | 8 | | | | | | | | | | | | | | | | | | | | 4 |
| | 2 | | | | | | | | | | | | | | | | | | | | 5 |
| 19 | 6 | 6 | 18 | 4 | 1 | 2 | 1 | 5 | 4 | 1 | 3 | 14 | 1 | 1 | | | | | | | 6 |
| 1 | | | | | | | | | | 1 | | 1 | 2 | | | | | | | | 7 |
| 33 | 16 | 16 | 27 | 9 | 2 | 8 | 7 | 8 | 4 | 11 | 33 | 15 | 3 | 1 | | | | | | | |
| | | 1 | 1 | | 1 | | | | | 1 | | | | | | | | | | | 1 |
| | | | | | | | | | | 1 | | | | | | | | | | | 2 |
| 1 | | | | | 1 | | | | | | 2 | | | | | | | | | | 3 |
| | | 1 | | | | | | | | | | | | | | | | | | | 4 |
| | | 1 | | | | | | | | | | | | | | | | | | | 5 |
| 1 | 1 | 3 | 1 | | 2 | | | | | 2 | | 2 | | | | | | | | | 6 |
| 1 | | | | | | | | | | | | | | | | | | | | | 7 |
| 1 | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| 1 | 1 | 3 | 1 | | 2 | | | | | 2 | | 2 | | | | | | | | | 1 |
| 1 | | | | | | | | | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| 2 | | | 1 | | | 1 | 1 | | | | | | | | | | | | | | 1 |
| 1 | 3 | 3 | 1 | | | | | | | | | | | | | | | | | | |
| 1 | 1 | 1 | 1 | 3 | 6 | 6 | 1 | 1 | 1 | | 3 | 3 | 3 | 2 | 2 | 1 | | | | | 1 |
| | | 1 | | | | | | | | | | | | | 3 | | | | | | a |
| | | | | | | | | | | | | | | | | | | | | | 1 |
| 2 | 5 | 4 | 2 | 3 | 6 | 6 | 1 | 1 | 1 | | 3 | 3 | 3 | 2 | 5 | 4 | 1 | | | | |
| 3 | | | | | | | | | | | | | | | | | | | | | |
| 1 | 1 | | | 1 | | | | | | 1 | | | | | | | | | | | 1 |
| 2 | | | | | | | | | | | | | | | | | | | | | |
| 6 | 1 | | | 1 | | | | | | 1 | | | | | | | | | | | |

a \$1,000.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 43 (GROUP II)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation | Marginal number. | Number of employ- és. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|-----------------------------|------------------|--------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|-----|-----|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | |
| Conductors, yard | 1 | 10 | \$2.20 | 8 | 2 | | | | | | | | | |
| | 2 | 20 | 2.35 | 4 | 5 | 4 | 4 | 1 | 1 | 1 | | | | |
| | 3 | 14 | 2.50 | 2 | | 2 | 2 | 2 | | 1 | 5 | | | |
| | 4 | 5 | 2.75 | | | 1 | 1 | | 1 | 2 | | | | |
| | | 49 | | 14 | 7 | 7 | 7 | 3 | 2 | 4 | 5 | | | |
| Engineers, stationary | 1 | 4 | 1.50 | 1 | | 1 | | | 1 | | 1 | | | |
| | 2 | 1 | 2.50 | | | | 1 | | | | | | | |
| | 3 | 1 | 2.63 | | | | | | | 1 | | | | |
| | | 6 | | 1 | | 1 | 1 | | 1 | 1 | 1 | | | |
| Engineers, yard | 1 | 3 | 2.00 | 3 | | | | | | | | | | |
| | 2 | 2 | 2.20 | | 1 | | 1 | | | | | | | |
| | 3 | 11 | 2.25 | 6 | 2 | | 1 | | | | | | | |
| | 4 | 7 | 2.50 | | 1 | 1 | 1 | | | | 1 | 3 | | 2 |
| | 5 | 18 | 2.75 | 5 | | 2 | 2 | | | | 3 | 6 | | |
| | 6 | 1 | 2.85 | | | | | | | 1 | | | | |
| | 7 | 2 | 3.00 | | | | | | | | 1 | 1 | | |
| | | 44 | | 14 | 4 | 3 | 5 | | 1 | 5 | 12 | | | |
| | | 3 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) |
| | | 47 | | | | | | | | | | | | |
| Firemen | 1 | 17 | 1.35 | 15 | 2 | | | | | | | | | |
| | 2 | 21 | 1.50 | 15 | | 3 | 3 | | | | | | | |
| | 3 | 1 | 1.75 | | | | | | | | 1 | | | |
| | 4 | 1 | 1.90 | 1 | | | | | | | | | | |
| | | 40 | | 31 | 2 | 3 | 3 | | | | 1 | | | |
| | | 10 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) |
| | | 50 | | | | | | | | | | | | |
| Firemen, freight | 1 | 1 | 1.35 | 1 | | | | | | | | | | |
| | 2 | 24 | 1.50 | 18 | 4 | 1 | 1 | | | | | | | |
| | 3 | 4 | 1.60 | | 1 | 1 | 1 | | | | 1 | | | |
| | 4 | 6 | 1.65 | 2 | | 1 | | 1 | | | | 2 | | 2 |
| | 5 | 9 | 1.70 | 2 | | 1 | 1 | | | 1 | 2 | 2 | | |
| | 6 | 1 | 1.75 | | | | | | | 1 | | | | |
| | 7 | 2 | 1.80 | 2 | | | | | | | | | | |
| | | 47 | | 25 | 5 | 4 | 3 | 1 | 2 | 3 | 4 | | | |
| | | 40 | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) |
| | | 87 | | | | | | | | | | | | |
| Firemen, passenger | 1 | 4 | 1.80 | 3 | | | | | | | 1 | | | |
| | 2 | 4 | 2.00 | | | | | 2 | | | 2 | | | |
| | | 8 | | 3 | | | | | 2 | | | 3 | | |
| | | 5 | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) |
| | | 13 | | | | | | | | | | | | |

a Rate and time not given.

b Rate and time cannot be stated, as they worked by the mile.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 43 (GROUP II)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|---------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|-----------------------------|----|
| 50 dolls. and under | 51 to 100 dolls. | 101 to 150 dolls. | 151 to 200 doll | 201 to 250 doll | 251 to 300 doll | 301 to 350 doll | 351 to 400 doll | 401 to 450 doll | 451 to 500 doll | 501 to 550 doll | 551 to 600 doll | 601 to 650 doll | 651 to 700 doll | 701 to 750 doll | 751 to 800 doll | 801 to 850 doll | 851 to 900 doll | 901 to 950 doll | 951 to 1000 doll | 1001 doll and over | |
| 8 | 2 | | | | | | | | | | | | | | | | | | | | 1 |
| 3 | 3 | 4 | 1 | 3 | | 3 | 1 | | | | 1 | | 1 | | | | | | | | 2 |
| 2 | | | 1 | 1 | 1 | 1 | 1 | 1 | | | | | | | 2 | 3 | | | | | 3 |
| | | | 1 | | | | 1 | | | | | 1 | 1 | | 1 | | | | | | 4 |
| 13 | 5 | 4 | 3 | 4 | 1 | 4 | 3 | 1 | | 1 | 1 | 3 | | 2 | 4 | | | | | | |
| 1 | | 1 | | | | 1 | | | | 1 | | | | | | | | | | | 1 |
| | | | | | | 1 | | | | | | | | | 1 | | | | | | 2 |
| | | | | | | | | | | | | | | | | | | | | | 3 |
| 1 | | 1 | | | | 2 | | | | 1 | | | | | 1 | | | | | | |
| 3 | | | | | | | | | | | | | | | | | | | | | 1 |
| | 1 | | | | | 1 | | | | | | | | | | | | | | | 2 |
| 5 | 3 | | | | 1 | | | | | | | | | 2 | | | | | | | 3 |
| | 1 | | 1 | | | | 1 | | | | | | | 1 | 3 | | | | | | 4 |
| 4 | 1 | | 1 | | 2 | 1 | | | | | | | 1 | 2 | | 3 | | 1 | 2 | | 5 |
| | | | | | | | | | | | | | 1 | | | | 1 | 1 | | | 6 |
| | | | | | | | | | | | | | | | | | | | | | 7 |
| 12 | 6 | | 2 | | 3 | 2 | 1 | | | | | 1 | 2 | 5 | 3 | 3 | 1 | 2 | 2 | | |
| | | | | | | | | | | | | | | | 1 | | | | | | a1 |
| 12 | 6 | | 2 | | 3 | 2 | 1 | | | | | 1 | 2 | 5 | 4 | 3 | 1 | 2 | 2 | 1 | |
| 16 | 1 | | | | | | | | | | | | | | | | | | | | 1 |
| 15 | 3 | | 3 | | | | | | | | | | | | | | | | | | 2 |
| | | | | | | | | | | | | 1 | | | | | | | | | 3 |
| 1 | | | | | | | | | | | | | | | | | | | | | 4 |
| 32 | | | 3 | | | | | | | | | 1 | | | | | | | | | |
| 1 | 4 | | | 1 | | 1 | | 1 | | 2 | | 1 | 1 | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| 33 | 6 | | 3 | 1 | | 1 | | 1 | | 2 | | 2 | 1 | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| 20 | 2 | 1 | | 1 | | | | | | | | | | | | | | | | | 2 |
| | 2 | | 1 | | | | | | 1 | | | | | | | | | | | | 3 |
| 2 | | 1 | | | | 1 | | | 1 | 1 | | | | | | | | | | | 4 |
| 2 | | 1 | | 1 | | | 1 | | 2 | 1 | 1 | | | | | | | | | | 5 |
| | | | | | | | 1 | | | | | | | | | | | | | | 6 |
| 2 | | | | | | | | | | | | | | | | | | | | | 7 |
| 27 | 4 | 3 | 1 | 2 | | 1 | 2 | | 3 | 2 | 2 | | | | | | | | | | |
| 11 | 6 | 4 | 6 | 2 | 4 | | | | 1 | 3 | 1 | | 2 | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| 38 | 10 | 7 | 7 | 4 | 4 | 1 | 2 | | 4 | 5 | 3 | | 2 | | | | | | | | |
| 3 | | | | | | | | | | | 1 | | | | | | | | | | 1 |
| | | | | | | 2 | | | | | | 1 | 1 | | | | | | | | 2 |
| 3 | | | | | | | | | | | 1 | 1 | 1 | | | | | | | | |
| | 1 | | | | 1 | | | | | 1 | | 1 | | | 1 | | | | | | |
| 3 | 1 | | | | 1 | 2 | | | | | 2 | 1 | 2 | | 1 | | | | | | |

a \$1,040.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 43 (GROUP II)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employees. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | |
|-------------------------------|---------------------------|----------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|-----|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | |
| Firemen, yard..... | 1 | 55 | \$1.50 | 29 | 6 | 6 | 6 | 3 | | 3 | 2 | | |
| | 2 | 3 | 1.60 | | | 1 | 1 | | | | 1 | | |
| | 3 | 2 | 1.65 | 1 | | | | | | | | | |
| | 4 | 4 | 1.70 | 2 | | | | | 1 | | | | |
| | 5 | 4 | 1.75 | 2 | | 2 | | | | | 1 | | |
| | | 09 | | | | | | | | | | | |
| | | 8 | (a) | (a) | 34 | 6 | 9 | 7 | 3 | 2 | 3 | 4 | (a) |
| | | 76 | | | | | | | | | | | |
| | Foreman, blacksmiths..... | 1 | 1 | 2.63 | | | | | | | | | 1 |
| | | | 1 | | | | | | | | | | 1 |
| Foreman, boilermakers.... | 1 | 1 | 2.63 | | | | | | | | | 1 | |
| | | 1 | | | | | | | | | | 1 | |
| Foreman, car repairers.... | 1 | 1 | 2.00 | | | | | | | | | 1 | |
| | | 1 | | | | | | | | | | 1 | |
| Foremen, machinists..... | 1 | 1 | 2.75 | | | | | 1 | | | | | |
| | 2 | 1 | 2.85 | | | | | | | | | 1 | |
| | | 2 | | | | | | 1 | | | | 1 | |
| Foremen, painters..... | 1 | 1 | 2.25 | | | | | | | | 1 | | |
| | 2 | 1 | 2.50 | | | | | | | | 1 | | |
| | 3 | 1 | 2.63 | | | | | | | | | 1 | |
| | | 3 | | | | | | | | | 2 | 1 | |
| Foreman, passenger car works. | 1 | 1 | 2.25 | | | | | | | | | 1 | |
| | | 1 | | | | | | | | | | 1 | |
| Foreman, tinsmiths..... | 1 | 1 | 2.63 | | | | | | | | | 1 | |
| | | 1 | | | | | | | | | | 1 | |
| Foremen, track laborers... | 1 | 4 | 1.31½ | 1 | | | | | | | | 3 | |
| | 2 | 15 | 1.43 | | | 2 | | | | | 1 | 9 | |
| | 3 | 2 | 1.45 | | | | 2 | | | | | 1 | |
| | 4 | 4 | 1.64½ | | | 1 | | | | | | 3 | |
| | | 25 | | | 1 | | 3 | 2 | 2 | | 1 | 15 | 1 |
| Foremen, work train..... | 1 | 14 | 1.31½ | | 1 | 1 | 1 | | 1 | 1 | | 9 | |
| | 2 | 3 | 1.45 | | | | | | | | | 3 | |
| | 3 | 1 | 1.50 | | | 1 | | | | | | | |
| | 4 | 3 | 1.64½ | | | 1 | | | | | 2 | | |
| | 5 | 3 | 1.81 | | | | | | | | | 2 | |
| | | 24 | | | | 1 | 3 | 1 | | 1 | 3 | 14 | 1 |
| Foremen, yard..... | 1 | 1 | 1.50 | | | | | | | | 1 | | |
| | 2 | 1 | 1.64 | | | | | | | | | 1 | |
| | 3 | 1 | 1.75 | | | | | | | | 1 | | |
| | 4 | 2 | 2.63 | | | | 1 | | 1 | | | | |
| | | 5 | | | | | | 1 | | 1 | 2 | 1 | |

a Rate and time not given.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 43 (GROUP II)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 163.]

| Occupation. | Marginal number. | Number of employ- és. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | |
|-----------------------------|------------------|--------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|---|---|---|--|--|--|--|---|---|---|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | | | | | | | | | |
| Hostlers..... | 1 | 1 | \$1.35 | | | | | | | | | | | | | | | | | | 1 | |
| | 2 | 11 | 1.60 | | | | | | | | | | | | | | | | | | 1 | |
| | 3 | 6 | 1.60 | 1 | 3 | 2 | 1 | | | | 1 | 2 | | | | | | | | | 3 | |
| | 4 | 1 | 1.75 | | | | | | | | | | 1 | | | | | | | | | |
| | 5 | 1 | 2.00 | | | | | | | | | | | | | | | | | | 1 | |
| | | 20 | | 2 | 3 | 2 | 2 | | | 1 | 3 | 2 | 5 | | | | | | | | | |
| Inspectors, car..... | 1 | 1 | 1.50 | | | | | | | | | | | | | | | | | | 1 | |
| | 2 | 4 | 1.75 | | | | | | | 1 | | | | | | | | | | | 2 | |
| | 3 | 8 | 1.85 | 1 | | 1 | | | | 1 | 1 | 1 | | | | | | | | | 1 | |
| | 4 | 4 | 2.00 | | | 1 | | | | | | | 2 | 1 | | | | | | | | 1 |
| | | 17 | | 1 | | 2 | | | 1 | 1 | 1 | 8 | 3 | | | | | | | | | |
| Inspectors, freight..... | 1 | 1 | 1.65 | | | | | | 1 | | | | | | | | | | | | | |
| | 2 | 1 | 1.75 | | | | | | | | | | | | | | | | | | 1 | |
| | | 2 | | | | | | 1 | | | | | | | | | | | | | 1 | |
| Inspectors, passenger car.. | 1 | 1 | 1.60 | | | | | | | | | | | | | | | | | | 1 | |
| | 2 | 1 | 2.00 | | | | | | | | | | | | | | | | | | 1 | |
| | | 2 | | | | | | | | | | | | | | | | | | | 2 | |
| Machinists..... | 1 | 1 | 1.80 | 1 | | | | | | | | | | | | | | | | | | |
| | 2 | 5 | 2.00 | 5 | | | | | | | | | | | | | | | | | | |
| | 3 | 1 | 2.10 | 1 | | | | | | | | | | | | | | | | | | |
| | 4 | 4 | 2.15 | 1 | | | 1 | | | | | | | 2 | | | | | | | | |
| | 5 | 2 | 2.20 | 1 | | | 1 | | | | | | | | | | | | | | | |
| | 6 | 27 | 2.25 | 13 | 3 | 5 | 3 | 2 | | | | | | | | | | | | | 1 | |
| | 7 | 6 | 2.30 | 1 | 5 | | | | | | | | | | | | | | | | | |
| | 8 | 42 | 2.35 | 11 | 10 | 6 | 5 | 3 | 3 | 1 | | | | | | | | | | | 3 | |
| | 9 | 3 | 2.50 | | | | | | | | | | | | | | | | | | | 3 |
| | 10 | 1 | 2.65 | | | | | | 1 | | | | | | | | | | | | | |
| | | 92 | | 34 | 18 | 12 | 10 | 5 | 3 | 3 | 7 | | | | | | | | | | | |
| Painters..... | 1 | 19 | 2.00 | 5 | 1 | 5 | 3 | 4 | 1 | | | | | | | | | | | | | |
| | 2 | 5 | 2.25 | 2 | | | | | 1 | 1 | 1 | | | | | | | | | | | |
| | 3 | 2 | 2.35 | | | 1 | | | | | | | | | | | | | | | 1 | |
| | 4 | 1 | 2.40 | | | | | | | 1 | | | | | | | | | | | | |
| | | 27 | | 7 | 1 | 6 | 3 | 4 | 3 | 1 | 2 | | | | | | | | | | | |
| Painters' helpers..... | 1 | 10 | 1.25 | 3 | 1 | 1 | | | | | | 2 | 1 | 2 | | | | | | | | |
| | 2 | 4 | 1.35 | | | 1 | | | | | | 2 | 1 | | | | | | | | | |
| | 3 | 1 | 1.40 | 1 | | | | | | | | | | | | | | | | | | |
| | 4 | 2 | 1.75 | | | | | | 1 | | | | | | | | | | | | 1 | |
| | 5 | 1 | 2.25 | | | | | | | 1 | | | | | | | | | | | | |
| | | 18 | | 4 | 1 | 2 | | 1 | 5 | 2 | 3 | | | | | | | | | | | |
| Policeman..... | 1 | 1 | 1.64½ | | | | | | | | | | | | | | | | | | 1 | |
| | | 1 | | | | | | | | | | | | | | | | | | | 1 | |
| Repairers, car..... | 1 | 2 | 1.50 | | | 1 | | | | | | | | | 1 | | | | | | | |
| | 2 | 6 | 1.60 | | 1 | | | 1 | 2 | 1 | | | | | 1 | | | | | | | |
| | 3 | 2 | 1.75 | | | | | 1 | | 1 | | | | | | | | | | | | |
| | 4 | 6 | 1.85 | | | | | 1 | 1 | | 1 | | | | | | | | | 1 | 2 | |
| | | 16 | | 2 | 2 | 2 | 3 | 2 | 1 | 2 | 2 | | | | | | | | | | | |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 43 (GROUP II)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000—Concluded.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|---------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|-----------------------------|----|
| 50 dolls. and under | 51 to 100 dolls. | 101 to 150 dolls. | 151 to 200 doll | 201 to 250 doll | 251 to 300 doll | 301 to 350 doll | 351 to 400 doll | 401 to 450 doll | 451 to 500 doll | 501 to 550 doll | 551 to 600 doll | 601 to 650 doll | 651 to 700 doll | 701 to 750 doll | 751 to 800 doll | 801 to 850 doll | 851 to 900 doll | 901 to 950 doll | 951 to 1000 doll | 1001 doll and over | |
| | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | 1 | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | 1 | | | | | | | | | | 2 |
| | 1 | | | | | | | | | | | | | | | | | | | | 3 |
| | 1 | | | | | | | 1 | | | 1 | | | | | | | | | | |
| | | | | | | | | | | | | | 1 | | | | | | | | 1 |
| | | | | | | | | | | | | | 1 | | | | | | | | |
| | | 1 | | | | | | | | | | | | | | | | | | | 1 |
| | 1 | 1 | 1 | | | | | | | | | | | | | | | | | | 2 |
| | | | 1 | | 1 | | | | | | | | | | | | | | | | 3 |
| | | | | 1 | 1 | | | | | | | | | | | | | | | | 4 |
| 1 | | | 1 | 1 | | | 1 | 1 | | | | | | | | | | | | | 5 |
| 24 | 13 | 10 | 2 | 6 | 4 | 6 | 2 | 8 | 14 | | | | | | | | | | | | 6 |
| 2 | 1 | | 1 | 1 | 1 | | 1 | 2 | 1 | 9 | | | | | | | | | | | 7 |
| | | | | | | | | | | 2 | | | | | | | | | | | 8 |
| | | | | | | 1 | | | | | | | | | | | | | | | 9 |
| | | | | | | 1 | | | | | | | | 1 | | | | | | | 10 |
| | | | | | | | | | | | | | | | 2 | | | | | | 11 |
| | | | | | | | | | | | | | | | | | 2 | | | | 12 |
| | | | | | | | | | | | | | | | | | | | a1 | | 13 |
| 27 | 15 | 12 | 6 | 8 | 6 | 8 | 5 | 11 | 15 | 11 | 2 | | | 1 | 2 | | 2 | | | 1 | |
| | | | | | | | | | | | | | | 1 | | | | | | | 1 |
| | | | | | | | | | | | | | | 1 | | | | | | | |
| | 1 | | | 1 | | | | | 1 | 1 | | | | | | | | | | | 1 |
| | | | 1 | | | | | | | | | | | | | | 1 | | | | 2 |
| | 1 | | 1 | 1 | | | | | 1 | 1 | | | | | | | 1 | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | 1 | | | | | | 1 |
| | | | | | | | | | | | | | | | 1 | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | 1 | | | | | | | |

a \$1,200.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 43 (GROUP II)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$1,000 TO \$2,000.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employ-ees. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|---------------------------|------------------|-----------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|-----|-----|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | |
| Boilermakers..... | 1 | 9 | \$2.35 | 3 | 3 | | | | | 3 | | | | |
| | 2 | 7 | 2.40 | | 2 | | | | 1 | | | | 3 | 1 |
| | | 16 | | 3 | 5 | | | | 1 | 3 | | | 3 | 1 |
| Conductors, passenger.... | 1 | 4 | 2.50 | 2 | | | | | | | | | | 2 |
| | 2 | 1 | 2.65 | 1 | | | | | | | | | | |
| | 3 | 1 | 2.75 | | | 1 | | | | | | | | |
| | 4 | 7 | 3.00 | 1 | | | | | | | | | 2 | 4 |
| | | 13 | | 4 | | 1 | | | | | | | 2 | 6 |
| Dispatchers..... | 1 | 1 | 2.19 | | | | | | | | | | | 1 |
| | 2 | 2 | 2.46½ | 1 | 1 | | | | | | | | | |
| | 3 | 2 | 2.74 | | | | | | | | | | | 2 |
| | 4 | 4 | 3.29 | | | | 1 | | | | | | | 3 |
| | 5 | 1 | 3.78 | | | | | | | | | | | 1 |
| | | 10 | | 1 | 1 | | 1 | | | | | | | 7 |
| Engineers..... | 1 | 8 | 1.50 | 7 | 1 | | | | | | | | | |
| | 2 | 4 | 2.00 | 4 | | | | | | | | | | |
| | 3 | 1 | 2.85 | | | | | | | | | 1 | | |
| | 4 | 1 | 3.00 | | | | | | | | | | 1 | |
| | | 14 | | 11 | 1 | | | | | | | 1 | | |
| | | 8 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | 1 | (a) |
| | | 22 | | | | | | | | | | | | |
| Engineers, freight..... | 1 | 1 | 2.50 | 1 | | | | | | | | | | |
| | 2 | 2 | 2.75 | 1 | | | | | | | | | | |
| | 3 | 14 | 3.00 | 2 | 2 | 1 | | | 2 | 2 | 3 | 3 | | |
| | 4 | 1 | 3.25 | | | | | | | 1 | | | | |
| | | 18 | | 4 | 2 | 1 | | 2 | 3 | 3 | 3 | 3 | | |
| | | 25 | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | |
| | | 43 | | | | | | | | | | | | |
| Engineers, passenger..... | 1 | 7 | 3.00 | 1 | | | | | | | | | | |
| | 2 | 1 | 4.00 | 2 | | | | | | | | | | 5 |
| | | 8 | | 3 | | | | | | | | | | |
| | | 5 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | |
| | | 13 | | | | | | | | | | | | |
| Foremen, carpenters..... | 1 | 1 | 2.25 | | | | 1 | | | | | | | |
| | 2 | 6 | 2.50 | | | | 1 | | | 2 | | | 3 | |
| | 3 | 2 | 2.75 | | | | | | | | | | 2 | |
| | 4 | 1 | 3.00 | | | | 1 | | | | | | | |
| | 5 | 1 | 3.29 | | | | | | | | | | 1 | |
| | | 11 | | | | 1 | 2 | | 2 | | | | 6 | |
| Foremen, general..... | 1 | 1 | 3.00 | | | | | | | | | | | 1 |
| | 2 | 3 | 3.29 | | 1 | | | | | | | | | 2 |
| | | 4 | | | 1 | | | | | | | | | 3 |
| Roadmasters..... | 1 | 2 | 2.74 | | 2 | | | | | | | | | |
| | 2 | 1 | 3.29 | | | | | | | | | | | 1 |
| | | 3 | | | 2 | | | | | | | | | 1 |

a Rate and time cannot be stated, as they worked by the mile.*b* Rate and time cannot be stated, as they worked by the day and mile combined.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 43 (GROUP II)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$1,000 TO \$2,000.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|-----------------------------|---|
| 100 dolls and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 doll | 401 to 500 doll | 501 to 600 doll | 601 to 700 doll | 701 to 800 doll | 801 to 900 doll | 901 to 1000 doll | 1001 to 1100 doll | 1101 to 1200 doll | 1201 to 1300 doll | 1301 to 1400 doll | 1401 to 1500 doll | 1501 to 1600 doll | 1601 to 1700 doll | 1701 to 1800 doll | 1801 to 1900 doll | 1901 to 2000 doll | 2001 doll and over | |
| 4 | 1 | 2 | | 2 | 1 | | 1 | 2 | | 1 | | | | | | | | | | | 1 |
| 5 | 3 | | 1 | 2 | 1 | | 1 | 2 | | 1 | | | | | | | | | | | 2 |
| 2 | 1 | | | | | | | | 1 | | 1 | | | | | | | | | | 1 |
| 1 | | 1 | | | | | | | | 1 | 1 | | 3 | | | | | | | | 2 |
| 4 | | 1 | | | | | | 1 | 2 | 1 | 1 | 3 | | | | | | | | | 3 |
| 1 | 1 | | | | | | 1 | | | | | | | | | | | | | | 4 |
| 1 | | | 1 | | | | | | 1 | 1 | 1 | 2 | | | | | | | | | 5 |
| 1 | 1 | | 1 | | | | 1 | | 1 | 2 | 2 | | 1 | | | | | | | | 1 |
| 8 | 4 | | | | | | | 1 | | | | | | | | | | | | | 2 |
| | | | | | | | 1 | | | 1 | | | | | | | | | | | 3 |
| 12 | | | | | | | 1 | 2 | 2 | 3 | | | | | | | | | | | 4 |
| 12 | | | | | | | 2 | 2 | 2 | 4 | | | | | | | | | | | 1 |
| 1 | 1 | | 1 | | | | | | | | | | | | | | | | | | 2 |
| 2 | 2 | | | | 2 | | 4 | 1 | 2 | 1 | | | | | | | | | | | 3 |
| 4 | 3 | 2 | 3 | 5 | 1 | 2 | 5 | 1 | 2 | 1 | 2 | 3 | 1 | | | | | | | | 4 |
| 7 | 2 | 4 | 5 | 1 | 2 | 2 | 8 | 2 | 2 | 3 | 1 | 3 | 1 | | | | | | | | 1 |
| 1 | 2 | | | | | | | | | | | 3 | 2 | | | | | | | | 2 |
| 3 | 1 | | 1 | | | | | | | 1 | 1 | 1 | | | | | | | | | 3 |
| 4 | | 1 | | | | | | | | 1 | 1 | 4 | 2 | | | | | | | | 4 |
| | | 1 | | | 2 | | 3 | | | | | | | | | | | | | | 5 |
| | | 1 | | | | | | | 2 | | | | | | | | | | | | 1 |
| | | | 2 | 1 | | 2 | | 3 | | 2 | | 1 | | | | | | | | | 2 |
| | 1 | | | | | | | | | 1 | 1 | | | | | | | | | | 3 |
| | 1 | | | | | | | | | 2 | 1 | | | | | | | | | | 4 |
| 2 | | | | | | | | | | | 1 | | | | | | | | | | 5 |
| 2 | | | | | | | | | | | | 1 | | | | | | | | | 1 |
| | | | | | | | | | | | | | 1 | | | | | | | | 2 |

REPORT OF THE COMMISSIONER OF LABOR.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 43 (GROUP II)—Concluded.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$1,000 TO \$2,000—Concluded.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Num-ber of em-ploy-ees. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | |
|-------------------|------------------|-------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|-------|-------|-------|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | | |
| Trainmasters..... | 1 | 4 | \$4.11 | ..... | 1 | 1 | ..... | ..... | 1 | ..... | ..... | 1 | ..... |  |  |
| | | 4 | ..... | ..... | 1 | 1 | ..... | ..... | 1 | ..... | ..... | 1 | ..... |  |  |
| Yardmasters..... | 1 2 3 | 4 | 2.63 | ..... | ..... | 1 | ..... | 2 | ..... | ..... | ..... | ..... | 1 | ..... |  |
| | | 1 | 3.12½ | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |  |
| | | 1 | 4.11 | | | | | | | | | | | 1 | |
| | | 6 | | | | | 2 | | 2 | | | | | 2 | |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 43 (GROUP II)—Concluded.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$1,000 TO \$2,000—Concluded.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|-----------------------------|---|
| 100 dolls. and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 doll | 401 to 500 doll | 501 to 600 doll | 601 to 700 doll | 701 to 800 doll | 801 to 900 doll | 901 to 1000 doll | 1001 to 1100 doll | 1101 to 1200 doll | 1201 to 1300 doll | 1301 to 1400 doll | 1401 to 1500 doll | 1501 to 1600 doll | 1601 to 1700 doll | 1701 to 1800 doll | 1801 to 1900 doll | 1901 to 2000 doll | 2001 doll and over | |
| | 1 | | 1 | | | | | | 1 | | | 1 | | | | | | | | | 1 |
| | 1 | | 1 | | | | | | 1 | | | 1 | | | | | | | | | 1 |
| | 1 | | | 2 | | | | | 1 | | | | | | | | | | | | 1 |
| | 1 | | | | | | | | | | | | | 1 | | | | | | | 2 |
| | 2 | | | 2 | | | | | 1 | | | | | 1 | | | | | | | 3 |

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TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 44 (GROUP IV).

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 163.]

| Occupation. | Marginal number. | Number of employ- ees. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | |
|----------------------------|------------------|---------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|--|--|--|--|--|--|--|--|-----|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | | | | | | | | |
| Agents, assistant..... | 1 | 1 | \$1.15 | | | | | | | | | | | | | | | | | | |
| | 2 | 1 | 1.48 | | | | | | | | | | | | | | | | | | |
| Agents, express | 1 | 2 | | | | | | | | 1 | | | | | | | | | | | |
| | 2 | 4 | .33 | | 1 | 2 | | | | 1 | | | | | | | | | | | |
| | 3 | 4 | .66 | 2 | 1 | | 1 | | | | | | | | | | | | | | |
| | 4 | 2 | .82 | | | | | | | 1 | | | | | | | | | | | |
| | 5 | 2 | 1.31½ | | | 1 | | | | | | | | | | | | | | | 1 |
| | 6 | 2 | 1.97 | | | | 1 | | | | | | | | | | | | | | 1 |
| | 16 | | | 3 | 3 | 4 | 1 | 1 | 1 | 1 | 2 | 1 | | | | | | | | | |
| | 7 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | | | | | | | | | (a) |
| | 23 | | | | | | | | | | | | | | | | | | | | |
| Agents, ticket..... | 1 | 1 | .41 | | | | | | | | | | | | | | | | | | |
| | 2 | 1 | .82 | | | | | | | | | | | | | | | | | | 1 |
| | 3 | 1 | 1.64½ | | | | | | | | | | | | | | | | | | 1 |
| | 3 | | | | | | | | | | | | | | | | | | | | |
| Axemen..... | 1 | 1 | 1.31½ | | | | 1 | | | | | | | | | | | | | | |
| | 2 | 1 | 1.50 | | 1 | | | | | | | | | | | | | | | | |
| | 2 | | | | 1 | | 1 | | | | | | | | | | | | | | |
| Blacksmiths' helpers..... | 1 | 4 | .75 | 1 | 1 | 1 | 1 | | | | | | | | | | | | | | |
| | 2 | 1 | 1.00 | | | | | 1 | | | | | | | | | | | | | |
| | 3 | 5 | 1.25 | | | 1 | 1 | | | | | | | | | | | | | | |
| | 4 | 5 | 1.30 | 2 | 2 | | | | | | | | | | | | | | | | |
| | 5 | 3 | 1.35 | | | | 1 | | | | | | | | | | | | | | |
| | 6 | 20 | 1.40 | 9 | 3 | 3 | 1 | | | | | | | | | | | | | | |
| | 7 | 7 | 1.50 | 1 | | | | | | | | | | | | | | | | | |
| | 8 | 4 | 1.60 | 1 | 1 | 1 | | | | | | | | | | | | | | | |
| | 49 | | | 14 | 8 | 7 | 4 | 1 | 6 | 6 | 3 | | | | | | | | | | |
| Boiler washers..... | 1 | 6 | 1.40 | 1 | 3 | | | | | | | | | | | | | | | | |
| | 2 | 4 | 1.60 | 3 | | | | | | | | | | | | | | | | | |
| | 10 | | | 4 | 3 | | | | | | | | | | | | | | | | |
| Boilermakers' helpers..... | 1 | 2 | 1.25 | | 1 | | 1 | | | | | | | | | | | | | | |
| | 2 | 2 | 1.30 | | | | 2 | | | | | | | | | | | | | | |
| | 3 | 9 | 1.40 | 2 | 4 | 1 | | | | | | | | | | | | | | | |
| | 4 | 4 | 1.50 | 1 | | | 1 | | | | | | | | | | | | | | |
| | 17 | | | 3 | 5 | 3 | 3 | 1 | | | | | | | | | | | | | |
| Bolt cutters..... | 1 | 6 | .80 | 1 | | 2 | 1 | 1 | | | | | | | | | | | | | |
| | 6 | | | 1 | | 2 | 1 | 1 | | | | | | | | | | | | | |
| Call boys..... | 1 | 3 | .49½ | 1 | | | | 2 | | | | | | | | | | | | | |
| | 2 | 3 | .66 | | 1 | 1 | | | | | | | | | | | | | | | |
| | 6 | | | 1 | 1 | 1 | 2 | | | | | | | | | | | | | | |
| Carpenters' helpers..... | 1 | 4 | 1.00 | 1 | | | | | | | | | | | | | | | | | |
| | 2 | 4 | 1.20 | 1 | 2 | | | 1 | | | | | | | | | | | | | |
| | 3 | 1 | 1.50 | 1 | | | | | | | | | | | | | | | | | |
| | 4 | 5 | 1.75 | 1 | 4 | | | | | | | | | | | | | | | | |
| | 11 | | | 4 | 6 | | | 1 | | | | | | | | | | | | | |

a Rate and time cannot be stated, as they received commission.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 44 (GROUP IV).

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 163.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | |
|---|--------------------------|--------------------------|-------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|----------------------------|
| 25 dolls. and under | 26 to 50 dolls. | 51 to 75 dolls. | 76 to 100 doll | 101 to 125 doll | 126 to 150 doll | 151 to 175 doll | 176 to 200 doll | 201 to 225 doll | 226 to 250 doll | 251 to 275 doll | 276 to 300 doll | 301 to 325 doll | 326 to 350 doll | 351 to 375 doll | 376 to 400 doll | 401 to 425 doll | 426 to 450 doll | 451 to 475 doll | 476 to 500 doll | 501 doll and over |
| | | | | | | | | | | | | 1 | | | | | | | | 1 |
| | | | | | | | | | | | 1 | | | | | | | | | 2 |
| | | | | | | | | | | | 2 | | | | | | | | | |
| 3 | | | 1 | | | | | | | | | | | | | | | | | 1 |
| 3 | | | | 1 | | | | | | | | | | | | | | | | 2 |
| | | | 1 | | | | | | | | 1 | | | | | | | | | 3 |
| | | | | | | 1 | | | | | | | | | | | | | | 4 |
| | | 1 | | | | | 1 | | | | | | | | | | | | | 5 |
| | | | | | | | | | | | | | | | | | | | | 6 |
| 6 | 1 | 2 | 1 | 1 | | 1 | 1 | | 1 | | | | | | | | | | 1 | 1 |
| | | | 1 | 1 | | 2 | | | | | | | | | | 1 | | | | b2 |
| 6 | 1 | 2 | 2 | 2 | | 3 | 1 | | 1 | | | | | | | 1 | | | 1 | 3 |
| | | | | | | | 1 | | | | | | | | | | | | | 1 |
| | | | | | | | | 1 | | | | | | | | | | | | 2 |
| | | | | | | | | | | | | | 1 | | | | | | | 3 |
| | | | | | | 1 | | | | | | | 1 | | | | | | | |
| | | | | | | | | 1 | | | | | | 1 | | | | | | |
| 1 | | | 1 | | | | | | | | | | | | | | | | | 1 |
| 1 | | | 1 | | | | | | | | | | | | | | | | | 2 |
| 1 | 1 | 1 | 1 | | | | | | | | | | | | | | | | | 1 |
| | | | | 1 | | | | | | | | 1 | 1 | | 1 | | | | | 2 |
| 2 | 1 | 1 | | | | | | | | | 1 | 1 | | 1 | | | | | | 3 |
| | | | | 1 | | 1 | | | | | | | | 1 | | | | | | 4 |
| | | | | | 1 | 1 | | | | | | | | | 1 | | | | | 5 |
| | | | | | 1 | 1 | | | | | | | | | | 1 | | | | 6 |
| 9 | 1 | 2 | 2 | | 1 | 1 | | | | | 1 | 2 | | | 1 | | | | | 7 |
| 1 | | | | | | | | | | | 1 | | | | | 2 | 1 | | | c2 |
| 1 | | | 2 | | | | | | | | 1 | | | | 1 | | | | | 8 |
| 14 | 4 | 4 | 5 | 3 | 1 | 2 | | | | | 4 | 3 | | 2 | | 2 | 2 | 1 | | 2 |
| 1 | 2 | 1 | | | | | | | 1 | | | | | | | 1 | | | | 1 |
| 2 | 1 | | | | | | | | 1 | | | | | | | | | | | 2 |
| 3 | 3 | 1 | | | | | | | 2 | | | | | | | 1 | | | | |
| | | 1 | | | | 1 | | | | | | | | | | | | | | 1 |
| | | | | | | 1 | | | | | | | | | | | | | | 2 |
| | | | | | | 1 | | | | | | | | | | | | | | 3 |
| 2 | 2 | 2 | 1 | | | | | | | 1 | | | | | | 1 | | | | 4 |
| | | 1 | | | | 1 | | | | | | | | | | 1 | | | | |
| 2 | 4 | 3 | | 1 | 3 | 1 | | | | 1 | | | | | 1 | | | 1 | | |
| 1 | | | 2 | | | 1 | | | | 1 | | | | | | | | | | 1 |
| 1 | | | 2 | | | 1 | | | | 1 | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | | | 2 | | | | | | | | | | | | | | | | | 2 |
| | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | |
| 2 | | 3 | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | | | | | | | | | | | | | | | | | | | | 2 |
| 1 | | | | | | | | | | | | | | | | | | | | 3 |
| 1 | | | | | | | | | | | | | | | | | | | | 4 |
| 4 | 4 | 2 | | | | | | | | 1 | | | | | | | | | | |

a \$500. b One \$572, one \$886. c One \$502, one \$548.

REPORT OF THE COMMISSIONER OF LABOR.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 44 (GROUP IV)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employ- és. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | |
|-----------------------------|------------------|--------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|---|---|---|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | | |
| Cashiers | 1 | 1 | \$1.81 | | | | | | | | | | | 1 | |
| | 2 | 3 | 1.97 | | | 2 | | | | 1 | | | | | |
| | | 4 | | | | 2 | | | | 1 | | | | 1 | |
| Chainmen..... | 1 | 1 | 1.25 | 1 | | | | | | | | | | | |
| | 2 | 1 | 1.48 | 1 | | | | | | | | | | | |
| | 3 | 1 | 1.50 | 1 | | | | | | | | | | | |
| | 4 | 1 | 1.75 | 1 | | | | | | | | | | | |
| | 4 | | | 4 | | | | | | | | | | | |
| Cleaners, car | 1 | 1 | .49½ | | 1 | | | | | | | | | | |
| | 2 | 9 | .50 | 3 | 2 | | | 3 | | | | | | | 1 |
| | 3 | 5 | .66 | | 1 | 2 | | | | 1 | | | | 1 | |
| | 4 | 1 | 1.00 | | | | | | | | | | | 1 | |
| | 5 | 15 | 1.15 | 8 | 1 | 2 | | 1 | | | | 1 | | 2 | |
| | 6 | 1 | 1.20 | 1 | | | | | | | | | | | |
| | 7 | 1 | 1.25 | | | | | | | | | | 1 | | |
| | 33 | | | 12 | 5 | 4 | 3 | 1 | 1 | 2 | 4 | 1 | | | |
| Cleaner, engine..... | 1 | 1 | 1.30 | | 1 | | | | | | | | | | |
| | | 1 | | | 1 | | | | | | | | | | |
| Cleaner, station | 1 | 1 | .06½ | | | | | | | | | | | 1 | |
| | | 1 | | | | | | | | | | | | 1 | |
| Coolers and wipers | 1 | 28 | 1.20 | 8 | 2 | 6 | 3 | 3 | | | 2 | 3 | 1 | | |
| | 2 | 19 | 1.25 | 4 | 3 | 4 | 2 | 2 | | 1 | 1 | 1 | 1 | 1 | |
| | 3 | 75 | 1.30 | 32 | 8 | 23 | 6 | 3 | | 1 | 1 | 1 | 1 | 1 | |
| | 4 | 4 | 1.31½ | 2 | | | | | | 1 | | | | 1 | |
| | | 126 | | | 46 | 13 | 33 | 11 | 8 | 3 | 4 | 6 | 2 | | |
| Conductor, work train | 1 | 1 | 2.95 | | | | 1 | | | | | | | | |
| | | 1 | | | | | 1 | | | | | | | | |
| Deliveryman | 1 | 1 | 2.46½ | | | | | | 1 | | | | | | |
| | | 1 | | | | | | | 1 | | | | | | |
| Drillers | 1 | 4 | 1.30 | 1 | | 1 | | | | | | 1 | 1 | | |
| | | 4 | | 1 | | 1 | | | | | | 1 | 1 | | |
| Engineer, piledriver | 1 | 1 | 2.50 | 1 | | | | | | | | | | | |
| | | 1 | | 1 | | | | | | | | | | | |
| Foreman, fence gang..... | 1 | 1 | 2.50 | | | | | | | 1 | | | | | |
| | | 1 | | | | | | | | 1 | | | | | |
| Hammer boy | 1 | 1 | 1.30 | | | | | | 1 | | | | | | |
| | | 1 | | | | | | | 1 | | | | | | |
| Inspector, joint..... | 1 | 1 | 2.30 | | 1 | | | | | | | | | | |
| | | 1 | | | 1 | | | | | | | | | | |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 44 (GROUP IV)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | | |
|---|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|----------------------------|-----|---|
| 25 dolls. and under | 26 to 50 dolls. | 51 to 75 dolls. | 76 to 100 doll. | 101 to 125 doll | 126 to 150 doll | 151 to 175 doll | 176 to 200 doll | 201 to 225 doll | 226 to 250 doll | 251 to 275 doll | 276 to 300 doll | 301 to 325 doll | 326 to 350 doll | 351 to 375 doll | 376 to 400 doll | 401 to 425 doll | 426 to 450 doll | 451 to 475 doll | 476 to 500 doll | 501 doll and over | | |
| | | | | | | 2 | | | | | | | | | | 1 | | | | a 1 | 2 | |
| | | | | | | 2 | | | | | | | | | | | | | | | 1 | 3 |
| 1 | | | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | | | | | | | | | | | | | | | | | | | | | | 2 |
| 1 | | | | | | | | | | | | | | | | | | | | | | 3 |
| 1 | | | | | | | | | | | | | | | | | | | | | | 4 |
| 4 | | | | | | | | | | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | | 1 |
| 5 | | | 3 | | | | 1 | | | | | | | | | | | | | | | 2 |
| 1 | 1 | | 1 | | 1 | | | | 1 | | | | | | | | | | | | | 3 |
| 7 | 1 | 2 | 1 | | | | | | 1 | | | | 1 | | | | 1 | | | | | 4 |
| 1 | | | | | | | | | | | | 1 | 1 | | | | | | | | | 5 |
| | | | | | | | | | | | | | | 1 | | | | | | | | 6 |
| 15 | 2 | 6 | 1 | | 1 | | 1 | 1 | 1 | | | 2 | 1 | 1 | | 1 | | | | | | 7 |
| | 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| | 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | | | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | | | | | | | | | | | | | | | | | | | | | | 1 |
| 8 | 2 | 3 | | 4 | 1 | 1 | 1 | 1 | 1 | | | 1 | | 1 | 1 | 2 | 1 | | | | | 1 |
| 3 | 4 | 1 | 2 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | | | | 1 | 1 | 1 | 1 | | | | | 2 |
| 24 | 11 | 10 | 9 | 6 | 6 | 2 | 1 | 1 | 2 | 1 | 1 | | | | 1 | 1 | 1 | 1 | 1 | | | 3 |
| 1 | 1 | | | | | | | | 1 | | | | | | | | | 1 | | | | 4 |
| 36 | 18 | 14 | 11 | 11 | 9 | 3 | 2 | 3 | 4 | 2 | 1 | 1 | | | 2 | 2 | 2 | 2 | 3 | | | |
| | | | | | | | | | 1 | | | | | | | | | | | | | 1 |
| | | | | | | | | | 1 | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | 1 | | | | | | | | 1 |
| | | | | | | | | | | | | | | 1 | | | | | | | | 1 |
| 1 | | | 1 | | | | | | | | | | | | 2 | | | | | | | 1 |
| 1 | | | 1 | | | | | | | | | | | | 2 | | | | | | | 1 |
| | 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| | 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | | | | | B 1 | 1 |
| | | | | | | | | | | | | | | | | | | | | | 1 | |
| | | | | | | | | 1 | | | | | | | | | | | | | | 1 |
| | | | | | | | | 1 | | | | | | | | | | | | | | 1 |
| | | 1 | | | | | | | | | | | | | | | | | | | | 1 |
| | | 1 | | | | | | | | | | | | | | | | | | | | 1 |

a \$660.

b \$540.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 44 (GROUP IV)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employ- és. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|-----------------------------|------------------|--------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|---|---|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | |
| Janitors | 1 | 1 | \$0.49½ | | | | | | | | | | | |
| | 2 | 1 | .82 | | | | 1 | | | | | | | |
| | 3 | 1 | .98½ | | | | | | | | | | 1 | |
| | | 3 | | | | | 1 | | | | | | 1 | 1 |
| Laborers | 1 | 1 | 1.00 | 1 | | | | | | | | | | |
| | 2 | 6 | 1.15 | 3 | 2 | | | | 1 | | | | | |
| | 3 | 5 | 1.16½ | 5 | | | | | | | | | | |
| | 4 | 18 | 1.20 | 13 | 3 | 2 | | | | | | | | |
| | 5 | 31 | 1.25 | 26 | 3 | 2 | | | | | | | | |
| | 6 | 1 | 1.50 | 1 | | | | | | | | | | |
| | | 62 | | 49 | 8 | 4 | | | 1 | | | | | |
| Laborer, express | 1 | 1 | 1.15 | | 1 | | | | | | | | | |
| | | 1 | | | 1 | | | | | | | | | |
| Laborers, quarry | 1 | 2 | 1.25 | 2 | | | | | | | | | | |
| | 2 | 3 | 1.35 | 1 | 2 | | | | | | | | | |
| | 3 | 2 | 1.50 | | | 1 | | 1 | | | | | | |
| | | 7 | | 3 | 2 | 1 | | 1 | | | | | | |
| Laborers, shop | 1 | 79 | 1.20 | 37 | 20 | 14 | 3 | 3 | 1 | 1 | | | | |
| | 2 | 12 | 1.25 | 4 | 1 | 5 | 2 | | | | | | | |
| | 3 | 3 | 1.30 | | | 2 | 1 | | | | | | | |
| | | 94 | | 41 | 21 | 21 | 6 | 3 | 1 | 1 | | | | |
| | | | | | | | | | | | | | | |
| Laborers, stone gang | 1 | 2 | 1.15 | 2 | | | | | | | | | | |
| | 2 | 4 | 1.25 | 3 | 1 | | | | | | | | | |
| | 3 | 1 | 1.35 | 1 | | | | | | | | | | |
| | 4 | 7 | 1.50 | 3 | 1 | | 1 | | 2 | | | | | |
| | | 14 | | 9 | 2 | | 1 | | 2 | | | | | |
| Laborers, stonemasons | 1 | 1 | 1.15 | 1 | | | | | | | | | | |
| | 2 | 2 | 1.40 | 2 | | | | | | | | | | |
| | 3 | 10 | 1.50 | 8 | 1 | 1 | | | | | | | | |
| | | 13 | | 11 | 1 | 1 | | | | | | | | |
| Laborers, track | 1 | 15 | 1.00 | 8 | 3 | 2 | | 1 | | | | | | |
| | 2 | 380 | 1.15 | 135 | 64 | 59 | 32 | 12 | 22 | 24 | 11 | | 1 | |
| | 3 | 445 | 1.20 | 135 | 92 | 73 | 47 | 32 | 16 | 23 | 21 | | 1 | |
| | 4 | 526 | 1.25 | 248 | 88 | 64 | 41 | 22 | 18 | 21 | 24 | | | |
| | 5 | 1 | 1.30 | 1 | | | | | | | | | | |
| | 6 | 2 | 1.31½ | | | 2 | | | | | | | | |
| | 7 | 1 | 1.48 | 1 | | | | | | | | | | |
| | | 1350 | | 528 | 247 | 200 | 120 | 67 | 56 | 74 | 56 | 2 | | |
| Laborers, work train | 1 | 2 | 1.00 | | 1 | 1 | | | | | | | | |
| | 2 | 17 | 1.15 | 16 | | 1 | | | | | | | | |
| | 3 | 53 | 1.20 | 22 | 16 | 14 | 1 | | | | | | | |
| | 4 | 122 | 1.25 | 78 | 31 | 13 | | | | | | | | |
| | | 194 | | 116 | 48 | 29 | 1 | | | | | | | |
| Laborers, yard | 1 | 12 | 1.15 | | 1 | | 3 | 3 | 2 | | | | | 3 |
| | 2 | 4 | 1.16½ | 2 | 1 | | | 1 | | | | | | |
| | 3 | 26 | 1.25 | 3 | 3 | 6 | 3 | | 2 | 1 | 7 | | 1 | |
| | 4 | 1 | 1.50 | | | | | | | | 1 | | 1 | |
| | | 43 | | 5 | 5 | 6 | 6 | 4 | 4 | 1 | 8 | | 4 | |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 44 (GROUP IV)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|--------------------------|--------------------------|-------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|----------------------------|---|
| 25 dolls. and under | 26 to 50 dolls. | 51 to 75 dolls. | 76 to 100 doll | 101 to 125 doll | 126 to 150 doll | 151 to 175 doll | 176 to 200 doll | 201 to 225 doll | 226 to 250 doll | 251 to 275 doll | 276 to 300 doll | 301 to 325 doll | 326 to 350 doll | 351 to 375 doll | 376 to 400 doll | 401 to 425 doll | 426 to 450 doll | 451 to 475 doll | 476 to 500 doll | 501 doll and over | |
| 1 | | | | | | | 1 | | | | | | | | | | | | | | 1 |
| 3 | | | 1 | | | | | | | | | | | | | | | | | | 2 |
| 5 | | | | | | | | | | | | | | 1 | | | | | | | 3 |
| 11 | 4 | | | | | | | | | | | | | | | | | | | | 1 |
| 24 | 4 | 2 | 1 | | | | | | | | | | | | | | | | | | 3 |
| 1 | | 1 | 2 | | | | | | | | | | | | | | | | | | 6 |
| 45 | 10 | 3 | 3 | | | | | 1 | | | | | | | | | | | | | 1 |
| | 1 | | | | | | | | | | | | | | | | | | | | 1 |
| | 1 | | | | | | | | | | | | | | | | | | | | 1 |
| 2 | | | | | | | | | | | | | | | | | | | | | 2 |
| 1 | 1 | 1 | | | | | | | | | | | | | | | | | | | 3 |
| 3 | 1 | 1 | | | 1 | | | | | | 1 | | | | | | | | | | 3 |
| 34 | 21 | 5 | 4 | 7 | 3 | | 1 | | 2 | 1 | | | 1 | | | | | | | | 2 |
| 3 | 2 | 1 | 1 | 4 | 1 | 1 | | | | | | | | | | | | | | | 3 |
| | | 1 | 1 | 1 | | 1 | | | | | | | | | | | | | | | 3 |
| 37 | 23 | 5 | 6 | 12 | 4 | 2 | 1 | | 2 | 1 | | | 1 | | | | | | | | 1 |
| 1 | 1 | | | | | | | | | | | | | | | | | | | | 2 |
| 3 | 1 | | | | | | | | | | | | | | | | | | | | 3 |
| 1 | | | | | | | | | | | | | | | | | | | | | 4 |
| 5 | 6 | | | | | | 1 | | | | | 1 | 1 | | | | | | | | 4 |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| 2 | | | | | | | | | | | | | | | | | | | | | 2 |
| 7 | 1 | 1 | 1 | | | | | | | | | | | | | | | | | | 3 |
| 10 | 1 | 1 | 1 | | | | | | | | | | | | | | | | | | 3 |
| 8 | 3 | 1 | 1 | | | 1 | | | | 1 | | | | | | | | | | | 1 |
| 119 | 62 | 44 | 22 | 22 | 15 | 6 | 5 | 7 | 12 | 10 | 4 | 6 | 15 | 3 | 4 | 4 | | | | | 2 |
| 118 | 81 | 49 | 32 | 24 | 25 | 16 | 16 | 9 | 11 | 7 | 7 | 8 | 13 | 14 | 7 | 5 | 3 | | | | 3 |
| 215 | 90 | 53 | 23 | 19 | 24 | 13 | 10 | 11 | 5 | 6 | 8 | 6 | 9 | 10 | 20 | 3 | 1 | | | | 4 |
| 1 | | | | 2 | | | | | | | | | | | | | | | | | 5 |
| | | | | | | | | | | | | | | | | | | | | | 6 |
| | | | | | | | | | | | | | | | | | | | | | 7 |
| 461 | 237 | 147 | 78 | 67 | 64 | 36 | 31 | 27 | 28 | 24 | 19 | 20 | 37 | 27 | 31 | 12 | 4 | | | | 1 |
| | 1 | 1 | | | | | | | | | | | | | | | | | | | 1 |
| 16 | | | | 1 | | | | | | | | | | | | | | | | | 2 |
| 17 | 11 | 21 | 3 | | | | 1 | | | | | | | | | | | | | | 3 |
| 68 | 36 | 9 | 9 | | | | | | | | | | | | | | | | | | 4 |
| 101 | 48 | 31 | 12 | 1 | | | 1 | | | | | | | | | | | | | | 1 |
| | 1 | | | 1 | 2 | | 2 | 1 | | | 2 | | | | | | 3 | | | | 2 |
| 2 | 1 | | | | | | | 1 | | | | | | | | | | | | | 3 |
| 2 | 3 | 1 | 5 | 1 | | 3 | | | | 1 | 1 | | 1 | | 4 | | | 4 | | | 4 |
| | | | | | | | | | | | | | | | | | | | | a1 | 4 |
| 4 | 5 | 1 | 5 | 2 | 2 | 3 | 2 | 2 | | 1 | 3 | | 1 | | 4 | | 3 | 4 | | | 1 |

a \$507.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 44 (GROUP IV)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employ-és. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | | | |
|--------------------------------|------------------|----------------------|--|--|---------------|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|---|---|--|---|---|
| | | | | 25 days and under | 26 to 50 days | 51 to 100 days | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | | | | |
| Linemen | 1 | 1 | \$1.64½ | 1 | | | | | | | | | | | | | |
| | 2 | 1 | 1.75 | 1 | | | | | | | | | | | | | |
| | 2 | | | 2 | | | | | | | | | | | | | |
| Machinists' apprentices... | 1 | 2 | .80 | 1 | | | | | | 1 | | | | | | | |
| | 2 | 1 | 1.20 | | 1 | | | | | | | | | | | | |
| | 3 | 4 | 1.25 | | | 1 | | | | | | 1 | 1 | 1 | | | |
| | 4 | 6 | 1.30 | 2 | | 3 | | | | | | 1 | | | | | |
| | 5 | 1 | 1.40 | | | | | | 1 | | | | | | | | |
| | 14 | | | 3 | 1 | 4 | | 1 | 1 | 2 | 1 | 1 | | | | | |
| Mail carriers | 1 | 5 | .16½ | | | 1 | | | | | | | | | | 4 | |
| | 2 | 2 | .23 | | 1 | | | | | 1 | | | | | | | |
| | 3 | 2 | .26½ | | | 1 | | | | | | | | | | 1 | |
| | 4 | 1 | .33 | | | | | | | | | | | | | 1 | |
| | 5 | 1 | .39½ | | | | | | | | | 1 | | | | | |
| | 6 | 1 | .49½ | | | | | | | | 1 | | | | | | |
| | 12 | | | | 2 | 1 | | | | 2 | 1 | 6 | | | | | |
| Mail and express carrier... | 1 | 1 | .82 | | | | | | | | | | | | | 1 | |
| | 1 | | | | | | | | | | | | | | | 1 | |
| Oilhouse tenders and call-ers. | 1 | 4 | 1.30 | | | 1 | 1 | 1 | | | | | | | | | 1 |
| | 4 | | | | | 1 | 1 | 1 | | | | | | | | | 1 |
| Piledriver..... | 1 | 1 | 2.50 | 1 | | | | | | | | | | | | | |
| | 1 | | | 1 | | | | | | | | | | | | | |
| Porter | 1 | 1 | 1.15 | | 1 | | | | | | | | | | | | |
| | 1 | | | | 1 | | | | | | | | | | | | |
| Pumpers | 1 | 1 | .39½ | | 1 | | | | | | | | | | | | |
| | 2 | 1 | .49½ | | | | | | | | | | | | | 1 | |
| | 3 | 2 | .50 | | | 2 | | | | | | | | | | | |
| | 4 | 3 | .66 | | | 1 | 1 | 1 | | | | | | | | | |
| | 5 | 1 | .82 | | | 1 | 1 | | | | | | | | | | |
| | 6 | 1 | .92 | | | | | | | | 1 | | | | | | |
| | 7 | 5 | .98½ | | | | 1 | | | 1 | | | | | | 3 | |
| | 8 | 3 | 1.00 | 1 | 2 | | | | | | | | | | | | |
| | 9 | 1 | 1.08½ | 1 | | | | | | | | | | | | | |
| | 10 | 4 | 1.31½ | | 1 | 1 | | | | | | 1 | 1 | | | | |
| | 22 | | | 2 | 4 | 4 | 3 | 1 | 1 | 2 | 5 | | | | | | |
| Quarrymen..... | 1 | 1 | 1.35 | | | 1 | | | | | | | | | | | |
| | 2 | 8 | 1.50 | | 2 | 5 | | | | 1 | | | | | | | |
| | 9 | | | | 2 | 6 | | | | 1 | | | | | | | |
| Repairers, car | 1 | 1 | 1.20 | 1 | | | | | | | | | | | | | |
| | 2 | 15 | 1.25 | 3 | | 2 | 1 | 2 | 1 | | 1 | 4 | 1 | | | | |
| | 3 | 1 | 1.31½ | 1 | | | | | | | | | | | | | |
| | 4 | 36 | 1.40 | 8 | 7 | 8 | 5 | 1 | 2 | 3 | 2 | | | | | | |
| | 5 | 2 | 1.50 | | 1 | 1 | | | | | | | | | | | |
| | 6 | 1 | 1.70 | | 1 | | | | | | | | | | | | |
| | 7 | 1 | 1.75 | 1 | | | | | | | | | | | | | |
| | 57 | | | 14 | 9 | 11 | 6 | 3 | 3 | 4 | 6 | 1 | | | | | |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 44 (GROUP IV)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 162.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | |
|---|--------------------------|--------------------------|-------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|----------------------------|
| 25 dolls. and under | 26 to 50 dolls. | 51 to 75 dolls. | 76 to 100 doll | 101 to 125 doll | 126 to 150 doll | 151 to 175 doll | 176 to 200 doll | 201 to 225 doll | 226 to 250 doll | 251 to 275 doll | 276 to 300 doll | 301 to 325 doll | 326 to 350 doll | 351 to 375 doll | 376 to 400 doll | 401 to 425 doll | 426 to 450 doll | 451 to 475 doll | 476 to 500 doll | 501 doll and over |
| 1 | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | | | | | | | | | | | | | | | | | | | | 2 |
| 2 | | | | | | | | | | | | | | | | | | | | |
| 1 | | | | | | 1 | | | | | | | | | | | | | | 1 |
| 1 | 1 | | | | | | | | | | | | | | | | | | | 2 |
| 2 | | 1 | | | | | | | | | | | 1 | | | | | | | 3 |
| 2 | | 1 | 2 | | | | | | | | | | | 1 | | | | | | 4 |
| 3 | 1 | 2 | 2 | | | 1 | | | | | | 1 | | | | | | | | 5 |
| 1 | 1 | 3 | | | | | | | | | | | | | | | | | | 1 |
| 1 | | 1 | | | | | | | | | | | | | | | | | | 2 |
| 1 | | | 1 | | | | | | | | | | | | | | | | | 3 |
| | | | 1 | | | | | | | | | | | | | | | | | 4 |
| | | | | 1 | | | | | | | | | | | | | | | | 5 |
| | | | | 1 | | | | | | | | | | | | | | | | 6 |
| 3 | 1 | 4 | 2 | 2 | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | 1 | | | | | | | | 1 |
| | | | | | | | | | | | | 1 | | | | | | | | |
| | | | | 1 | | 1 | | 1 | | | | | | | | | | | 1 | 1 |
| | | | 1 | | 1 | | | 1 | | | | | | | | | | | 1 | |
| | 1 | | | | | | | | | | | | | | | | | | | 1 |
| | 1 | | | | | | | | | | | | | | | | | | | |
| | 1 | | | | | | | | | | | | | | | | | | | |
| | 1 | | | | | | | | | | | | | | | | | | | |
| 1 | | | | | | | | 1 | | | | | | | | | | | | 1 |
| | | 2 | | | | | | | | | | | | | | | | | | 2 |
| | | | 1 | 2 | | | | | | 1 | | | | | | | | | | 3 |
| | | | 1 | 1 | | | | | | | | | | | | | | | | 4 |
| | | | | | 1 | | | | 1 | | | | | | | | | | | 5 |
| | | | | | | 1 | | | | | | | | | | | | | | 6 |
| | 1 | 2 | | | | | | | 1 | 1 | | | 2 | | 1 | | | | | 7 |
| | 1 | | | | | | | | | | | | | | | | | | | 8 |
| | 1 | | | | | | | | | | | | | | | | | | | 9 |
| | | 1 | | | | | | | | | | | | | | | | | | 10 |
| 3 | 4 | 2 | 3 | 2 | | | 1 | | 1 | 1 | | | 2 | 1 | 1 | | | 1 | | |
| | | 1 | 1 | 2 | 1 | 2 | | | | | | | 1 | | | | | | | 1 |
| | | 1 | 1 | 3 | 1 | 2 | | | | | | | 1 | | | | | | | 2 |
| 1 | | | | 2 | | 1 | | | 1 | 1 | 1 | | | | 1 | 1 | | 2 | 2 | |
| 3 | | | | | | | | 1 | 1 | | | | | | | | | | | 1 |
| 1 | | | | | | | | | | | | | | | | | | | | 2 |
| 1 | | | | | | | | | | | | | | | | | | | | 3 |
| 6 | 3 | 6 | 4 | 1 | 3 | 1 | 3 | 1 | 1 | | | | 2 | | | 2 | 2 | 1 | | 4 |
| | | 1 | 1 | | | | | | | | | | | | | | | | | 5 |
| | | 1 | | | | | | | | | | | | | | | | | | 6 |
| | | | | | | | | | | | | | | | | | | | | 7 |
| 11 | 4 | 8 | 7 | 1 | 4 | 1 | 3 | 2 | 2 | 1 | | | 2 | | 1 | 3 | 2 | 3 | 2 | |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 44 (GROUP IV)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employ- és. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | | | | |
|---------------------------|------------------|--------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|---|---|---|---|---|--|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | | | | | |
| Sand driers..... | 1 | 1 | \$0.75 | | | | | | | | | | | | | | | |
| | 2 | 1 | 1.20 | | | | | | | | | | | | | | 1 | |
| | 3 | 1 | 1.25 | | | | 1 | | | | | | | 1 | | | | |
| Scrubbers..... | 3 | 3 | | | | | 1 | | | | | | 1 | | 1 | | | |
| | 1 | 14 | 1.20 | 3 | 2 | 3 | 3 | 1 | 1 | 1 | 1 | | | | | | | |
| Switchmen..... | 14 | 14 | | 3 | 2 | 3 | 3 | 1 | 1 | 1 | | | | | | | | |
| | 1 | 1 | .50 | | | | | | | | | | | | | | | |
| Targetmen..... | 2 | 1 | .98½ | | 1 | | | | | | | | | | | | | |
| | 2 | 2 | | | 1 | 1 | | | | | | | | | | | | |
| Timekeeper..... | 1 | 4 | .49½ | | 2 | | | | | | | | | | | | 2 | |
| | 2 | 20 | .98½ | 6 | 3 | 1 | 1 | 1 | 2 | 2 | | | | | | | 4 | |
| | 3 | 1 | 1.08½ | | | | | | | | | | | | | | 1 | |
| | 4 | 1 | 1.48 | | | | | | | | | | | | | | 1 | |
| Tinnners' helpers..... | 26 | 26 | | 6 | 5 | 1 | 1 | 1 | 2 | 2 | | | | | | | 8 | |
| | 1 | 1 | .66 | | | | | | | | | | | | | | 1 | |
| Track walkers..... | 1 | 1 | | | | | | | | | | | | | | | 1 | |
| | 2 | 2 | 1.20 | | | | | | | | | | | | | | 1 | |
| Transfermen..... | 2 | 2 | 1.25 | 1 | 1 | | | | | | | | | | | | | |
| | 13 | 13 | | 1 | 1 | 2 | 1 | 1 | | | | | | | | 6 | 1 | |
| Upholsterers' helper..... | 1 | 34 | 1.20 | 2 | 4 | 7 | 4 | 5 | 2 | 9 | 1 | | | | | | | |
| | 34 | 34 | | 2 | 4 | 7 | 4 | 5 | 2 | 9 | 1 | | | | | | | |
| Warehousemen..... | 1 | 1 | 1.20 | | | | | 1 | | | | | | | | | | |
| | 1 | 1 | | | | | | | | | | | | | | | | |
| | 1 | 2 | .82 | | | | | | | | | | | | | | | |
| | 2 | 2 | .98½ | 1 | | 1 | | | 1 | | | | | | | | | |
| Watchmen..... | 2 | 2 | 1.15 | | | | | | 1 | | | | | | | | | |
| | 3 | 2 | 1.31½ | | | | | | | | | | | | | | 2 | |
| | 8 | 8 | | 1 | | 3 | | | 1 | 1 | | | | | | | 2 | |
| | 1 | 3 | .49½ | | | | | | | | | | | | | | 1 | |
| | 2 | 3 | .75 | 3 | | | | | | | | | | | | | | |
| | 3 | 6 | .98½ | | | 1 | 1 | | | | | | | | | | 1 | |
| | 4 | 7 | 1.00 | 2 | 1 | | | 1 | | | | | | | | 1 | 1 | |
| | 5 | 3 | 1.15 | 1 | 1 | | | 2 | 1 | 1 | | | | | | 1 | | |
| 6 | 3 | 1.20 | 1 | 1 | | | | 1 | | | | | | | | | | |
| 7 | 3 | 1.25 | 3 | | | | | | | | | | | | | | | |
| 8 | 1 | 1.30 | | | | | | | | | | | | | | | 1 | |
| 9 | 2 | 1.31½ | | | | | | | | | | | | | | 1 | | |
| 10 | 2 | 1.50 | 2 | | | | | | | | | | | | | | | |
| Watchmen, engine..... | 31 | 31 | | 13 | 3 | 1 | 4 | 2 | 1 | | | | | | 5 | 2 | | |
| | 1 | 1 | 1.00 | 1 | | | | | | | | | | | | | | |
| | 2 | 8 | 1.25 | 7 | | | | | | | | | | | | | | |
| | 3 | 1 | 1.31½ | 1 | | | | | | | | | | | | | | |
| | 10 | | | 9 | 1 | | | | | | | | | | | | | |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 44 (GROUP IV)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | |
|---|--------------------------|--------------------------|-------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|----------------------------|
| 25 dolls. and under | 26 to 50 dolls. | 51 to 75 dolls. | 76 to 100 doll | 101 to 125 doll | 126 to 150 doll | 151 to 175 doll | 176 to 200 doll | 201 to 225 doll | 226 to 250 doll | 251 to 275 doll | 276 to 300 doll | 301 to 325 doll | 326 to 350 doll | 351 to 375 doll | 376 to 400 doll | 401 to 425 doll | 426 to 450 doll | 451 to 475 doll | 476 to 500 doll | 501 doll and over |
| | | | | | | | | | | 1 | | | 1 | | | | | | | 1 |
| | | | | | | 1 | | | | | | | | | | | | | | 2 |
| | | | | | | | | | | 1 | | | 1 | | | | | | | 3 |
| | | | | | | 1 | | | | | | | | | | | | | | |
| 2 | 2 | 2 | 1 | 2 | 1 | | 1 | 1 | | 1 | | 1 | | | | | | | | 1 |
| 2 | 2 | 2 | 1 | 2 | 1 | | 1 | 1 | | 1 | | 1 | | | | | | | | |
| 1 | | | 1 | | | | | | | | | | | | | | | | | 1 |
| 1 | | | 1 | | | | | | | | | | | | | | | | | 2 |
| 2 | | | | | | | 2 | | | | | | | | | | | | | 1 |
| 6 | 3 | 1 | | 1 | | 1 | 1 | | 2 | 1 | | | 1 | 3 | | | | | | 2 |
| | | | | | | | | | | | | | | | 1 | | | | | 3 |
| | | | | | | | | | | | | | | | | | | | | 4 |
| | | | | | | | | | | | | | | | | | | | a 1 | |
| 8 | 3 | 1 | | 1 | | 1 | 3 | | 2 | 1 | | | 1 | 3 | 1 | | | | | 1 |
| | | | | | | | | | | 1 | | | | | | | | | | 1 |
| | | | | | | | | | | 1 | | | | | | | | | | |
| | 1 | | | | | | | 1 | | | | | | | | | | | | 1 |
| | 1 | | | | | | | 1 | | | | | | | | | | | | |
| | 1 | 1 | | 1 | 1 | | | 1 | | | | | | | 1 | 4 | 2 | | | 1 |
| | 1 | 2 | | 1 | 1 | | | 1 | | | | | | | 1 | 4 | 2 | | | 2 |
| 2 | 3 | 4 | 2 | 2 | 2 | 2 | 2 | 1 | 2 | 2 | | | 8 | 2 | | | | | | 1 |
| 2 | 3 | 4 | 2 | 2 | 2 | 2 | 2 | 1 | 2 | 2 | | | 8 | 2 | | | | | | |
| | | | | | | 1 | | | | | | | | | | | | | | 1 |
| | | | | | | 1 | | | | | | | | | | | | | | |
| | | 1 | | | | 1 | | | | | | | | | | | | | | 1 |
| 1 | | 1 | | | | | | | | | | | | | | | | | | 2 |
| | | | 1 | | | | | | | | | | | | | | | | | 3 |
| 1 | | 2 | 1 | | | | 1 | 1 | | | | | | | | | | | | 4 |
| | | | | | | | | 1 | | | | | | | | | | | | |
| 3 | | | | | | | | | | | | | | | | | | | | 1 |
| 2 | 1 | | | | | | 1 | | | | | | | 1 | | | | | | 2 |
| 1 | 1 | | | | | | 1 | 1 | | | | | | 1 | 1 | | | | | 3 |
| 1 | 1 | | | | | | | 1 | | | | | | | | | | | | 4 |
| 3 | | | | | | | | | | | | | | | | | | | | 5 |
| | | | | | | | | | | | | | | | | | | | | 6 |
| | | | | | | | | | | | | | | | | | | | | 7 |
| 1 | | | | | | | | | | | | | | | | | | | 1 | 8 |
| 2 | | | | | | | | | | | | | | | | | | | 1 | 9 |
| | | | | | | | | | | | | | | | | | | | | 10 |
| 13 | 3 | | 1 | | 3 | 1 | 2 | 1 | | | 1 | | 1 | 2 | 1 | | | 1 | 1 | |
| 1 | | | | | | | | | | | | | | | | | | | | 1 |
| 6 | 2 | | | | | | | | | | | | | | | | | | | 2 |
| 1 | | | | | | | | | | | | | | | | | | | | 3 |
| 8 | 2 | | | | | | | | | | | | | | | | | | | |

a \$540.

REPORT OF THE COMMISSIONER OF LABOR.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 44 (GROUP IV)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500—Concluded.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employ-ees. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|--------------------|------------------|-----------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|--|--|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | |
| Water boys | 1 | 1 | \$0.37 $\frac{1}{2}$ | 1 | | | | | | | | | | |
| | 2 | 2 | 1.00 | | | 1 | 1 | | | | | | | |
| | 3 | 3 | | 1 | | 1 | 1 | | | | | | | |
| Weighmasters | 1 | 3 | 1.48 | 2 | | | | 1 | | | | | | |
| | 3 | 3 | | 2 | | | | 1 | | | | | | |
| Wheelfitters | 1 | 1 | 1.20 | | 1 | | | | | | | | | |
| | 2 | 1 | 1.30 | | | 1 | | | | | | | | |
| | 3 | 6 | 1.40 | 2 | 2 | 1 | | | 1 | | | | | |
| | 8 | 8 | | 2 | 3 | 2 | | | 1 | | | | | |
| Wipers..... | 1 | 7 | 1.25 | 2 | | 2 | 2 | | 1 | | | | | |
| | 2 | 3 | 1.31 $\frac{1}{2}$ | 1 | | | | 2 | | | | | | |
| | 10 | 10 | | 3 | | 2 | 2 | 2 | 1 | | | | | |
| Yardmasters..... | 1 | 2 | 1.64 $\frac{1}{2}$ | 1 | 1 | | | | | | | | | |
| | 2 | 2 | | 1 | 1 | | | | | | | | | |

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000.

| Occupation. | Marginal number. | Number of employ-ees. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | |
|----------------------------------|------------------|-----------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|-----|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | |
| Agents..... | 1 | 1 | \$1.31 $\frac{1}{2}$ | | | | | | | | | 1 | |
| | 2 | 1 | 1.48 | | 1 | | | | | | | | |
| | 3 | 3 | 1.64 $\frac{1}{2}$ | 2 | | | 1 | | | | | | |
| | 4 | 2 | 1.97 | | 1 | | | | | | | | 1 |
| | 5 | 1 | 2.63 | | 1 | | | | | | | | |
| | 6 | 1 | 2.73 | | | | | 1 | | | | | |
| | 7 | 1 | 2.80 | | | | | | | | | | 1 |
| | 8 | 1 | 2.96 | | | | | | | | | | 1 |
| | 11 | | | 2 | 3 | | 1 | 1 | | | | 3 | 1 |
| | 32 | | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) |
| | 43 | | | | | | | | | | | | |
| Agent, special..... | 1 | 1 | 2.63 | | | | | | | | | 1 | |
| Agents and telegraph oper-ators. | 1 | 3 | 1.15 | | | 1 | | | | | | | 2 |
| | 2 | 5 | 1.31 $\frac{1}{2}$ | | 1 | 2 | | 1 | | | | | 1 |
| | 3 | 2 | 1.48 | | | | | | | | | | 2 |
| | 4 | 4 | 1.64 $\frac{1}{2}$ | | | 1 | | 1 | | | | | 2 |
| | 5 | 1 | 1.81 | | | | | | | | | | 1 |
| | 6 | 1 | 2.30 | | | | | | | | | | 1 |
| | 7 | 1 | 2.46 $\frac{1}{2}$ | | | | | | 1 | | | | 1 |
| | 17 | | | 1 | 3 | 1 | 1 | 1 | 1 | | | | 9 |
| | 42 | | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) |
| | 59 | | | | | | | | | | | | |

a Rate and time cannot be stated, as they received commission.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 44 (GROUP IV)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500—Concluded.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|--------------------------|--------------------------|-------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|----------------------------|---|
| 25 dolls. and under | 26 to 50 dolls. | 51 to 75 dolls. | 76 to 100 doll | 101 to 125 doll | 126 to 150 doll | 151 to 175 doll | 176 to 200 doll | 201 to 225 doll | 226 to 250 doll | 251 to 275 doll | 276 to 300 doll | 301 to 325 doll | 326 to 350 doll | 351 to 375 doll | 376 to 400 doll | 401 to 425 doll | 426 to 450 doll | 451 to 475 doll | 476 to 500 doll | 501 doll and over | |
| 1 | | | | | | | | | | | | | | | | | | | | | |
| | | | 1 | | 1 | | | | | | | | | | | | | | | | 1 |
| 1 | | | 1 | | 1 | | | | | | | | | | | | | | | | 2 |
| 2 | | | | | | | | | 1 | | | | | | | | | | | | 1 |
| 2 | | | | | | | | | 1 | | | | | | | | | | | | 1 |
| | 1 | | | | | | | | | | | | | | | | | | | | 2 |
| 2 | 2 | | 1 | | | | | | | | | | | 1 | | | | | | | 3 |
| 2 | 3 | | 2 | | | | | | | | | | 1 | | | | | | | | 1 |
| 1 | 1 | 1 | 1 | | 2 | | | | | 2 | | 1 | | | | | | | | | 2 |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| 2 | 1 | 1 | 1 | | 2 | | | | 2 | | 1 | | | | | | | | | | 2 |
| 1 | 1 | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | 1 | | | | | | | | | | | | | | | | | | | | 1 |

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000.

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|---------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|-----------------------------|---|
| 50 dolls. and under | 51 to 100 dolls. | 101 to 150 dolls. | 151 to 200 doll | 201 to 250 doll | 251 to 300 doll | 301 to 350 doll | 351 to 400 doll | 401 to 450 doll | 451 to 500 doll | 501 to 550 doll | 551 to 600 doll | 601 to 650 doll | 651 to 700 doll | 701 to 750 doll | 751 to 800 doll | 801 to 850 doll | 851 to 900 doll | 901 to 950 doll | 951 to 1000 doll | 1001 doll and over | |
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| | 1 | | | | | | | | | | | | | 1 | | | | | | | 3 |
| | 1 | | | | | | | 1 | | | | | | | | | | | | | 4 |
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| 2 | 3 | | 1 | | | | | 1 | 1 | | | | | 1 | | | | | | 2 | |
| 14 | 4 | 4 | | 1 | 3 | | | | | | | 2 | 2 | | 1 | | | | | c 1 | |
| 16 | 7 | 4 | 1 | 1 | 3 | | | 1 | 1 | | | 2 | 2 | 1 | 1 | | | | | 3 | |
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| 2 | 1 | | | 1 | | | | 2 | | 1 | | | | | | | | | | | 1 |
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| | | | | | | | | | | | | | 1 | | | | | | | | 5 |
| | | | | | | | | | | | | | | | 1 | | | | | | 6 |
| | | | | | | | | | | | | | | | | | | | | | 7 |
| 3 | 2 | | 1 | 1 | | | | 2 | 1 | 2 | 3 | 1 | | | | 1 | | | | | |
| | 1 | 3 | | | 1 | 3 | 1 | 4 | 7 | 4 | 3 | 4 | 4 | 4 | 2 | | 1 | | | | |
| 3 | 3 | 3 | 1 | 1 | 1 | 3 | 1 | 6 | 8 | 6 | 6 | 5 | 4 | 4 | 2 | 1 | 1 | | | | |

a \$1,020.

b \$1,080.

c \$1,205.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 44 (GROUP IV)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employes. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|------------------------------|------------------|---------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|-------|-------|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | |
| Baggagemasters | 1 | 1 | \$0.16 $\frac{1}{2}$ | | | | | | 1 | | | | | |
| | 2 | 2 | .98 $\frac{1}{2}$ | | | | 1 | 1 | | | | | | |
| | 3 | 3 | 1.31 $\frac{1}{2}$ | | 1 | 1 | | | | | | | | |
| | 4 | 1 | 1.75 | | | | | | | 1 | | | | |
| | 5 | 3 | 1.80 | | 2 | 1 | | | | | | | | |
| | 6 | 6 | 1.90 | | 1 | 1 | 1 | | 1 | | | 2 | | |
| | 7 | 10 | 2.00 | | 1 | 1 | 1 | 1 | | | | 1 | 5 | |
| | | 26 | ..... | 4 | 4 | 3 | 2 | 2 | 2 | 2 | 3 | 6 | ..... |  |
| Baggagemasters and brakemen. | 1 | 1 | 1.65 | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... |  |
| | 2 | 3 | 1.75 | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | 2 | |
| | 3 | 4 | 1.80 | ..... | ..... | ..... | ..... | ..... | ..... | 2 | ..... | ..... | 2 | |
| | | 8 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 4 | ..... | 4 | ..... |  |
| Blacksmiths | 1 | 1 | 1.50 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 2 | 2 | 1.60 | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 1 | ..... | ..... |  |
| | 3 | 1 | 1.75 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... |  |
| | 4 | 2 | 1.85 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 1 | ..... |  |
| | 5 | 2 | 2.00 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | 1 | ..... | ..... |  |
| | 6 | 1 | 2.10 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 7 | 1 | 2.20 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 8 | 8 | 2.25 | 3 | 2 | 1 | ..... | 2 | ..... | ..... | ..... | ..... | ..... |  |
| | 9 | 2 | 2.30 | 1 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 10 | 2 | 2.35 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 | ..... | ..... |  |
| | 11 | 1 | 2.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |  |
| | 12 | 5 | 2.50 | 2 | ..... | 1 | ..... | ..... | ..... | 1 | ..... | ..... | 1 | |
| | 13 | 2 | 2.70 | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | 1 | |
| | 14 | 1 | 3.50 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 15 | 1 | 3.75 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | | 32 | ..... | 10 | 2 | 3 | 2 | 2 | 3 | 6 | 3 | 1 | ..... |  |
| Boilermakers | 1 | 1 | 2.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... |  |
| | 2 | 1 | 2.25 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... |  |
| | 3 | 3 | 2.30 | 1 | ..... | ..... | 1 | 1 | ..... | ..... | ..... | ..... | ..... |  |
| | 4 | 8 | 2.40 | 2 | ..... | 2 | ..... | ..... | ..... | ..... | ..... | ..... | 3 | |
| | | 13 | ..... | 3 | ..... | 2 | 2 | 1 | ..... | 2 | ..... | 3 | ..... |  |
| Brakemen..... | 1 | 58 | 1.50 | 27 | 7 | 13 | 5 | 4 | 1 | ..... | ..... | 1 | ..... |  |
| | 2 | 285 | 1.60 | 136 | 34 | 46 | 28 | 21 | 6 | 4 | 6 | 4 | ..... |  |
| | 3 | 63 | 1.65 | 28 | 6 | 14 | 7 | 4 | 3 | 1 | ..... | ..... | ..... |  |
| | 4 | 73 | 1.70 | 33 | 12 | 7 | 13 | 4 | 1 | 1 | ..... | ..... | ..... |  |
| | 5 | 210 | 1.75 | 107 | 33 | 34 | 7 | 12 | 9 | 4 | 4 | ..... | ..... |  |
| | 6 | 76 | 1.80 | 31 | 12 | 14 | 5 | 3 | 3 | 5 | 3 | ..... | ..... |  |
| | 7 | 4 | 2.00 | 1 | 2 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 8 | 1 | 2.20 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | | 770 | ..... | 364 | 106 | 129 | 65 | 48 | 23 | 15 | 16 | 4 | ..... |  |
| | | 5 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | ..... |  |
| | | 775 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Brakemen and conductors. | 1 | 2 | 1.60 | ..... | ..... | 1 | ..... | ..... | 1 | ..... | ..... | ..... | ..... |  |
| | 2 | 1 | 1.65 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | |
| | 3 | 4 | 1.70 | ..... | ..... | ..... | 1 | ..... | 2 | ..... | ..... | ..... | 1 | |
| | 4 | 3 | 1.75 | ..... | ..... | ..... | ..... | 2 | ..... | ..... | ..... | ..... | ..... |  |
| | 5 | 7 | 1.80 | ..... | ..... | ..... | ..... | ..... | 1 | 2 | 2 | ..... | ..... |  |
| | 6 | 10 | 2.00 | 2 | 2 | ..... | 3 | 2 | ..... | ..... | 1 | ..... | ..... |  |
| | 7 | 5 | 2.20 | ..... | ..... | 1 | ..... | ..... | 1 | ..... | ..... | 3 | ..... |  |
| | 8 | 3 | 2.25 | ..... | ..... | 1 | 2 | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 9 | 3 | 2.50 | ..... | ..... | ..... | ..... | ..... | ..... | 3 | ..... | ..... | ..... |  |
| | | 38 | ..... | 2 | 2 | 3 | 8 | 4 | 5 | 5 | 6 | 3 | ..... |  |

a Rate and time cannot be stated, as they worked by the trip and mile combined.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 44 (GROUP IV)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | |
|---|---------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|-----------------------------|
| 50 dolls and under | 51 to 100 dolls. | 101 to 150 dolls. | 151 to 200 doll | 201 to 250 doll | 251 to 300 doll | 301 to 350 doll | 351 to 400 doll | 401 to 450 doll | 451 to 500 doll | 501 to 550 doll | 551 to 600 doll | 601 to 650 doll | 651 to 700 doll | 701 to 750 doll | 751 to 800 doll | 801 to 850 doll | 851 to 900 doll | 901 to 950 doll | 951 to 1000 doll | 1001 doll and over |
| 1 | | | | | | | | | | | | | | | | | | | | |
| 1 | | 1 | 1 | | | | | | | | | | | | | | | | | |
| 3 | | | | | | | 1 | 1 | | | | | | | | | | | | |
| 1 | 1 | 1 | | | | | 1 | | | 1 | 1 | | | | | | | | | |
| 2 | 2 | 1 | | | | 1 | | | | | 1 | 2 | 3 | | | | | | | |
| 6 | 3 | 4 | 1 | | 1 | | 2 | 1 | | 1 | 2 | 2 | 3 | | | | | | | |
| | | | | | | | 1 | | | | | | | | | | | | | |
| | | | | | | | 1 | 1 | | 1 | | 1 | | | | | | | | |
| | | | | | | | 3 | 1 | | 1 | 2 | 1 | | | | | | | | |
| 1 | | | | | | 1 | | 1 | | | | | | | | | | | | |
| | | | | | | | | | 1 | | | | | | | | | | | |
| | | 1 | | | | | | | 1 | | 1 | | | | | | | | | |
| 1 | | | | | 1 | | | | | | | | | | | | | | | |
| 2 | 3 | | 1 | | | | 1 | 1 | | | | | 1 | 1 | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | |
| 2 | | | | 1 | | | | | | | | 1 | | | | | | 1 | | |
| 1 | | | | | | | | | | | | | 1 | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | |
| 9 | 3 | 1 | 1 | 1 | 2 | 1 | 1 | 2 | 2 | | 2 | 2 | 2 | 1 | | 1 | | 1 | | |
| | | | | | | | | | | | 1 | | | | | | | | | |
| 1 | | | | | 1 | | | 1 | | | | 1 | | | | | | | | |
| 2 | | | 1 | 1 | | 1 | | | | | | | | | | | | | 2 | a |
| 3 | | | 1 | 1 | 1 | 1 | | 1 | | | 1 | 1 | | | | | | | 2 | 1 |
| 30 | 12 | 5 | 5 | | 4 | | 1 | | 1 | | | | | | | | | | | |
| 144 | 41 | 27 | 16 | 18 | 15 | 7 | 3 | 3 | 3 | 3 | 3 | 2 | | | | | | | | |
| 29 | 6 | 10 | 6 | 4 | 4 | 1 | 2 | 1 | 1 | | | | | | | | | | | |
| 38 | 8 | 5 | 9 | 5 | 2 | 2 | 1 | 1 | 1 | | | | | | | | | | | |
| 117 | 30 | 22 | 8 | 2 | 9 | 4 | 7 | 3 | 3 | 1 | 3 | 1 | | | | | | | | |
| 34 | 9 | 13 | 2 | 3 | 2 | 1 | 3 | 2 | 2 | 2 | | | 1 | | | | | | | |
| 3 | 1 | | | | | | | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | |
| 396 | | | | | | | | | | | | | | | | | | | | |
| 3 | 107 | 82 | 46 | 32 | 36 | 15 | 17 | 10 | 10 | 6 | 7 | 5 | 1 | | | | | | | |
| | | | | | | | 1 | | 1 | | | | | | | | | | | |
| 399 | 107 | 82 | 46 | 32 | 36 | 15 | 18 | 10 | 11 | 6 | 7 | 5 | 1 | | | | | | | |
| | | 1 | | | | 1 | | | | | | | | | | | | | | |
| | | | | 1 | | | 1 | 1 | | | | 1 | | | | | | | | |
| | | | | | 2 | | | | | | | 1 | | | | | | | | |
| 2 | 2 | | 1 | 1 | | 3 | 1 | 1 | | | | | 2 | | | | | | | |
| | | 1 | | | | | | | | 1 | | | | | | | | | | |
| | | 1 | | 1 | | | | | | | | | | | | | | | | |
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| | | | | | | | | | | | | | | | | | | | | |
| 2 | 2 | 3 | 1 | 3 | 6 | 2 | 2 | 1 | 3 | 1 | 1 | 5 | 2 | 4 | | | | | | |

a \$1,137.

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TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 44 (GROUP IV)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employ-ees. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | | | | | | |
|----------------------------------|------------------|-----------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|---|---|---|---|---|---|---|--|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | | | | | | | |
| Carpenters | 1 | 1 | \$1.40 | 1 | | | | | | | | | | | | | | | | |
| | 2 | 9 | 1.50 | 4 | 1 | 3 | 1 | | | | | | | | | | | | | |
| | 3 | 4 | 1.75 | 3 | 1 | | | | | | | | | | | | | | | |
| | 4 | 3 | 1.80 | | 1 | 1 | | | | | | 1 | | | | | | | | |
| | 5 | 2 | 1.90 | | | 1 | | | | | | 1 | | | | | | | | |
| | 6 | 62 | 2.00 | 18 | 16 | 4 | 6 | 2 | 2 | 6 | 7 | 1 | | | | | | | | |
| | 7 | 108 | 2.25 | 28 | 17 | 21 | 12 | 8 | 7 | 10 | 5 | | | | | | | | | |
| | 8 | 17 | 2.30 | 2 | 3 | 3 | | | | 1 | 7 | 1 | | | | | | | | |
| | 9 | 2 | 2.35 | | | | 1 | | | | 1 | | | | | | | | | |
| | 10 | 6 | 2.40 | | | | | 1 | | | 3 | | | | | | | | | |
| | 11 | 1 | 2.46½ | | | | | | | | | | | | | | | | | |
| | 12 | 1 | 2.50 | 1 | | | | | | | | | | | | | | | | |
| | 13 | 1 | 2.60 | | | | | | | | | | | | | | | | | |
| | | 217 | | 57 | 39 | 33 | 20 | 12 | 9 | 28 | 18 | 1 | | | | | | | | |
| Carpenters, car works. | 1 | 1 | 1.48 | | | | | | | | | | | | | | | | | |
| | 2 | 1 | 2.00 | | | | | | | | | | | | | | | | | |
| Carpenters, fence | 1 | 16 | 1.50 | 6 | 5 | 3 | 1 | | 1 | | | | | | | | | | | |
| | 2 | 16 | | 6 | 5 | 3 | 1 | | 1 | | | | | | | | | | | |
| Civil engineers..... | 1 | 2 | 3.29 | | | | | | | 1 | 1 | | | | | | | | | |
| | 2 | | | | | | | | | 1 | 1 | | | | | | | | | |
| Clerks | 1 | 1 | .20 | | | | | | | | | | | | | | | | 1 | |
| | 2 | 1 | .26½ | | | | | | | | | | | | | | | | 1 | |
| | 3 | 4 | .33 | | | 2 | | | | | | | | | | | | | 1 | |
| | 4 | 4 | .49½ | | | 1 | 1 | | | | | | | | | | | | 1 | |
| | 5 | 2 | .66 | | | 1 | | | | | | | | | | | | | 1 | |
| | 6 | 2 | .82 | | | | 2 | | | | | | | | | | | | 1 | |
| | 7 | 7 | .98½ | | | 5 | | | 1 | | | | | | | | | | 1 | |
| | 8 | 1 | 1.00 | | | 1 | | | | | | | | | | | | | 1 | |
| | 9 | 18 | 1.15 | 3 | 6 | 4 | 2 | | | | 2 | 1 | | | | | | | 3 | |
| | 10 | 7 | 1.31 | | | 1 | | 1 | 2 | | | | | | | | | | 2 | |
| | 11 | 4 | 1.48 | | | | | 1 | 1 | | | | | | | | | | 2 | |
| | 12 | 8 | 1.64½ | 2 | 3 | | 1 | | | | | | | | | | | | 2 | |
| | 13 | 1 | 1.81 | | | | 1 | | | | | | | | | | | | 2 | |
| | 14 | 5 | 1.97 | | | 1 | | | 2 | | | | | | | | | | 2 | |
| | 15 | 1 | 2.30 | | | 1 | | | | | | | | | | | | | 2 | |
| | | 66 | | 11 | 16 | 9 | 5 | 6 | 1 | 6 | 12 | | | | | | | | | |
| Clerks and telegraph oper-ators. | 1 | 1 | 1.15 | | | | | | | 1 | | | | | | | | | 1 | |
| | 2 | 5 | 1.31½ | | | 1 | 1 | 1 | | | | | | | | | | | 1 | |
| | 3 | 3 | 1.48 | | | | | 1 | | | | | | | | | | | 2 | |
| | 4 | 1 | 1.64½ | | | | | | | | | | | | | | | | 1 | |
| | | 10 | | | 1 | 1 | 2 | | 1 | 2 | 3 | | | | | | | | | |
| Conductors..... | 1 | 2 | 1.65 | | | | | | | | | | | | | | | | 1 | |
| | 2 | 7 | 2.00 | 1 | | 1 | 2 | | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |
| | 3 | 11 | 2.20 | 1 | | | | | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 3 | |
| | 4 | 13 | 2.25 | 6 | | 2 | 3 | 1 | | | | | | | | | | | 1 | |
| | 5 | 8 | 2.30 | | | | 1 | 1 | 1 | | | | | | | | | | 3 | |
| | 6 | 15 | 2.50 | 3 | 1 | 2 | 4 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | |
| | 7 | 20 | 2.65 | 2 | 2 | 2 | 2 | 2 | 1 | 6 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | |
| | 8 | 8 | 2.70 | 1 | | 3 | | | | | 1 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | |
| | 9 | 5 | 2.75 | | | 1 | | | | | | | | | | | | | 2 | |
| | 10 | 7 | 2.85 | | | | 1 | | 1 | | | | | | | | | | 5 | |
| | 11 | 1 | 3.25 | | | | | | | | | | | | | | | | 1 | |
| | 12 | 1 | 3.29 | | | | | | | | | | | | | | | | 1 | |
| | | 98 | | 14 | 3 | 12 | 13 | 6 | 5 | 16 | 25 | 4 | | | | | | | | |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 44 (GROUP IV)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 103.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | |
|---|---------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|-----------------------------|
| 50 dolls. and under | 51 to 100 dolls. | 101 to 150 dolls. | 151 to 200 doll | 201 to 250 doll | 251 to 300 doll | 301 to 350 doll | 351 to 400 doll | 401 to 450 doll | 451 to 500 doll | 501 to 550 doll | 551 to 600 doll | 601 to 650 doll | 651 to 700 doll | 701 to 750 doll | 751 to 800 doll | 801 to 850 doll | 851 to 900 doll | 901 to 950 doll | 951 to 1000 doll | 1001 doll and over |
| 1 | | | | | | | | | | | | | | | | | | | | 1 |
| 4 | | | 1 | | | | | | | | | | | | | | | | | 2 |
| 3 | 4 | | | | | | | | | | | | | | | | | | | 3 |
| | 1 | | | | | | | | | | | | | | | | | | | 4 |
| | 1 | | 1 | | | | | | | | | | | | | | | | | 5 |
| | | 1 | | | | | | | 1 | | | | | | | | | | | 6 |
| 18 | 16 | 2 | 2 | 2 | 4 | 1 | 1 | 2 | 1 | 5 | 3 | 4 | 1 | | | | | | | 7 |
| 24 | 16 | 14 | 9 | 5 | 7 | 3 | 2 | 6 | 3 | 4 | 2 | 5 | 5 | 2 | 1 | | | | | 8 |
| 1 | 3 | 2 | 1 | 1 | | 1 | | 1 | | 1 | | 4 | 3 | | | | | | | 9 |
| | | | | | | | | | | | | | | 1 | | | | | | 10 |
| | | | | | | | | | | | | 1 | 1 | 1 | | | 1 | | | 11 |
| 1 | | | | | | | | | | | | | | | | 1 | | | | 12 |
| | | | | | | | | | | | | | | | | | | | | 13 |
| 52 | 41 | 19 | 14 | 8 | 11 | 5 | 3 | 10 | 4 | 6 | 8 | 13 | 13 | 4 | 3 | 1 | 2 | | | |
| | | | | | | | | | | 1 | | | | | | | | | | 1 |
| | | | | | | | | | | | 1 | | | | | | | | | 2 |
| | | | | | | | | | | 1 | 1 | | | | | | | | | |
| 10 | 1 | 3 | | 1 | | | 1 | | | | | | | | | | | | | 1 |
| 10 | 1 | 3 | | 1 | | | 1 | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | 1 | | | 1 | | | 1 |
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| | 1 | | | | | | | | | | | | | | | | | | | 1 |
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| 2 | 1 | | | | | | | | | | | | | | | | | | | 4 |
| 2 | 1 | 1 | | | | | | | | | | | | | | | | | | 5 |
| 1 | | 2 | | 1 | | | | | | | | | | | | | | | | 6 |
| 5 | 1 | | | 1 | | | | | | | | | | | | | | | | 7 |
| 8 | | 2 | | 1 | | 2 | | 1 | | 2 | | | | | | | | | | 8 |
| 1 | | 1 | | 1 | 2 | | | 1 | 2 | | | | | | | | | | | 9 |
| | | | | 1 | 1 | | | | | 2 | | | | | | | | | | 10 |
| | | | | 1 | 1 | | | | | 1 | | | | | | | | | | 11 |
| | | | | 1 | | | 1 | 1 | | | | | | 2 | | | | | | 12 |
| | 1 | | | | | | | | | | | | | | | | | | | 13 |
| | 1 | | | | | | | | | | | | | | | | | | | 14 |
| 25 | 10 | 8 | 5 | 3 | 1 | 3 | 1 | 2 | 3 | 3 | | | | 2 | | | | | | 15 |
| | | | | 1 | | | | | | | | | | | | | | | | 1 |
| 1 | 1 | | 1 | 1 | | 1 | | | 1 | | | | | | | | | | | 2 |
| | | | | 1 | | | | | | 2 | | | | | | | | | | 3 |
| | | | | | | | | 1 | | | | | | | | | | | | 4 |
| 1 | 1 | | 1 | 2 | | 1 | | 1 | 1 | 2 | | | | | | | | | | |
| | | | | | | | | | | | 1 | 1 | 1 | | | | | | | 1 |
| 1 | | 1 | | 1 | 1 | | | | | 1 | 1 | 1 | | 1 | | | | | | 2 |
| 1 | | | | | | | | | | | | | | 2 | | | | | | 3 |
| 6 | | 1 | 1 | 2 | 1 | | 1 | | 1 | | | | | 2 | 2 | 1 | 1 | 1 | | 4 |
| | | 1 | | | | | | | | | | | | | 1 | 1 | | | | 5 |
| 2 | 2 | | | 2 | 1 | 3 | | | 1 | 1 | | 1 | 1 | 2 | 1 | | 1 | | | 6 |
| 2 | 1 | 1 | | 1 | 1 | 2 | | | 1 | 1 | | | 3 | 2 | 2 | 2 | | | | 7 |
| 1 | | | | 2 | | | | | | | | | | | 1 | 1 | | | | 8 |
| | | | | | 1 | | | | | | | | | | 2 | | 2 | | | 9 |
| | | | | | | | | | | | | | | 1 | | | 2 | | | 10 |
| | | | | | | | | | | | | | | | | | | 3 | | 11 |
| | | | | | | | | | | | | | | | | | | 1 | | 12 |
| 13 | 3 | 3 | 3 | 8 | 5 | 6 | 2 | 2 | 2 | 3 | 5 | 2 | 5 | 9 | 8 | 6 | 8 | 5 | | |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 44 (GROUP IV)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employ-ees. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|-------------------------------|------------------|-----------------------|--|--|---------------|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|---|---|
| | | | | 25 days and under | 26 to 50 days | 51 to 100 days | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | |
| Coppersmith | 1 | 1 | \$2.75 | | | | | | | | | | 1 | |
| | | 1 | | | | | | | | | | | 1 | |
| Dispatchers | 1 | 3 | 2.46½ | | | | | | 2 | | | | 1 | |
| | 2 | 1 | 2.50 | 1 | | | | | | | | | | |
| | 3 | 4 | 2.63 | 1 | | | | | 2 | | | | 1 | |
| | 4 | 1 | 2.96 | | | | | | | | | 1 | | |
| | 5 | 2 | 3.29 | | 1 | | | | 1 | | | | | |
| | | 11 | | 2 | 1 | | | | 5 | | | 1 | 2 | |
| Engineers, shop | 1 | 2 | 1.48 | | | 1 | | | | | | | 1 | |
| | 2 | 1 | 1.50 | | | | | | | | | | 1 | |
| | 3 | 2 | 1.64½ | 1 | | | | | | | | | 1 | |
| | | 5 | | | 1 | 1 | | | | | | | 3 | |
| Firemen | 1 | 1 | .98½ | | | | | | | | | | | 1 |
| | 2 | 93 | 1.50 | 55 | 10 | 9 | 2 | 5 | | | | 3 | 7 | |
| | 3 | 32 | 1.60 | 16 | 1 | 3 | 4 | 1 | 3 | | | 1 | 1 | |
| | 4 | 17 | 1.65 | 4 | 4 | 2 | 2 | | | | | 1 | 3 | |
| | 5 | 13 | 1.80 | 4 | 2 | | 3 | | 2 | | | 2 | 2 | |
| | 6 | 11 | 1.85 | 3 | | 3 | 2 | | | | | 2 | 1 | |
| | 7 | 6 | 2.00 | 2 | 1 | | 1 | | | | | 1 | 1 | |
| | 8 | 1 | 2.10 | | | | | | | | | | 1 | |
| | | 174 | | 84 | 18 | 17 | 14 | 6 | 8 | 10 | 16 | 1 | | |
| | | 54 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | | |
| | | 228 | | | | | | | | | | | | |
| Foreman, blacksmiths | 1 | 1 | 2.75 | | | | | | | | | | 1 | |
| | | 1 | | | | | | | | | | | 1 | |
| Foreman, boilermakers | 1 | 1 | 2.75 | | | | | | 1 | | | | | |
| | | 1 | | | | | | | 1 | | | | | |
| Foremen, carpenters | 1 | 2 | 2.50 | | | | 1 | | 1 | | | | | |
| | 2 | 1 | 2.40½ | | | | | | | | 1 | | | |
| | 3 | 3 | 2.50 | 2 | | | | | | | | | 1 | |
| | 4 | 4 | 2.60 | | | | 1 | | | | 2 | | 1 | |
| | 5 | 1 | 2.63 | | | | | | | | | | 1 | |
| | 6 | 1 | 2.96 | | | | | | | | | | 1 | |
| | | 12 | | 2 | | | 2 | | 1 | 3 | 4 | | | |
| Foreman, painters | 1 | 1 | 2.46½ | | | | | | | | | | 1 | |
| | | 1 | | | | | | | | | | | 1 | |
| Foremen, quarrymen | 1 | 1 | 1.75 | | | | | | 1 | | | | | |
| | 2 | 1 | 2.25 | | | | | | 1 | | | | | |
| | | 2 | | | | | | | 2 | | | | | |
| Foreman, stonecutters | 1 | 1 | 3.00 | | | | | | | | | | 1 | |
| | | 1 | | | | | | | | | | | 1 | |
| Foremen, track laborers | 1 | 2 | 1.31½ | | | | | 1 | | | | | | 1 |
| | 2 | 89 | 1.48 | 3 | 4 | 8 | 6 | 11 | 3 | 3 | 3 | 51 | 3 | |
| | 3 | 6 | 1.64½ | 1 | | | 1 | | | 1 | | | 3 | |
| | 4 | 3 | 1.97 | | 2 | | | | | 1 | | | | |
| | | 100 | | 4 | 6 | 8 | 8 | 11 | 5 | 3 | 55 | | | |

a Rate and time cannot be stated, as they worked by the trip.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 44 (GROUP IV)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 163.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|---------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|-----------------------------|----|
| 50 dolls. and under | 51 to 100 dolls. | 101 to 150 dolls. | 151 to 200 doll | 201 to 250 doll | 251 to 300 doll | 301 to 350 doll | 351 to 400 doll | 401 to 450 doll | 451 to 500 doll | 501 to 550 doll | 551 to 600 doll | 601 to 650 doll | 651 to 700 doll | 701 to 750 doll | 751 to 800 doll | 801 to 850 doll | 851 to 900 doll | 901 to 950 doll | 951 to 1000 doll | 1001 doll and over | |
| | | | | | | | | | | | | | | | | | | | | 1 | 1 |
| | | | | | | | | | 2 | | | | | 1 | | | | | | 1 | 1 |
| | 1 | | | | | | | | | | | | | | | | | | | | 1 |
| | 1 | | | | | | | | 1 | 1 | | | | | | | | | | | 1 |
| | | 1 | | | | | | | | 1 | | | | | | | | | | | 1 |
| | 2 | 1 | | | | | | | 3 | 1 | 1 | | | | | 1 | 1 | | | 1 | 1 |
| | | 1 | | | | | | | | 1 | | | | | | | | | | | 1 |
| | 1 | | | | | | | | | 1 | 1 | | | | | | | | | | 1 |
| | 1 | 1 | | | | | | | | 1 | 1 | 1 | | | | | | | | | 1 |
| 50 | 8 | 7 | 1 | 4 | 2 | 2 | 1 | 2 | 5 | 3 | | | | | | | | | | | 1 |
| 17 | | 2 | 3 | 2 | 1 | 2 | 1 | 2 | 3 | 1 | | | | | | | | | | | 2 |
| 5 | 3 | 2 | | 2 | | | | 2 | | 2 | 1 | | | | | | | | | | 3 |
| 4 | 2 | | | 2 | 1 | | | 1 | 1 | | 1 | | | | | | | | | | 4 |
| 3 | | 3 | | 2 | | | | | | 1 | | | | | | | | | | | 5 |
| 3 | | | | | | | | | | | 2 | | | | | | | | | | 6 |
| 2 | 1 | | | | 1 | | | | | | 1 | 1 | | | | | | | | | 7 |
| | | | | | | | | | | | | | 1 | | | | | | | | 8 |
| 90 | 14 | 14 | 4 | 12 | 5 | 4 | 3 | 5 | 9 | 7 | 4 | 2 | 1 | | | | | | | | |
| 6 | 7 | 6 | 5 | 3 | 1 | 4 | 5 | 1 | 2 | 8 | 5 | 1 | | | | | | | | | |
| 96 | 21 | 20 | 9 | 15 | 6 | 8 | 8 | 6 | 11 | 15 | 9 | 3 | 1 | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | 1 | 1 |
| | | | | | | | | | | | | | | | | | | | 1 | | 1 |
| | | | | | | | | 1 | | | | | | | | | | | | | 1 |
| | | | | | | | | | 1 | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | 1 | | | | | | | 1 |
| | 1 | 1 | | | | | | | | | | | | 1 | 2 | | | | | 1 | 2 |
| | | | | | 1 | | | | | | | | | | | | | | | | 3 |
| | | | | | | | | | | | | | | | | | | | | | 4 |
| | | | | | | | | | | | | | | | | | | | | | 5 |
| | | | | | | | | | | | | | | | | | | | | | 6 |
| | | | | | | | | | | | | | | | | | | | | | b1 |
| | 1 | 1 | | | | 1 | 1 | | | 1 | | | | 2 | 2 | | 1 | | | 1 | 1 |
| | | | | | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | | | | | 1 |
| | | | | 1 | | | | | | | | | | | | | | | | | 1 |
| | | | | | 1 | | | | | | | | | | | | | | | | 2 |
| | | | | | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | | | | | 1 |
| 7 | 5 | 4 | 1 | | | | | | 1 | | | | | | | | | | | | 1 |
| 1 | | | 4 | 3 | 9 | 2 | 2 | 8 | 3 | 42 | | | | | | | | | | | 2 |
| | | | 1 | | | | 1 | | | | 2 | 1 | | | | | | | | | 3 |
| | | | 2 | | | | | | 1 | | | | | | | | | | | | 4 |
| 8 | 7 | 4 | 6 | 3 | 9 | 2 | 3 | 8 | 5 | 42 | 2 | 1 | | | | | | | | | 4 |

b \$1,080.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 44 (GROUP IV)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employ-ees. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|----------------------------|------------------|-----------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|---|---|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | |
| Foremen, transfer laborers | 1 | 2 | \$1.48 | | | | | | | | | | 2 | |
| | | 2 | | | | | | | | | | | 2 | |
| Foreman, work train | 1 | 1 | 1.48 | | | 1 | | | | | | | | |
| | | 1 | | | | 1 | | | | | | | | |
| Foremen, yard | 1 | 2 | 1.31½ | | | | 1 | | | | | | | 1 |
| | | 2 | 1.81 | | | | 1 | | | | | | 1 | |
| | | 4 | | | | 1 | 1 | | | | | | 1 | 1 |
| Hostlers | 1 | 3 | 1.80 | 1 | | 2 | | | | | | | | |
| | | 12 | 1.31½ | 1 | 1 | 3 | | | | 1 | 1 | 4 | 1 | |
| | | 3 | 1.48 | 15 | 7 | 3 | 1 | 2 | 2 | 1 | 9 | | | |
| | | 4 | 1.50 | 4 | | | | | | | | | | |
| | | 5 | 1.60 | 1 | | | | | | | | | | |
| | | 60 | | 22 | 8 | 8 | 1 | 2 | 3 | 2 | 13 | 1 | | |
| | | 4 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | | |
| Hostlers and firemen | 1 | 64 | | | | | | | | | | | | |
| | | 1 | 1.50 | | | | | | | | | 1 | | |
| | | 1 | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | | |
| Inspectors, car | 1 | 2 | | | | | | | | | | | | |
| | | 2 | 1.15 | | | 1 | | | | | | | | |
| | | 29 | 1.31½ | 6 | 6 | 3 | 5 | 2 | 4 | | 3 | | | |
| | | 3 | 1.35 | 4 | | | 1 | | | | 1 | | | |
| | | 4 | 1.40 | 1 | | | | | | | | | | |
| | | 5 | 1.48 | 1 | 1 | 2 | 7 | 5 | 2 | | 3 | | | |
| | | 6 | 1.64½ | 3 | | | | | | | 2 | 1 | | |
| Inspector, engine | 1 | 62 | | 12 | 7 | 6 | 13 | 7 | 7 | | 9 | 1 | | |
| | | 1 | 2.30 | 1 | | | | | | | | | | |
| Machinists | 1 | 1 | | | | | | | | | | | | |
| | | 4 | 1.50 | | 2 | | | | | 1 | | 1 | | |
| | | 2 | 1.65 | | | 1 | | | | | | 1 | | |
| | | 4 | 1.75 | 1 | | 1 | | 1 | | | | 1 | | |
| | | 4 | 2.00 | 1 | 1 | 1 | 1 | 1 | | | | | | |
| | | 5 | 2.20 | 2 | 1 | 1 | | | 1 | 1 | | | | |
| | | 4 | 2.25 | | | 1 | | | | | 3 | | | |
| | | 7 | 2.30 | 13 | 6 | 6 | 3 | 2 | | 4 | 4 | 1 | | |
| | | 8 | 2.40 | | 3 | 1 | 6 | 4 | | 3 | 7 | 1 | | |
| | | 9 | 2.46½ | | | | | | | | 1 | | | |
| 10 | 2.50 | 1 | | | | | | | | | | | | |
| Painters | 1 | 91 | | 18 | 13 | 12 | 10 | 8 | 2 | 11 | 15 | 2 | | |
| | | 1 | 1.25 | | | | | | 1 | | | | | |
| | | 1 | 1.50 | | 1 | | | | | | | | | |
| | | 3 | 2.00 | 2 | | 1 | 2 | | | 2 | 1 | | | |
| | | 4 | 2.10 | | 1 | | | | | | | | | |
| | | 5 | 2.25 | | | | | | | | 1 | | | |
| | | 6 | 2.40 | 1 | | 2 | | 2 | | | | | | |
| | | 7 | 2.50 | | | | | | | | | 1 | | |
| | | 18 | | 3 | 2 | 3 | 2 | 2 | 1 | 3 | 2 | | | |

a Rate and time cannot be stated, as they worked by the piece.

b Rate and time cannot be stated, as he worked by the trip.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 44 (GROUP IV)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000—Concluded.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employes. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | |
|----------------------------|------------------|---------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|---|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | |
| Patternmaker..... | 1 | 1 | \$2.75 | | | | | | | | 1 | | |
| | | 1 | | | | | | | | | 1 | | |
| Pipefitters..... | 1 | 1 | 1.80 | | | | | | | | | | 1 |
| | | 2 | 2.25 | | | 1 | | | | | | | |
| | | 2 | | | | 1 | | | | | | 1 | |
| | | 2 | | | | | | | | | | | |
| Repairers, tank and truck. | 1 | 2 | 1.30 | | | | 1 | 1 | | | | | |
| | | 1 | 1.40 | | 1 | | | | | | | | |
| | | 3 | 1.60 | | | | | | | | | | 1 |
| | | 4 | | | 1 | | | 1 | 1 | | | | 1 |
| Stonecutters..... | 1 | 8 | 2.75 | 3 | 1 | 1 | | 3 | | | | | |
| | | 8 | | 3 | 1 | 1 | | 3 | | | | | |
| Stonemasons..... | 1 | 1 | 2.00 | 1 | | | | | | | | | |
| | | 2 | 2.75 | 1 | | | | 1 | | | | | |
| | | 3 | 3.50 | 1 | 1 | 1 | | | | | | | |
| | | 6 | | 3 | 1 | 1 | | 1 | | | | | |
| | | 6 | | | | | | | | | | | |
| Storekeepers..... | 1 | 1 | .50 | 1 | | | | | | | | | |
| | | 2 | 1.48 | | | | | | | | | | 1 |
| | | 2 | | | 1 | | | | | | | | 1 |
| Supervisors..... | 1 | 3 | 1.81 | | | | | | | 1 | | | 2 |
| | | 2 | 2.63 | | | | | | | | | | 1 |
| | | 4 | | | | | | | | 1 | | | 3 |
| Telegraph operators..... | 1 | 2 | .33 | | 1 | | 1 | | | | | | |
| | | 2 | .60 | | 1 | | 1 | | | | | | |
| | | 3 | .98½ | | | | | | | 1 | 1 | | |
| | | 4 | 1.15 | 6 | 2 | 2 | 2 | 2 | 4 | | | 2 | |
| | | 5 | 1.31½ | 3 | 7 | 2 | 1 | | 1 | 2 | 3 | | |
| | | 6 | 1.48 | 1 | | 5 | | | | | | 1 | |
| | | 7 | 1.64½ | 1 | | | | | 1 | | | | 2 |
| | | 56 | | 12 | 10 | 10 | 4 | 3 | 6 | 3 | 8 | | |
| Tanners..... | 1 | 1 | 2.25 | | 1 | | | | | | | | 1 |
| | | 2 | 2.40 | | | | | | | | | | |
| | | 3 | 2.50 | | | | | 2 | | | | | 1 |
| | | 5 | | | 1 | | 2 | | | | | | 2 |
| Upholsterer..... | 1 | 1 | 2.25 | | | | | | | | | | 1 |
| | | 1 | | | | | | | | | | | 1 |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 44 (GROUP IV)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000.—Concluded.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | | |
|---|---------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|-----------------------------|---|---|
| 50 dolls. and under | 50 to 100 dolls. | 101 to 150 dolls. | 151 to 200 doll | 201 to 250 doll | 251 to 300 doll | 301 to 350 doll | 351 to 400 doll | 401 to 450 doll | 451 to 500 doll | 501 to 550 doll | 551 to 600 doll | 601 to 650 doll | 651 to 700 doll | 701 to 750 doll | 751 to 800 doll | 801 to 850 doll | 851 to 900 doll | 901 to 950 doll | 951 to 1000 doll | 1001 doll and over | | |
| | | | | | | | | | | | | | | | | | | | | | 1 | |
| | | | | | | | | | | | | | | | | | 1 | | | | | 1 |
| | | | 1 | | | | | | | | | | 1 | | | | | | | | | 1 |
| | | | 1 | | | | | | | | | | 1 | | | | | | | | | 1 |
| | | | 1 | | 1 | | | | | | | | | | | | | | | | | 1 |
| 1 | | | | | | | | | | | | 1 | | | | | | | | | | 2 |
| 1 | | | | | | | | | | | | 1 | | | | | | | | | | 2 |
| 1 | | | 1 | | 1 | | | | | | | 1 | | | | | | | | | | 3 |
| 3 | | | 1 | | 1 | | | | | | 3 | | | | | | | | | | | 1 |
| 3 | | | 1 | | 1 | | | | | | 3 | | | | | | | | | | | 1 |
| 1 | | | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | | | | | | | | | | | 1 | | | | | | | | | | | 2 |
| | 1 | | 1 | | 1 | | | | | | | | | | | | | | | | | 3 |
| 2 | 1 | | 1 | | 1 | | | | | | 1 | | | | | | | | | | | 1 |
| 1 | | | | | | | | | | | 1 | | | | | | | | | | | 2 |
| 1 | | | | | | | | | | | 1 | | | | | | | | | | | 2 |
| | | | | | | | | | | | | | 1 | 1 | | | | | | | | 1 |
| | | | | | | | | | | | | | 1 | 1 | | | | | | | | 2 |
| 2 | | | | | | | | | | | | | | | | | | | | | | 1 |
| 2 | | | | | | | | | | | | | | | | | | | | | | 2 |
| | | | | | | | | | | | | | | | | | | | | | | 2 |
| 8 | 2 | | 2 | | 1 | 1 | | | | | | | | | | | | | | | | 3 |
| 5 | 7 | | 1 | | 5 | 1 | | | | | | | | | | | | | | | | 4 |
| 1 | 3 | | 2 | | | | 2 | 1 | 1 | 2 | | | | | | | | | | | | 5 |
| 1 | | | | | | | | | | | 1 | | | | | | | | | | | 6 |
| | | | | | | | | | | | 1 | 1 | | | | | | | | | | 7 |
| 19 | 12 | 4 | 1 | 6 | 3 | 2 | 1 | 3 | 2 | 2 | 1 | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | | | | | | 1 |
| | | 1 | | | | | | | | | | | | | | | | | | | | 2 |
| | | | | | | 1 | 1 | | | | | | | | | | 1 | | | | | 3 |
| | | 1 | | | | 1 | 1 | | | | | | | | | | 1 | 1 | | | | 1 |
| | | | | | | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | | | | | | 1 |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 44 (GROUP IV)—Concluded.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$1,000 TO \$2,000.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employees. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | |
|---------------------------|------------------|----------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|--|--|--|--|--|--|--|--|---|---|---|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | | | | | | | | | | |
| Engineers | 1 | 2 | \$2.00 | 1 | | 1 | | | | | | | | | | | | | | | | | |
| | 2 | 3 | 2.14 | | | | | | | | | | | | | | | | | | | | |
| | 3 | 4 | 2.25 | 2 | 1 | | | | | | | | | | | | | | | | 2 | 1 | |
| | 4 | 11 | 2.40 | | | 2 | 1 | | | | | | | | | | | | | | | 1 | 5 |
| | 5 | 10 | 2.45 | | | | 5 | 2 | | | | | | | | | | | | | | | 1 |
| | 6 | 11 | 2.50 | | 1 | | 4 | 1 | 2 | | | | | | | | | | | | | | 2 |
| | 7 | 15 | 2.70 | | | | 2 | 1 | 2 | | | | | | | | | | | | | | 3 |
| | 8 | 16 | 2.75 | | 2 | 3 | 2 | | | | | | | | | | | | | | | | 6 |
| | 9 | 6 | 2.85 | | | | | | | | | | | | | | | | | | | | 4 |
| | 10 | 10 | 3.00 | | 1 | | | 2 | 1 | | | | | | | | | | | | | | 5 |
| | 11 | 10 | 3.25 | | | 1 | | | | | | | | | | | | | | | | | 7 |
| | 12 | 5 | 3.50 | | | | | | | | | | | | | | | | | | | | 3 |
| | 13 | 6 | 3.75 | | | | | 1 | 2 | | | | | | | | | | | | | | 3 |
| | 14 | 1 | 3.85 | | | | | | | | | | | | | | | | | | | | |
| | 110 | | | 6 | 6 | 12 | 12 | 7 | 6 | 20 | 33 | 8 | | | | | | | | | | | |
| | 4 | (a) | | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | | | | | | | | | | | |
| | 114 | | | | | | | | | | | | | | | | | | | | | | |
| Foremen, machinists | 1 | 1 | 2.14 | | | | | | | | | | | | | | | | | | | 1 | |
| | 2 | 1 | 2.30 | | | | | | | | | | | | | | | | | | | 1 | |
| | 3 | 1 | 2.96 | | | | | | | | | | | | | | | | | | | 1 | |
| | 4 | 1 | 3.29 | | | | | | | | | | | | | | | | | | | 1 | |
| | 4 | | | | | | | | | | | | | | | | | | | | | 4 | |
| Master mechanic | 1 | 1 | 4.11 | | | | | | | | | | | | | | | | | | | 1 | |
| | | 1 | | | | | | | | | | | | | | | | | | | | 1 | |
| Roadmaster | 1 | 1 | 3.29 | | | | | | | | | | | | | | | | | | | 1 | |
| | | 1 | | | | | | | | | | | | | | | | | | | | 1 | |
| Trainmasters | 1 | 1 | 3.29 | | | | | | | | | | | | | | | | | | | | |
| | 2 | 2 | 3.62 | | | | | | | | | | | | | | | | | | | 2 | |
| | | 3 | | | | | | | | | | | | | | | | | | | | 2 | |
| Train runners | 1 | 3 | 2.14 | | | | | | 1 | 1 | 1 | | | | | | | | | | | | |
| | 2 | 3 | 2.80 | | | | | | | | | | | | | | | | | | | 3 | |
| | 3 | 1 | 3.45 | | | | | | | | | | | | | | | | | | | 1 | |
| | 7 | | | | | | | | 1 | 1 | 1 | | | | | | | | | | | 4 | |

a Rate and time cannot be stated, as they worked by the mile and trip combined.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 44 (GROUP IV)—Concluded.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$1,000 TO \$2,000.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 163.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|-----------------------------|----|
| 100 dolls. and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 doll | 401 to 500 doll | 501 to 600 doll | 601 to 700 doll | 701 to 800 doll | 801 to 900 doll | 901 to 1000 doll | 1001 to 1100 doll | 1101 to 1200 doll | 1201 to 1300 doll | 1301 to 1400 doll | 1401 to 1500 doll | 1501 to 1600 doll | 1601 to 1700 doll | 1701 to 1800 doll | 1801 to 1900 doll | 1901 to 2000 doll | 2001 doll and over | |
| 1 | 1 | | | | | 2 | 1 | | | | | | | | | | | | | | 1 |
| 2 | 1 | | | | | 1 | 2 | | | | | | | | | | | | | | 2 |
| | 2 | 1 | | | 1 | 1 | | | 5 | | | | | | | | | | | | 3 |
| | | 3 | 2 | 2 | 1 | 1 | | 1 | 1 | | | | | | | | | | | | 4 |
| | | 4 | 1 | 1 | | | | | | | | | | | | | | | | | 5 |
| | 2 | 2 | 1 | 2 | | | 3 | 4 | 1 | 1 | | | | | | | | | | | 6 |
| | 3 | | 2 | | | 2 | 1 | 5 | | 1 | | | | | | | | | | | 7 |
| | | | | | | | 1 | 4 | 1 | | | | | | | | | | | | 8 |
| 1 | | | 2 | | 1 | | | 1 | 2 | 2 | 1 | | | | | | | | | | 9 |
| | 1 | | | | | 1 | 1 | | 2 | 4 | 1 | | | | | | | | | | 10 |
| | | | | | | | | | 2 | 2 | 2 | | | | | | | | | | 11 |
| | | 1 | | | 2 | | | | 1 | 2 | | 1 | | | | | | | | | 12 |
| | | | | | | | | | 1 | 1 | | | | | | | | | | | 13 |
| | | | | | | | | | | | | | | | | | | | | | 14 |
| 6 | 12 | 11 | 6 | 5 | 5 | 10 | 7 | 17 | 16 | 12 | 2 | 1 | | | | | | | | | |
| | | 1 | | | 1 | | 1 | 1 | | | | | | | | | | | | | |
| 6 | 12 | 12 | 6 | 5 | 6 | 10 | 8 | 18 | 16 | 12 | 2 | 1 | | | | | | | | | |
| | | | | | | | 1 | | | | | | | | | | | | | | 1 |
| | | | | | | | | 1 | | | | | | | | | | | | | 2 |
| | | | | | | | | | 1 | 1 | | | | | | | | | | | 3 |
| | | | | | | | 1 | 1 | | 1 | 1 | | | | | | | | | | 4 |
| | | | | | | | | | | | | | | | 1 | | | | | | |
| | | | | | | | | | | | | | | | 1 | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | 1 | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | | | | | 2 |
| | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | 1 | 2 | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | 1 | | | | | | 2 |
| | | | | | | | | | | | | | | | | | | | | | 3 |
| | | | | | | | | | 1 | 2 | | 1 | | | | | | | | | |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 46 (GROUP II).

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 163.]

| Occupation. | Marginal number. | Number of employ- ees. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | | | | | | |
|---------------------------------|------------------|---------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|-----|-----|-----|-----|-----|---|---|---|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | | | | | | | |
| Agents, baggage..... | 1 | 3 | .33 | | | 1 | 1 | | | | | | | | | | | | | |
| | 2 | | | | | 1 | 1 | | | | | | | | | | | | | |
| Agents, ticket..... | 1 | 1 | .74 | | | | | | | | | | | | | | | | | 1 |
| | 2 | 1 | .82 | | 1 | | | | | | | | | | | | | | | |
| | 3 | 1 | 1.64½ | | | | | | | | | | | | | | | 1 | | |
| | 3 | 3 | (a) | (a) | 1 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | 1 | (a) | 1 | (a) | | | |
| | 6 | | | | | | | | | | | | | | | | | | | |
| Agents and telegraph operators. | 1 | 1 | 1.15 | | | | | | | | | | | | | 1 | | | | |
| | 2 | 6 | 1.31½ | | 2 | 1 | 2 | 1 | | | | | | | | | | | | |
| | 7 | 8 | (a) | (a) | 2 | 1 | 2 | 1 | (a) | (a) | (a) | (a) | 1 | (a) | (a) | (a) | (a) | | | |
| | 15 | | | | | | | | | | | | | | | | | | | |
| Axemen..... | 1 | 3 | .82 | | 2 | | | | | | | | | | | | | | | 1 |
| | 3 | | | | 2 | | | | | | | | | | | | | | | 1 |
| Blacksmith's helpers..... | 1 | 7 | 1.25 | | 1 | 2 | | | | | 1 | 1 | 2 | | | | | | | |
| | 7 | | | | 1 | 2 | | | | | 1 | 1 | 2 | | | | | | | |
| Brakemen..... | 1 | 1 | 1.25 | | | | | 1 | | | | | | | | | | | | |
| | 2 | 44 | 1.31½ | 17 | 7 | 10 | 5 | 2 | 2 | 1 | | | | | | | | | | |
| | 3 | 12 | 1.38 | 3 | | 1 | 2 | 1 | 1 | 1 | 2 | 2 | | | | | | | | |
| | 4 | 6 | 1.44½ | | | 1 | 1 | | 1 | | | | 3 | | | | | | | |
| | 5 | 51 | 1.75 | 17 | 8 | 4 | 2 | | | | | | | | | | | | | |
| | 6 | 31 | 1.90 | 14 | 9 | 8 | | | | | | | | | | | | | | |
| | 125 | | | 51 | 24 | 24 | 11 | 3 | 4 | 3 | 5 | | | | | | | | | |
| Brakemen, freight..... | 1 | 15 | 1.31½ | 10 | 4 | | 1 | | | | | | | | | | | | | |
| | 2 | 4 | 1.44½ | | 1 | 1 | | | | | | | | | | | | | | |
| | 3 | 7 | 1.75 | 3 | 1 | 3 | | | | | | | | | | | | | | |
| | 4 | 11 | 1.90 | | 2 | 9 | | | | | | | | | | | | | | |
| 37 | | | 13 | 8 | 13 | 3 | | | | | | | | | | | | | | |
| Brakemen, passenger..... | 1 | 7 | 1.31½ | 5 | 1 | 1 | | | | | | | | | | | | | | |
| | 2 | 1 | 1.38 | | | | | | | | | | | | | | | | | 1 |
| | 3 | 2 | 1.44½ | 1 | | | | | | | | | | | | | | | | 1 |
| | 4 | 10 | 1.75 | 4 | 3 | 3 | | | | | | | | | | | | | | |
| | 5 | 16 | 1.90 | | 7 | 9 | | | | | | | | | | | | | | |
| 36 | | | 10 | 11 | 13 | | | | | | | | | | | | | | 2 | |
| Bricklayers..... | 1 | 3 | 3.00 | 3 | | | | | | | | | | | | | | | | |
| | 2 | 2 | 4.00 | 2 | | | | | | | | | | | | | | | | |
| | 5 | | | 5 | | | | | | | | | | | | | | | | |
| Callboys..... | 1 | 1 | .33 | | | | 1 | | | | | | | | | | | | | |
| | 2 | 2 | .82 | | 1 | 1 | | | | | | | | | | | | | | |
| | 3 | 1 | .98½ | | | | 1 | | | | | | | | | | | | | |
| | 4 | | | 1 | 1 | 2 | | | | | | | | | | | | | | |

a Rate and time cannot be stated, as they worked by the day and received commission.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 46 (GROUP II).

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|--------------------------|--------------------------|-------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|----------------------------|-----|
| 25 dolls. and under | 26 to 50 dolls. | 51 to 75 dolls. | 76 to 100 doll | 101 to 125 doll | 126 to 150 doll | 151 to 175 doll | 176 to 200 doll | 201 to 225 doll | 226 to 250 doll | 251 to 275 doll | 276 to 300 doll | 301 to 325 doll | 326 to 350 doll | 351 to 375 doll | 376 to 400 doll | 401 to 425 doll | 426 to 450 doll | 451 to 475 doll | 476 to 500 doll | 501 doll and over | |
| 1 | 1 | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | 1 | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | | | | | | | | | | 1 | | | | | | | | | | | 1 |
| 1 | | | | | | | | | | 1 | | | | | | | | | | | a 1 |
| 1 | | 1 | | | 1 | | | | | 1 | | | | | | | | | | | b 1 |
| 1 | | 1 | | | 1 | | | | | 1 | | | | | | | | | | | 2 |
| | 1 | 1 | | | 1 | 1 | | 1 | | 1 | | 1 | | | | | | | | | 1 |
| | 1 | 1 | | | 3 | 1 | 1 | | 1 | 1 | | 1 | | | | 1 | | | | | c 2 |
| | 2 | 1 | | 3 | 1 | 1 | | 1 | | 2 | | 1 | | | | 1 | | | | | 2 |
| 1 | 1 | | | | | | | | | | 1 | | | | | | | | | | 1 |
| 1 | 1 | | | | | | | | | | 1 | | | | | | | | | | 1 |
| | | 1 | 2 | | | | | | | | 1 | | | 1 | 2 | | | | | | 1 |
| | | 1 | 2 | | | | | | | | 1 | | | 1 | 2 | | | | | | 1 |
| 15 | 7 | 4 | 5 | 1 | 5 | 1 | 1 | 1 | | 1 | | 2 | | | 1 | | | | | | 1 |
| 2 | 1 | | 1 | | | 2 | | | | 1 | | 1 | | 1 | 1 | | | | | 1 | 2 |
| 9 | 12 | 3 | 1 | 3 | 1 | 1 | | | 1 | | | | | | | | 1 | | | | d 2 |
| 11 | 4 | 4 | 5 | 6 | | 1 | | | | | | | | | | | | | | | 6 |
| 37 | 24 | 11 | 13 | 10 | 6 | 6 | 1 | 2 | 1 | 2 | | 4 | | 1 | 2 | | 2 | | | 1 | 2 |
| 10 | | 4 | | | | 1 | | | | | | | | | | | | | | | 1 |
| 2 | 1 | 1 | | 2 | 1 | 1 | | 1 | | | | | | | | | | | | | 2 |
| | | 2 | | 4 | 4 | 1 | | | | | | | | | | | | | | | 4 |
| 12 | 1 | 7 | 1 | 6 | 6 | 3 | | 1 | | | | | | | | | | | | | 1 |
| 4 | 2 | 1 | | | | | | | | | | | | | | | | | | | 2 |
| 1 | | | | | | | | | | | | | | | | | | 1 | | | 2 |
| 4 | 1 | | | | | | | | | | | | | | | | | | 1 | | 3 |
| | | 1 | 2 | 3 | | | | | | | | | | | | | | | | | 4 |
| | | 3 | 7 | 3 | 3 | | | | | | | | | | | | | | | | 5 |
| 9 | 3 | 4 | 9 | 6 | 3 | | | | | | | | | | | | | 1 | | 1 | |
| 2 | 1 | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | 1 | | | | | | | | | | | | | | | | | | | | 2 |
| 3 | 2 | | | | | | | | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | 1 | | | | | | | | | | | | | | | | | | | | 2 |
| | | 1 | | | | | | | | | | | | | | | | | | | 3 |
| 2 | 1 | 1 | | | | | | | | | | | | | | | | | | | |

a \$583.

b \$571.

c One \$554, one \$736.

d One \$521, one \$523.

REPORT OF THE COMMISSIONER OF LABOR.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 46 (GROUP II)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employ- és. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | |
|----------------------------|------------------|--------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|---|---|--|--|--|--|--|--|--|---|---|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | | | | | | | | | | |
| Carpenters' helpers | 1 | 1 | \$1.00 | 1 | | | | | | | | | | | | | | | | | | | |
| | 2 | 1 | 1.25 | 1 | | | | | | | | | | | | | | | | | | | |
| | | 2 | | | 2 | | | | | | | | | | | | | | | | | | |
| Cleaners, car | 1 | 4 | 1.00 | | | | | | | | | | | | | | | | | | | 4 | |
| | 2 | 1 | 1.15 | | | | | | | | | | | | | | | | | | | | 1 |
| | | 5 | | | | | | | | | | | | | | | | | | | | 4 | 1 |
| Climbers | 1 | 1 | 1.25 | | | | | | | | | | | | | | | | | | | | |
| | 2 | 1 | 1.48 | 1 | | | | | | | | | | | | | | | | | | | |
| | 3 | 1 | 1.50 | | | 1 | | | | | | | | | | | | | | | | | |
| | 4 | 1 | 1.64½ | | | 1 | | | | | | | | | | | | | | | | | |
| | 5 | 4 | 2.00 | 1 | 2 | 1 | | | | | | | | | | | | | | | | | |
| | | 8 | | | 2 | 2 | 4 | | | | | | | | | | | | | | | | |
| Coal heavers | 1 | 2 | .82 | | | | | | | | | | | | | | | | | | | | |
| | 2 | 14 | 1.00 | 6 | 3 | 3 | 1 | | | | | | | | | | | | | | | | 1 |
| | | 16 | | 6 | 3 | 5 | 1 | | | | | | | | | | | | | | | | 1 |
| Conductors, freight | 1 | 4 | 2.30 | 3 | | | 1 | | | | | | | | | | | | | | | | |
| | 2 | 3 | 2.46½ | | | | | 1 | | | | | | | | | | | | | | | |
| | 3 | 1 | 2.63 | | | | | | 1 | | | | | | | | | | | | | | 1 |
| | 4 | 3 | 2.66 | | | | | | | | | | | | | | | | | | | | |
| | 5 | 13 | 2.90 | | 3 | 10 | | | 1 | | | | | | | | | | | | | | |
| | 6 | 1 | 3.05½ | | | 1 | | | | | | | | | | | | | | | | | |
| | 25 | | | 3 | 3 | 14 | 2 | 1 | 1 | | | | | | | | | | | | | | 1 |
| Conductors, yard | 1 | 3 | 2.14 | | | | | | | | | | | | | | | | | | | | |
| | 2 | 1 | 2.30 | 2 | | 1 | | | | | | | | | | | | | | | | | |
| | | 4 | | 2 | 1 | 1 | | | | | | | | | | | | | | | | | |
| Cooks | 1 | 4 | .66 | 1 | 2 | 1 | | | | | | | | | | | | | | | | | |
| | | 4 | | 1 | 2 | 1 | | | | | | | | | | | | | | | | | |
| Detective | 1 | 1 | .82 | | | | | | | | | | | | | | | | | | | | 1 |
| | 1 | | | | | | | | | | | | | | | | | | | | | | 1 |
| Dipper tenders | 1 | 2 | 1.15 | | | | 1 | 1 | | | | | | | | | | | | | | | |
| | 2 | 1 | 1.75 | | | | | | | | | | | 1 | | | | | | | | | |
| | | 3 | | | | | 1 | 1 | | | | | 1 | | | | | | | | | | |
| Draughtsman | 1 | 1 | 1.97 | | | | | | 1 | | | | | | | | | | | | | | |
| | | 1 | | | | | | | | 1 | | | | | | | | | | | | | |
| Engineer, stationary | 1 | 1 | 1.15 | | | | | | | | | | | | | | | | | | | | 1 |
| | | 1 | | | | | | | | | | | | | | | | | | | | | 1 |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 46 (GROUP II)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500.—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | |
|---|--------------------------|--------------------------|-------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------|
| 25 dolls. and under | 25 to 50 dolls. | 51 to 75 dolls. | 76 to 100 doll | 101 to 125 doll | 126 to 150 doll | 151 to 175 doll | 176 to 200 doll | 201 to 225 doll | 226 to 250 doll | 251 to 275 doll | 276 to 300 doll | 301 to 325 doll | 326 to 350 doll | 351 to 375 doll | 376 to 400 doll | 401 to 425 doll | 426 to 450 doll | 451 to 475 doll | 476 to 500 doll | 501 and over |
| 1 | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | | | | | | | | | | | | | | | | | | | | 2 |
| 2 | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | 2 | 2 | | | | | | 1 |
| | | | | | | | | | | | | | | | | | | | | 2 |
| | | | | | | | | | | | | | 2 | 2 | | | 1 | | | |
| 1 | | | | | | | | | | | | | | | | | | | | 1 |
| | | | | 1 | | | | | | | | | | | | | | | | 2 |
| | | | | | 1 | | | | | | | | | | | | | | | 3 |
| 1 | | | | 2 | | | 1 | | | | | | | | | | | | | 4 |
| 2 | | | | | | | 1 | | | | | | | | | | | | | 5 |
| | | | 2 | | | | | | | | | | | | | | | | | |
| 6 | 3 | | 1 | 2 | | 1 | | | | | | | | | | | | | | 1 |
| 6 | 3 | 3 | 2 | | 1 | | | | | | | | | | | | | | | 2 |
| 3 | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | | | | 2 |
| | | | | | | | | | 1 | | | | | | | | | | | 3 |
| | | | | | | | | | | | | | | | | | | | | 4 |
| | | | | | | | | | | | | | | | | | | | | 5 |
| | | | | | 1 | 3 | 4 | 2 | 1 | 2 | | | | | | | | | | 6 |
| 3 | | | | 1 | 4 | 6 | 2 | 1 | 3 | | | | | 1 | 1 | | | 1 | | 2 |
| 2 | | | | | 1 | | | | | | | | | | | | | | | 1 |
| | | | | 1 | | | | | | | | | | | | | | | | 2 |
| 2 | | | 1 | | 1 | | | | | | | | | | | | | | | 1 |
| 2 | 2 | | | | | | | | | | | | | | | | | | | 1 |
| 2 | 2 | | | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | 1 | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | | | | 1 |

a One 521, one \$868.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 46 (GROUP II)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500—Continued.

[For explanation of column of actual daily earning, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employ- és. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|-------------------------------|------------------|--------------------------|--|--|---------------|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|-----|-----|
| | | | | 25 days and under | 26 to 50 days | 51 to 100 days | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | |
| Ferryemen | 1 | 1 | \$0. 29½ | | | | | | | | | 1 | | |
| | 2 | 1 | . 39½ | | | 1 | | | | | | | | |
| | 3 | 1 | . 49½ | | | | 1 | | | | | | | |
| | 4 | 1 | . 57½ | | | | | | | | | | 1 | |
| | 5 | 5 | . 59 | | | | | 2 | 1 | | | 1 | 1 | |
| | 6 | 1 | . 66 | | | | | | | | | | 1 | |
| | | 10 | | | | | 1 | 1 | 2 | 1 | | | 2 | 3 |
| | | 1 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) |
| | | 11 | | | | | | | | | | | | |
| | Firemen | 1 | 1 | 1. 25 | 1 | | | | | | | | | |
| 2 | | 4 | 1. 80 | | 2 | | | 1 | 1 | | | | | |
| 3 | | 1 | 1. 81 | 1 | | | | | | | | | | |
| 4 | | 1 | 2. 00 | | 1 | | | | | | | | | |
| 5 | | 2 | 2. 25 | 1 | | 1 | | | | | | | | |
| | | 9 | | | 3 | 3 | 1 | 1 | 1 | | | | | |
| Firemen, freight | 1 | 2 | 1. 25 | | | 1 | | | | | | | 1 | |
| | 2 | 22 | 1. 55 | 10 | 2 | 3 | | 1 | 1 | 3 | | 2 | | |
| | 3 | 9 | 1. 75 | | 4 | 5 | | | | | | | | |
| | 4 | 10 | 1. 80 | | 8 | 1 | | | 1 | | | | | |
| | 5 | 3 | 2. 00 | 1 | | 1 | | 1 | | | | | | |
| | 6 | 3 | 2. 25 | 2 | | 1 | | | | | | | | |
| | 49 | | | 13 | 14 | 12 | | 2 | 2 | 3 | 3 | | | |
| Firemen, passenger | 1 | 6 | 1. 55 | 1 | | 3 | | 1 | | | | 1 | | |
| | 2 | 3 | 1. 75 | | | 1 | 2 | | | | | | | |
| | 3 | 3 | 1. 80 | | | | 1 | | 1 | | | | | |
| | 4 | 1 | 2. 00 | | | 1 | | | | | | | | |
| | 13 | | | 1 | | 5 | 4 | 1 | 1 | | 1 | | | |
| Firemen, switching | 1 | 3 | 1. 25 | 2 | | | | 1 | | | | | | |
| | 2 | 4 | 1. 55 | 3 | 1 | | | | | | | | | |
| | 3 | 1 | 2. 00 | | 1 | | | | | | | | | |
| | 8 | | | 5 | 2 | | | 1 | | | | | | |
| Firemen, yard | 1 | 1 | 1. 25 | | | | | 1 | | | | | | |
| | 2 | 1 | 1. 55 | | | | | | | 1 | | | | |
| | 2 | | | | | | | 1 | | 1 | | | | |
| Flagmen | 1 | 2 | 1. 00 | 1 | | 1 | | | | | | | | |
| | 2 | 14 | 1. 20 | 5 | 4 | 3 | | | | | | | 2 | |
| | 3 | 9 | 1. 31½ | 4 | 2 | 1 | | | | | | 2 | | |
| | 25 | | | 10 | 6 | 5 | | | | | | 2 | 2 | |
| Foremen | 1 | 2 | 2. 00 | | 1 | 1 | | | | | | | | |
| | 2 | 1 | 2. 80 | 1 | | | | | | | | | | |
| | 3 | | | 1 | 1 | 1 | | | | | | | | |
| Foreman, painters | 1 | 1 | 2. 25 | | | 1 | | | | | | | | |
| | 1 | | | | | 1 | | | | | | | | |
| Foremen, track laborers | 1 | 59 | 1. 31½ | 8 | 7 | 6 | 3 | 1 | 7 | | | 11 | 16 | |
| | 2 | 10 | 1. 64½ | 1 | 2 | 4 | 1 | | 1 | | | | 1 | |
| | | 69 | | 9 | 9 | 10 | 4 | 1 | 8 | | | 11 | 17 | |

a Rate and time cannot be stated, as he received commission.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 46 (GROUP II)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 163.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|-------------------------|-------------------------|-------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|----------------------------------|---|
| 25 dols. and under | 26 to 50 dols. | 51 to 75 dols. | 76 to 100 doll | 101 to 125 doll | 126 to 150 doll | 151 to 175 doll | 176 to 200 doll | 201 to 225 doll | 226 to 250 doll | 251 to 275 doll | 276 to 300 doll | 301 to 325 doll | 326 to 350 doll | 351 to 375 doll | 376 to 400 doll | 401 to 425 doll | 426 to 450 doll | 451 to 475 doll | 476 to 500 doll | 501 to doll and over | |
| | | | 1 | | | | | | | | | | | | | | | | | | 1 |
| | 1 | | | | | | | | | | | | | | | | | | | | 2 |
| | | 1 | | | | | | | | | | | | | | | | | | | 3 |
| | | | 1 | | | | | 1 | | | | | | | | | | | | | 4 |
| | | | | 2 | 1 | | 1 | 1 | | | | | | | | | | | | | 5 |
| | | | | | | | | | 1 | | | | | | | | | | | | 6 |
| | 1 | 1 | 1 | 2 | 1 | | 1 | 2 | 1 | | | | | | | | | | | | |
| | | 1 | 1 | | | | | | | | | | | | | | | | | | |
| | 1 | 1 | 2 | 2 | 1 | | 1 | 2 | 1 | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| | 1 | 1 | 1 | | | | | | | 1 | | | | | 1 | | | | | | 2 |
| | | 1 | | | | | | 1 | | | | | | | | | | | | | 3 |
| | 1 | | | | | | | 1 | | | | | | | | | | | | | 4 |
| 2 | 2 | 2 | | | | | 1 | | | 1 | | | | | 1 | | | | | | 5 |
| | | | | | 1 | | | | | | | | | | | 1 | | | | | 1 |
| | 9 | 2 | 1 | 1 | 2 | | | | | | 1 | 1 | | 1 | | 1 | | 1 | 2 | | 2 |
| | | 1 | 2 | 3 | 2 | 1 | | | | | | | | | | | | | | | 3 |
| | 1 | | 4 | 4 | 1 | | 1 | | | | | | | 1 | | | | | | | 4 |
| | | 2 | | | | 1 | | | | | | | | | | | | | | | 5 |
| 10 | 5 | 6 | 8 | 5 | 5 | | | | | | 1 | 1 | | 2 | 2 | 1 | | 1 | 2 | | 6 |
| 1 | | | 1 | | 2 | | 1 | 1 | | | | | | | | | | | | a 1 | 1 |
| | | | | | 1 | | 1 | 1 | | | | | | | | | | 1 | | | 2 |
| | | | | | | | 1 | 1 | | | | | | | | | | | | | 3 |
| 1 | | | 1 | | 3 | | 2 | 2 | 2 | | | | | | | | | 1 | | 1 | 4 |
| 1 | 1 | | | | | | | | 1 | | | | | | | | | | | | 1 |
| 2 | 1 | 1 | | | | | | | | | | | | | | | | | | | 2 |
| | | | 1 | | | | | | | | | | | | | | | | | | 3 |
| 3 | 2 | 1 | 1 | | | | | | 1 | | | | | | | | | | | | |
| | | | | | | | | | | 1 | | | | | | | | | | | 1 |
| | | | | | | | | | | 1 | | | | | | 1 | | | | | 2 |
| | | | | | | | | | | | | | | | | | | | | | |
| 1 | 5 | 4 | 2 | | | | | | | | | | | | | | | | | | 1 |
| 5 | 4 | 1 | 1 | | 1 | | | | | | | | | | | | 2 | | 1 | 1 | 2 |
| 4 | | | | | | | | | | | | | | | | | 1 | | | | 3 |
| 10 | 5 | 4 | | 2 | | | | | | | | | | | | | 3 | 1 | | | |
| | | | 1 | | 1 | | | | | | | | | | | | | | | | 1 |
| | | | 1 | | | | | | | | | | | | | | | | | | 2 |
| | | | 1 | 1 | | 1 | | | | | | | | | | | | | | | |
| | | | | | | | 1 | | | | | | | | | | | | | | 1 |
| | | | | | | | 1 | | | | | | | | | | | | | | |
| 6 | 5 | 6 | 1 | 2 | 2 | 1 | 2 | | | 2 | 3 | 2 | | | | 2 | 2 | 6 | 17 | | 1 |
| 1 | 1 | | 4 | | | 1 | 1 | | | | | | | 1 | | | | | | b 1 | 2 |
| 7 | 6 | 6 | 5 | 2 | 2 | 2 | 3 | | | 2 | 3 | 2 | | 1 | | 2 | 2 | 6 | 17 | | |

a \$514.

b \$600.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 46 (GROUP II)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 163.]

| Occupation. | Marginal number. | Number of employees. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | |
|-----------------------------|------------------|----------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-------------------|---|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over | |
| Freighthandlers..... | 1 | 1 | 1.13 | | | | | | | | | | |
| | 2 | 4 | 1.00 | 4 | | | | | | | | | 1 |
| | | 5 | | 4 | | | | | | | | | 1 |
| Gatekeepers..... | 1 | 2 | .98½ | | | | | | | | | 1 | 1 |
| | 2 | 2 | 1.31½ | 1 | | 1 | | | | | | | |
| | | 4 | | 1 | | 1 | | | | | | 1 | 1 |
| Inspectors, car..... | 1 | 2 | 1.00 | 1 | | | | | 1 | | | | |
| | 2 | 5 | 1.25 | 1 | 1 | 3 | | | | | | | |
| | 3 | 10 | 1.31½ | 1 | 1 | 2 | | | 1 | 1 | | 3 | 1 |
| | 4 | 2 | 1.64½ | | | 1 | | | | | | | 1 |
| | 5 | 1 | 1.71 | | | | | | | | | | 1 |
| | | 20 | | 3 | 2 | 6 | | 2 | 1 | | | 3 | 3 |
| Inspectors, lumber..... | 1 | 2 | 1.97 | | 1 | | 1 | | | | | | |
| | | 2 | | | 1 | | 1 | | | | | | |
| Inspector, tie..... | 1 | 1 | 1.64½ | | | | | | | 1 | | | |
| | | 1 | | | | | | | | 1 | | | |
| Janitors..... | 1 | 1 | .20 | | | 1 | | | | | | | |
| | 2 | 1 | .75 | 1 | | | | | | | | | |
| | 3 | 1 | .90 | 1 | | | | | | | | | |
| | 4 | 7 | 1.00 | 6 | | 1 | | | | | | | |
| | 5 | 2 | 1.07 | 1 | | | | | | | | | 1 |
| | | 12 | | 9 | 1 | 1 | | | | | | | 1 |
| Laborers..... | 1 | 1 | .39½ | | | 1 | | | | | | | |
| | 2 | 1 | .50 | 1 | | | | | | | | | |
| | 3 | 2 | .60 | 2 | | | | | | | | | |
| | 4 | 1 | .70 | 1 | | | | | | | | | |
| | 5 | 2 | .75 | 2 | | | | | | | | | |
| | 6 | 1 | .90 | | | | | 1 | | | | | |
| | 7 | 166 | 1.00 | 140 | 13 | 13 | | | | | | | |
| | 8 | 4 | 1.10 | 4 | | | | | | | | | |
| | 9 | 48 | 1.25 | 43 | 3 | 2 | | | | | | | |
| | 10 | 5 | 1.50 | 2 | 3 | | | | | | | | |
| | 11 | 4 | 1.75 | 3 | 1 | | | | | | | | |
| | 12 | 1 | 2.00 | 1 | | | | | | | | | |
| | 13 | 1 | 3.00 | 1 | | | | | | | | | |
| | 237 | | 200 | 20 | 17 | | | | | | | | |
| Laborers, steam shovel..... | 1 | 49 | 1.00 | 13 | 7 | 13 | 7 | 3 | 1 | 5 | | | |
| | | 49 | | 13 | 7 | 13 | 7 | 3 | 1 | 5 | | | |
| Laborers, telegraph..... | 1 | 23 | 1.00 | 20 | | 3 | | | | | | | |
| | 2 | 5 | 1.15 | | 5 | | | | | | | | |
| | 3 | 10 | 1.25 | 6 | 1 | 3 | | | | | | | |
| | 4 | 1 | 1.30 | 1 | | | | | | | | | |
| | 5 | 2 | 1.50 | | | 2 | | | | | | | |
| | 41 | | 27 | 6 | 8 | | | | | | | | |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 46 (GROUP II)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 163.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|--------------------------|--------------------------|-------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|----------------------------|----|
| 25 dolls. and under. | 26 to 50 dolls. | 51 to 75 dolls. | 76 to 100 doll | 101 to 125 doll | 126 to 150 doll | 151 to 175 doll | 176 to 200 doll | 201 to 225 doll | 226 to 250 doll | 251 to 275 doll | 276 to 300 doll | 301 to 325 doll | 326 to 350 doll | 351 to 375 doll | 376 to 400 doll | 401 to 425 doll | 426 to 450 doll | 451 to 475 doll | 476 to 500 doll | 501 doll and over | |
| 4 | 1 | | | | | | | | | | | | | | | | | | | | 1 |
| 4 | 1 | | | | | | | | | | | | | | | | | | | | 2 |
| | 1 | 1 | | | | | | | | | | 1 | | 1 | | | | | | | 1 |
| | 1 | 1 | | | | | | | | | | 1 | | 1 | | | | | | | 2 |
| 1 | | | | | | | 1 | | | | | | | | | | | | | | 1 |
| 1 | 2 | | 1 | 2 | | | | | | | | | | | | | | | | | 2 |
| | 1 | | 1 | | 1 | | | | | 1 | 1 | | | | | | | | 3 | 1 | 3 |
| | | | | | 1 | | | | | | | | | | | | | | | a 1 | 4 |
| | | | | | | | | | | | | | | | | | | | b 1 | | 5 |
| 2 | 3 | | 2 | 2 | 1 | 1 | 1 | | | 1 | 1 | | | | | | | | 3 | 1 | 2 |
| | | | 1 | | | | | | 1 | | | | | | | | | | | | 1 |
| | | | 1 | | | | | | 1 | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | 1 | | | | | | 1 |
| | | | | | | | | | | | | | | | 1 | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | | | | | | | | | | | | | | | | | | | | | 2 |
| 1 | | | | | | | | | | | | | | | | | | | | | 3 |
| 6 | | | 1 | | | | | | | | | | | | 1 | | | | | | 4 |
| 1 | | | | | | | | | | | | | | | | | | | | | 5 |
| 10 | | | 1 | | | | | | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | | | | | | | | | | | | | | | | | | | | | 2 |
| 2 | | | | | | | | | | | | | | | | | | | | | 3 |
| 1 | | | | | | | | | | | | | | | | | | | | | 4 |
| 2 | | | | | | | | | | | | | | | | | | | | | 5 |
| 140 | 13 | 9 | 1 | | | | | | | | | | | | | | | | | | 6 |
| 4 | | | 4 | | | | | | | | | | | | | | | | | | 7 |
| 43 | 3 | 1 | 1 | | | | | | | | | | | | | | | | | | 8 |
| 2 | 2 | 1 | | | | | | | | | | | | | | | | | | | 9 |
| 3 | | 1 | | | | | | | | | | | | | | | | | | | 10 |
| 1 | | | | | | | | | | | | | | | | | | | | | 11 |
| | 1 | | | | | | | | | | | | | | | | | | | | 12 |
| | | | | | | | | | | | | | | | | | | | | | 13 |
| 200 | 19 | 12 | 6 | | | | | | | | | | | | | | | | | | |
| 13 | 7 | 6 | 8 | 4 | 2 | 1 | 2 | | 1 | 2 | 3 | | | | | | | | | | 1 |
| 13 | 7 | 6 | 8 | 4 | 2 | 1 | 2 | | 1 | 2 | 3 | | | | | | | | | | |
| 20 | | 2 | 1 | | | | | | | | | | | | | | | | | | |
| | 3 | 2 | | | | | | | | | | | | | | | | | | | 1 |
| 6 | 1 | 3 | | | | | | | | | | | | | | | | | | | 2 |
| 1 | | | | | | | | | | | | | | | | | | | | | 3 |
| | | | 1 | 1 | | | | | | | | | | | | | | | | | 4 |
| | | | | | 1 | | | | | | | | | | | | | | | | 5 |
| 27 | 4 | 7 | 1 | 1 | 1 | | | | | | | | | | | | | | | | |

a \$600.

b \$624.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 46 (GROUP II)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employ- és. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|--------------------------|------------------|--------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|--|--|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | |
| Laborers, track..... | 1 | 168 | \$0.60 | 73 | 16 | 18 | 11 | 15 | 14 | 17 | 4 | ..... |  |  |
| | 2 | 279 | .70 | 103 | 65 | 66 | 33 | 5 | 4 | 3 | ..... | ..... |  |  |
| | 3 | 15 | .75 | 5 | 4 | 3 | 2 | 1 | ..... | ..... | ..... | ..... |  |  |
| | 4 | 26 | .85 | 4 | 11 | 5 | 3 | ..... | 2 | 1 | ..... | ..... |  |  |
| | 5 | 338 | .90 | 135 | 65 | 72 | 28 | 22 | 8 | 6 | 2 | ..... |  |  |
| | 6 | 484 | 1.00 | 295 | 102 | 62 | 10 | 3 | 3 | 1 | 6 | 2 | | |
| | 7 | 54 | 1.25 | 54 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |  |
| | 8 | 1 | 1.75 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |  |
| | 9 | 1 | 2.00 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |  |
| | | 1,366 | ..... | 671 | 263 | 226 | 87 | 46 | 31 | 28 | 12 | 2 | | |
| Linemen..... | 1 | 1 | 1.31½ | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |  |
| | 2 | 1 | 1.97 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |  |
| | 3 | 2 | 2.00 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |  |
| | | 4 | ..... | 2 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |  |
| Lockkeepers..... | 1 | 2 | .89 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 | | |
| | 2 | 1 | .98½ | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... |  |  |
| | 3 | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | 2 | | |
| Machinists' helpers..... | 1 | 9 | 1.00 | 3 | 3 | ..... | 1 | ..... | ..... | 1 | 1 | ..... |  |  |
| | 9 | ..... | ..... | 3 | 3 | ..... | 1 | ..... | ..... | 1 | 1 | ..... |  |  |
| Mail carrier..... | 1 | 1 | .49½ | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | | |
| | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | | |
| Messengers..... | 1 | 6 | .33 | 1 | 3 | ..... | ..... | ..... | ..... | 1 | 1 | ..... |  |  |
| | 2 | 3 | .39½ | 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | 1 | | |
| | 3 | 3 | .49½ | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | 2 | | |
| | 4 | 1 | .59 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |  |
| | 5 | 1 | .85½ | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | | |
| | | 14 | ..... | 2 | 6 | ..... | ..... | ..... | ..... | 1 | 4 | 1 | | |
| Moulders..... | 1 | 3 | 1.25 | 1 | 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... |  |  |
| | 2 | 1 | 1.80 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |  |
| | 3 | 1 | 2.00 | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... |  |  |
| | 4 | 2 | 2.25 | 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |  |
| | 5 | 1 | 2.50 | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... |  |  |
| | | 8 | ..... | 3 | 2 | 1 | ..... | 1 | ..... | 1 | ..... | ..... |  |  |
| Moulders' helpers..... | 1 | 1 | .75 | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... |  |  |
| | 2 | 1 | 1.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | | |
| | 3 | 1 | 1.25 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |  |
| | | 3 | ..... | 1 | ..... | ..... | ..... | 1 | ..... | ..... | 1 | ..... |  |  |
| Painters' helpers..... | 1 | 1 | 1.00 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |  |
| | 2 | 1 | .75 | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... |  |  |
| | | 2 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | 1 | ..... | ..... |  |  |
| Porters..... | 1 | 4 | .59 | 1 | ..... | 1 | ..... | ..... | 1 | 1 | ..... | ..... |  |  |
| | 2 | 2 | .82 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |  |
| | 6 | ..... | ..... | 3 | ..... | 1 | ..... | ..... | 1 | 1 | ..... | ..... |  |  |
| Repairers, line..... | 1 | 1 | 1.64½ | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | | |
| | 2 | 3 | 1.97 | ..... | 1 | 1 | 1 | ..... | ..... | ..... | ..... | ..... |  |  |
| | 4 | ..... | ..... | ..... | 1 | 1 | 1 | ..... | ..... | ..... | ..... | 1 | | |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 46 (GROUP III)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|--------------------------|--------------------------|-------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|----------------------------|----|
| 25 dolls. and under | 26 to 50 dolls. | 51 to 75 dolls. | 76 to 100 doll | 101 to 125 doll | 126 to 150 doll | 151 to 175 doll | 176 to 200 doll | 201 to 225 doll | 226 to 250 doll | 251 to 275 doll | 276 to 300 doll | 301 to 325 doll | 326 to 350 doll | 351 to 375 doll | 376 to 400 doll | 401 to 425 doll | 426 to 450 doll | 451 to 475 doll | 476 to 500 doll | 501 doll and over | |
| 87 | 15 | 9 | 11 | 12 | 12 | 13 | 9 | | | | | | | | | | | | | | 1 |
| 133 | 68 | 49 | 16 | 5 | 2 | 3 | 3 | | | | | | | | | | | | | | 2 |
| 6 | 5 | 1 | 2 | | | 1 | | | | | | | | | | | | | | | 3 |
| 6 | 11 | 3 | 1 | 2 | | 1 | 1 | | 1 | | | | | | | | | | | | 4 |
| 147 | 63 | 43 | 25 | 20 | 12 | 11 | 4 | 5 | 3 | 3 | 2 | | | | | | | | | | 5 |
| 295 | 103 | 42 | 19 | 10 | | 1 | 2 | 2 | 1 | | 1 | 5 | 1 | 2 | | | | | | | 6 |
| 54 | | | | | | | | | | | | | | | | | | | | | 7 |
| 1 | | | | | | | | | | | | | | | | | | | | | 8 |
| 1 | | | | | | | | | | | | | | | | | | | | | 9 |
| 730 | 265 | 147 | 74 | 49 | 26 | 30 | 19 | 7 | 5 | 3 | 3 | 5 | 1 | 2 | | | | | | | |
| | | 1 | | | | | | | | | | | | | | | | | | | 1 |
| | | 1 | | | | | | | | | | | | | | | | | | | 2 |
| 2 | | | | | | | | | | | | | | | | | | | | | 3 |
| 2 | | 1 | 1 | | | | | | | | | | | | | | | | | | |
| | | 1 | | | | | | | | | | 2 | | | | | | | | | 1 |
| | | 1 | | | | | | | | | | 2 | | | | | | | | | 2 |
| 3 | 3 | | | | 1 | | | | | | 1 | 1 | | | | | | | | | 1 |
| 3 | 3 | | | | 1 | | | | | | 1 | 1 | | | | | | | | | |
| | | | | | | | 1 | | | | | | | | | | | | | | 1 |
| | | | | | | | 1 | | | | | | | | | | | | | | |
| 4 | | | 1 | 1 | | | | | | | | | | | | | | | | | 1 |
| 2 | | | | | 1 | | | | | | | | | | | | | | | | 2 |
| 1 | | | | | | 2 | | | | | | | | | | | | | | | 3 |
| | 1 | | | | | | | | | | | | | | | | | | | | 4 |
| | 1 | | | | | | | | | | 1 | | | | | | | | | | 5 |
| 7 | 1 | | 1 | 1 | 1 | 2 | | | | | 1 | | | | | | | | | | |
| 1 | 1 | | 1 | | | | | | | | | | | | | | | | | | 1 |
| 1 | | | 1 | | | | | | | | | | | 1 | | | | | | | 2 |
| 1 | | | 1 | | | | | | | | | | | | | | | | | | 3 |
| 1 | | | 1 | | | | | | | | | | | | | | | | | | 4 |
| 1 | | | 1 | | | | | | | | | | | | | | | | | | 5 |
| 3 | 1 | | 2 | | | | | | | | | | | | 1 | | | | | | a1 |
| | | | | | | 1 | | | | | | 1 | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | | | | | 2 |
| 1 | | | | | | | | | | | | | | | | | | | | | 3 |
| 1 | | | | | | 1 | | | | | | 1 | | | | | | | | | |
| | 1 | | | | | | | | 1 | | | | | | | | | | | | 1 |
| | 1 | | | | | | | | 1 | | | | | | | | | | | | 2 |
| 1 | | 1 | | 1 | | 1 | | | | | | | | | | | | | | | 1 |
| 2 | | | | | | | | | | | | | | | | | | | | | 2 |
| 3 | | 1 | | 1 | | 1 | | | | | | | | | | | | | | | |
| | | | 1 | 1 | | | 1 | | | | | | | | | | | | | | b1 |
| | | | 1 | 1 | | | 1 | | | | | | | | | | | | | | 2 |
| | | | 1 | 1 | | | 1 | | | | | | | | | | | | | | 1 |

a \$713.

b \$571.

REPORT OF THE COMMISSIONER OF LABOR.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 46 (GROUP II)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employ- ees. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | |
|--------------------------|------------------|---------------------------|---|--|-------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|-----------------------------------|--|--|--|--|--|--|--|--|--|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 to days and over. | | | | | | | | | |
| Rodmen..... | 1 | 5 | \$0.98 $\frac{1}{2}$ | 2 | 1 | 2 | | | | | | | | | | | | | | | |
| | 2 | 1 | 1.00 | 1 | | | | | | | | | | | | | | | | | |
| | 3 | 1 | 1.48 | | | 1 | | | | | | | | | | | | | | | |
| Sand driers | | 7 | | 3 | 1 | 3 | | | | | | | | | | | | | | | |
| | 1 | 2 | .16 $\frac{1}{2}$ | | | 1 | | | | 1 | | | | | | | | | | | |
| | | 2 | | | | 1 | | | | 1 | | | | | | | | | | | |
| | 1 | 1 | .10 | 1 | | | | | | | | | | | | | | | | | |
| Signalmen..... | 2 | 1 | .49 $\frac{1}{2}$ | 1 | | | | | | | | | | | | | | | | | |
| | 3 | 4 | 1.15 | 2 | 1 | 1 | | | | | | | | | | | | | | | |
| | 4 | 2 | 1.18 | | | | | | | | | | | | | | | | | | |
| | 5 | 3 | 1.25 | 1 | 1 | | | | | | | | | | | | | | | | |
| | 6 | 2 | 1.31 $\frac{1}{2}$ | | | | | | | | | | | | | | | | | | |
| | | 13 | | | 5 | 2 | 1 | 1 | | | | | | | | | | | | | |
| Stonemasons..... | 1 | 1 | 2.00 | 1 | | | | | | | | | | | | | | | | | |
| | 2 | 1 | 2.50 | 1 | | | | | | | | | | | | | | | | | |
| | 3 | 2 | 3.00 | 2 | | | | | | | | | | | | | | | | | |
| | | 4 | | | 4 | | | | | | | | | | | | | | | | |
| Switchmen..... | 1 | 27 | 1.15 | 18 | 1 | 4 | 1 | 1 | | | | | | | | | | | | | |
| | 2 | 34 | 1.31 $\frac{1}{2}$ | 15 | 9 | 9 | | | | | | | | | | | | | | | |
| | 3 | 15 | 1.35 | 9 | 2 | | 2 | 1 | | | | | | | | | | | | | |
| | | 76 | | 42 | 12 | 13 | 3 | 2 | | | | | | | | | | | | | |
| Telegraph operators..... | 1 | 34 | 1.15 | 11 | 6 | 13 | 3 | | 1 | | | | | | | | | | | | |
| | 2 | 25 | 1.31 $\frac{1}{2}$ | 1 | 8 | 9 | 4 | 1 | | | | | | | | | | | | | |
| | 3 | 2 | 1.64 $\frac{1}{2}$ | | | 2 | | | | | | | | | | | | | | | |
| | 61 | | 12 | 14 | 24 | 7 | 1 | 1 | | | | | | | | | | | | | |
| Timekeeper | 1 | 2 | 1.31 $\frac{1}{2}$ | 2 | | | | | | | | | | | | | | | | | |
| | | 2 | | 2 | | | | | | | | | | | | | | | | | |
| Tinsmiths..... | 1 | 2 | 1.75 | | | | 1 | 1 | | | | | | | | | | | | | |
| | 2 | 1 | 2.00 | | 1 | | | | | | | | | | | | | | | | |
| | 3 | 1 | 2.25 | | | | | | | | | | | | | | | | | | |
| | | 4 | | | 1 | | 1 | 1 | | | | | | | | | | | | | |
| Track walkers..... | 1 | 6 | .70 | | 6 | | | | | | | | | | | | | | | | |
| | 2 | 2 | .90 | | 2 | | | | | | | | | | | | | | | | |
| | 8 | | | 8 | | | | | | | | | | | | | | | | | |
| Upholsterer..... | 1 | 1 | 2.25 | | | | | | 1 | | | | | | | | | | | | |
| | | 1 | | | | | | | 1 | | | | | | | | | | | | |
| Waiters on special..... | 1 | 9 | 1.00 | 9 | | | | | | | | | | | | | | | | | |
| | | 9 | | 9 | | | | | | | | | | | | | | | | | |
| Warehouseman..... | 1 | 1 | .66 | | | | 1 | | | | | | | | | | | | | | |
| | | 1 | | | | | 1 | | | | | | | | | | | | | | |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 46 (GROUP II)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|--------------------------|--------------------------|-------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|----------------------------|---|
| 25 dolls. and under | 26 to 50 dolls. | 51 to 75 dolls. | 76 to 100 doll | 101 to 125 doll | 126 to 150 doll | 151 to 175 doll | 176 to 200 doll | 201 to 225 doll | 226 to 250 do l | 251 to 275 doll | 276 to 300 doll | 301 to 325 doll | 326 to 350 doll | 351 to 375 doll | 376 to 400 doll | 401 to 425 doll | 426 to 450 doll | 451 to 475 doll | 476 to 500 doll | 501 doll and over | |
| 2 | 1 | 2 | | | | | | | | | | | | | | | | | | | 1 |
| 1 | | | | | 1 | | | | | | | | | | | | | | | | 2 |
| | | | | | | | | | | | | | | | | | | | | | 3 |
| 3 | 1 | 2 | | | 1 | | | | | | | | | | | | | | | | |
| 1 | 1 | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | 1 | | | | | | | | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | | | | | | | | | | | | | | | | | | | | | 2 |
| 1 | 1 | | | | | | | | | | | | | | | | | | | | 3 |
| 2 | 1 | | | | | | | | | | | | | | | | | | | | 4 |
| | 2 | | | | | | 1 | | | | | | | 1 | 1 | | | | | | 5 |
| | | 2 | | | | | | | | | | | | 1 | | | | | | 1 | 6 |
| 4 | 3 | | 1 | | | | 1 | | | | | | 1 | 2 | | | | | | 1 | |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | | | | | | | | | | | | | | | | | | | | | 2 |
| 2 | | | | | | | | | | | | | | | | | | | | | 3 |
| 4 | | | | | | | | | | | | | | | | | | | | | |
| 18 | 1 | | 2 | 2 | | 1 | | 1 | | | | | 1 | | | | 1 | | | | 1 |
| 12 | 8 | | 5 | 1 | | | | | | | | | | | | | 1 | | | | 2 |
| 9 | 1 | 7 | 1 | 1 | 1 | | | | 1 | | | | | 1 | | | | | | | 3 |
| 39 | 10 | 8 | 7 | 3 | 1 | 2 | | 1 | 1 | | | | 1 | 1 | | | 2 | | | | |
| 9 | 6 | 10 | 4 | 3 | 1 | | | | | 1 | | | | | | | | | | | 1 |
| 1 | 4 | 5 | 3 | 3 | 4 | 2 | | | 1 | | | | | | | | 1 | | 1 | | 2 |
| | | 1 | 1 | | 1 | | | | | | | | | | | | | | | | 3 |
| 10 | 10 | 15 | 8 | 6 | 5 | 3 | | | 1 | 1 | | | | | | | 1 | | 1 | | |
| 1 | 1 | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | 1 | | | | | | | | | | | | | | | | | | | | |
| | | 1 | | | | | | 1 | | | 1 | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | | | | a | 1 |
| | | 1 | | | | | | 1 | | | 1 | | | | | | | | | | 1 |
| 6 | | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | 1 | | | | | | | | | | | | | | | | | | | | 2 |
| 7 | 1 | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | 1 | | | | | | | | 1 |
| | | | | | | | | | | | | | 1 | | | | | | | | |
| 9 | | | | | | | | | | | | | | | | | | | | | 1 |
| 9 | | | | | | | | | | | | | | | | | | | | | 1 |
| | 1 | | | | | | | | | | | | | | | | | | | | 1 |
| | 1 | | | | | | | | | | | | | | | | | | | | 1 |

a \$601.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 46 (GROUP II)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500—Concluded.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 163.]

| Occupation. | Marginal number. | Number of employ- ees. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | |
|------------------|------------------|---------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|---|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | |
| Watchmen..... | 1 | 1 | \$0.60 | | | | | | | | | 1 | |
| | 2 | 16 | .70 | 6 | 8 | 2 | | | | | | | |
| | 3 | 1 | .75 | | | 1 | | | | | | | |
| | 4 | 99 | .90 | 20 | 26 | 29 | 8 | 6 | 4 | | 1 | 4 | 1 |
| | 5 | 8 | .98½ | 4 | | | | | | | 1 | 2 | 1 |
| | 6 | 15 | 1.00 | 8 | 5 | 1 | | | | | | 1 | |
| | 7 | 5 | 1.15 | 1 | | 2 | 1 | 1 | | | | | |
| | 8 | 1 | 1.20 | 1 | | | | | | | | | |
| | 9 | 3 | 1.25 | | 2 | 1 | | | | | | | |
| | 10 | 2 | 1.31½ | | | 1 | | | | | 1 | | |
| | 11 | 1 | 1.35 | | | | | | | | | | 1 |
| | 12 | 1 | 1.48 | | | | | | | | | | 1 |
| | 13 | 1 | 1.50 | | 1 | | | | | | | | |
| | | 154 | | 41 | 41 | 37 | 9 | 7 | 4 | 3 | 8 | 4 | |
| Water boy..... | 1 | 1 | .65 | 1 | | | | | | | | | |
| | | 1 | | 1 | | | | | | | | | |
| Wipers..... | 1 | 1 | .16½ | | | 1 | | | | | | | |
| | 2 | 58 | 1.00 | 19 | 13 | 13 | 4 | 4 | 3 | | | | |
| | 3 | 4 | 1.10 | | 1 | 1 | | | | | 2 | | |
| | 4 | 1 | 1.15 | | | | | 1 | | | 2 | | |
| | 5 | 1 | 1.25 | | | 1 | | | | | | | |
| | 6 | 1 | 1.48 | | | 1 | | | | | | | |
| | | 66 | | 19 | 14 | 17 | 4 | 5 | 3 | | 4 | | |
| Yardmasters..... | 1 | 8 | 1.64½ | 2 | | | | | 1 | | | | |
| | 2 | 2 | 1.81 | 1 | | | 1 | | | | | | |
| | 3 | 9 | 2.14 | 2 | 2 | 4 | | 1 | | | | | |
| | 4 | 6 | 2.30 | 2 | 2 | | | | 1 | | 1 | | |
| | 5 | 1 | 2.63 | 1 | | | | | | | | | |
| | 6 | 1 | 3.29 | | | 1 | | | | | | | |
| | | 22 | | 8 | 4 | 5 | 1 | 1 | 2 | | 1 | | |

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000.

| Occupation. | Marginal number. | Number of employ- ees. | Actual daily earnings or daily rate nearest to average [daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | |
|-----------------------------|------------------|---------------------------|---|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. |
| Agents, freight and ticket. | 1 | 1 | \$0.39½ | | | | | | | | | 1 |
| | 2 | 1 | .66 | | | | | | | | | 1 |
| | 3 | 3 | .82 | | | | | 1 | 1 | | | 1 |
| | 4 | 1 | 1.15 | | | | | | | | | |
| | 5 | 4 | 1.31½ | | 2 | | 1 | 1 | | | | |
| | 6 | 2 | 2.63 | | | | | | | | | 1 |
| | | 12 | | | 2 | | 1 | 3 | 1 | | | 1 |
| | | 47 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) |
| | 59 | | | | | | | | | | | |

a Rate and time cannot be stated, as they worked by the day and received commission.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 46 (GROUP II)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500.—Concluded.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | | |
|---|--------------------------|--------------------------|-------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|----------------------------|-----|----|
| 25 dolls. and under | 26 to 50 dolls. | 51 to 75 dolls. | 76 to 100 doll | 101 to 125 doll | 126 to 150 doll | 151 to 175 doll | 176 to 200 doll | 201 to 225 doll | 226 to 250 doll | 251 to 275 doll | 276 to 300 doll | 301 to 325 doll | 326 to 350 doll | 351 to 375 doll | 376 to 400 doll | 401 to 425 doll | 426 to 450 doll | 451 to 475 doll | 476 to 500 doll | 501 doll and over | | |
| 14 | 1 | 1 | | | | | | 1 | | | | | | | | | | | | | | 1 |
| 25 | 23 | 1 | 7 | 5 | 3 | 3 | 3 | 1 | | 1 | 1 | 2 | 2 | 1 | 1 | | | | | | | 2 |
| 4 | | 23 | | | | | | | | | 1 | | 1 | 1 | | | | | | | | 3 |
| 8 | 5 | 1 | | | | 1 | 1 | | | | | | | 1 | | | | | | | | 4 |
| 1 | | 1 | 1 | | | | | | | | | | | 1 | | | | | | | | 5 |
| 1 | | | | | | | | | | | | | | | | | | | | | | 6 |
| | | | 2 | | | | | | | | | | | | 1 | | | | | | | 7 |
| | | | | 1 | | | | | | | | | | | | | | | | | | 8 |
| | | | | 1 | | | | | | | | | | | | | | | | | | 9 |
| | | | | | | | | | | | | | | | | | | | | | | 10 |
| | | | | | | | | | | | | | | | | | | | | | 1 | 11 |
| | | | | | | | | | | | | | | | | | | | | | a 1 | 12 |
| | | | | | | | | | | | | | | | | | | | | | | 13 |
| | 1 | | | | | | | | | | | | | | | | | | | | | |
| 53 | 30 | 29 | 8 | 7 | 4 | 4 | 3 | 2 | | 1 | 2 | 2 | 3 | 3 | 1 | | | | | | 1 | 1 |
| 1 | | | | | | | | | | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | | |
| 1 | 13 | 9 | 4 | 3 | 1 | 2 | 2 | 1 | 2 | | | | | 1 | 1 | | | | | | | 1 |
| 19 | 1 | | 1 | | | | | 1 | | | | | | 2 | | | | | | | | 2 |
| | | | | | | | | | | | | | | | | | | | | | | 3 |
| | | | 1 | | | | | | | | | | | | | | | | | | | 4 |
| | | | | 1 | | | | | | | | | | | | | | | | | | 5 |
| | | | | | | | | | | | | | | | | | | | | | | 6 |
| 20 | 14 | 9 | 6 | 4 | 1 | 2 | 3 | 1 | 2 | | | | | 3 | 1 | | | | | | | |
| 1 | 1 | | | | | | | | 1 | | | | | | 1 | | | | | | | 1 |
| | 1 | | | | | | | | | | | | | | | | | | | | | 2 |
| | 1 | | 1 | | 1 | 2 | 1 | | | | | | | 1 | | | | | | | | 3 |
| | 1 | | 1 | | 1 | | | | | | | | | | | | | | | | | 4 |
| | 1 | | 1 | | | | | | | | | | | | | | | | | | | 5 |
| | | | | | | | | | | | | | | | | | | | | | | 6 |
| 3 | 5 | 2 | 2 | | 1 | 2 | 1 | 1 | | | | | 1 | 1 | 1 | | | | | | | 2 |

a \$540.

b One \$567, one \$730.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000.

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | | |
|---|---------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|-----------------------------|---|---|
| 50 dolls. and under | 51 to 100 dolls. | 101 to 150 dolls. | 151 to 200 doll | 201 to 250 doll | 251 to 300 doll | 301 to 350 doll | 351 to 400 doll | 401 to 450 doll | 451 to 500 doll | 501 to 550 doll | 551 to 600 doll | 601 to 650 doll | 651 to 700 doll | 701 to 750 doll | 751 to 800 doll | 801 to 850 doll | 851 to 900 doll | 901 to 950 doll | 951 to 1000 doll | 1001 doll and over | | |
| | | 1 | | | | | | | | | | | | | | | | | | | | 1 |
| | | 1 | 1 | | | | | | | | | | | | | | | | | | | 2 |
| | | | 1 | | | | | | | | | | | | | | | | | | | 3 |
| | | | | 1 | | | | | | | | | | | | | | | | | | 4 |
| | | | | | 1 | | | | | | | | | | | | | | | | | 5 |
| | | | | | | 1 | | | | | | | | | | | | | | | | 6 |
| | | | | | | | 1 | | | | | | | | | | | | | | | |
| 1 | 1 | 3 | 2 | 1 | 2 | | | | | | | | | | 1 | | | | | | 1 | |
| 7 | 6 | 4 | 6 | 2 | 4 | 1 | 2 | 3 | 5 | 1 | 1 | 3 | 1 | 1 | | | | | | | | |
| 8 | 7 | 7 | 8 | 3 | 6 | 1 | 2 | 3 | 5 | 1 | 1 | 3 | 1 | 1 | 1 | | | | | | 1 | |

c \$1,103.

REPORT OF THE COMMISSIONER OF LABOR.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 46 (GROUP II)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employ- és. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|------------------------|---|--------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|---|--|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | |
| Agent, purchasing..... | 1 | 1 | \$4.44 | | | | | | | 1 | | | | |
| | | 1 | | | | | | | | 1 | | | | |
| Baggagemasters | 1 2 | 5 | 2.30 | 2 | 1 | 1 | | | | 1 | | | | |
| | | 3 | 2.40 | 1 | | | | | | | | 2 | | |
| | | 8 | | 3 | 1 | 1 | | | | 1 | | 2 | | |
| Blacksmiths | 1 2 3 4 5 6 7 8 | 1 | .98½ | | | | 1 | | | | | | | |
| | | 1 | 1.50 | 1 | | | | | | | | | | |
| | | 1 | 1.75 | | | 1 | | | | | | | | |
| | | 1 | 2.00 | | 1 | | | | | | | | | |
| | | 3 | 2.25 | | 1 | | | | | | 1 | 1 | | |
| | | 1 | 2.35 | | | | 1 | | | | | | | |
| | | 1 | 2.50 | | | | | | | | 1 | | | |
| | | 1 | 2.75 | | | | | | | | 1 | | | |
| | | 10 | | 1 | 2 | 2 | 1 | | | | 3 | 1 | | |
| | | Boilermakers | 1 2 | 1 | 2.35 | 1 | | | | | | | | |
| 1 | 2.40 | | | | | | | | | 1 | | | | |
| 2 | | | | 1 | | | | | | | | | | |
| Carpenters..... | 1 2 3 4 5 6 7 8 9 10 11 12 | 1 | 1.00 | 1 | | | | | | | | | | |
| | | 2 | 1.10 | 2 | | | | | | | | | | |
| | | 13 | 1.25 | 2 | 5 | 3 | | 1 | 1 | 1 | | | | |
| | | 2 | 1.40 | | 1 | 1 | | | | | | | | |
| | | 57 | 1.50 | 33 | 16 | 2 | 2 | 2 | 1 | | | 1 | | |
| | | 4 | 1.65 | | 1 | 1 | | | | | | | | |
| | | 177 | 1.75 | 78 | 40 | 34 | 15 | 3 | 1 | 5 | 1 | | | |
| | | 81 | 2.00 | 22 | 13 | 22 | 8 | | 4 | 8 | 4 | | | |
| | | 2 | 2.10 | | | | 1 | | | | 1 | | | |
| | | 8 | 2.25 | 2 | 1 | | | | | 3 | 1 | | | |
| | | 1 | 2.35 | | | | | | | 1 | | | | |
| | | 1 | 2.50 | 1 | | | | | | 1 | | | | |
| | | 349 | | 141 | 77 | 64 | 25 | 7 | 7 | 20 | 8 | | | |
| Cashiers | 1 2 3 | 1 | 2.30 | | | | | | | | | | | |
| | | 1 | 2.46½ | | | | | | | | | 1 | | |
| | | 1 | 2.96 | | | | 1 | | | | | | 1 | |
| 3 | | | | | 1 | | | | | | | 2 | | |
| Clerks | 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 | 2 | .39½ | | | 1 | | | | 1 | | | | |
| | | 1 | .49½ | | | | | | | | | | 1 | |
| | | 2 | .50 | 1 | | | | | | 1 | | | | |
| | | 1 | .59 | | | | | | 1 | | | | | |
| | | 2 | .66 | | | | | | | | | | | |
| | | 7 | .82 | 1 | | | 2 | | | | | 1 | 2 | |
| | | 4 | .98½ | | | | 3 | | | | | 2 | 1 | |
| | | 2 | 1.15 | | | | 1 | | | | | | 2 | |
| | | 5 | 1.31½ | 2 | | | | | | | | 1 | 2 | |
| | | 5 | 1.48 | | 1 | | | | | | 1 | | 3 | |
| | | 3 | 1.64½ | | | | | | | | | 2 | 1 | |
| | | 2 | 1.81 | | | | 1 | | | | | | 1 | |
| | | 3 | 1.97 | | 1 | 1 | | | | | | | 1 | |
| | | 4 | 2.30 | | | | | | | | | 2 | 2 | |
| | | 3 | 2.46½ | | 1 | | | | | | | | 2 | |
| | | 3 | 2.63 | | | | | | | | | 1 | 2 | |
| | | 1 | 2.96 | | | | | | | | | | 1 | |
| | | 1 | 3.29 | | | | | | | | | | 1 | |
| | | 2 | 3.62 | | | | | | | | | | 1 | |
| 53 | | 4 | 3 | 9 | | 1 | 1 | 2 | 9 | 24 | | | | |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 46 (GROUP II)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|---------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|---------------------|----|
| 50 dolls. and under | 51 to 100 dolls. | 101 to 150 dolls. | 151 to 200 doll | 201 to 250 doll | 251 to 300 doll | 301 to 350 doll | 351 to 400 doll | 401 to 450 doll | 451 to 500 doll | 501 to 550 doll | 551 to 600 doll | 601 to 650 doll | 651 to 700 doll | 701 to 750 doll | 751 to 800 doll | 801 to 850 doll | 851 to 900 doll | 901 to 950 doll | 951 to 1000 doll | 1001 and over | |
| | | | | | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | | | 1 | | |
| 2 | | 1 | | 1 | | | | | | 1 | | | | | | | | | | | 1 |
| 1 | | | | | | | | | | | | | | | 1 | 1 | | | | | 2 |
| 3 | | 1 | | 1 | | | | | | 1 | | | | | 1 | 1 | | | | | |
| | | | 1 | | | | | | | | | | | | | | | | | | 1 |
| 1 | | | 1 | | | | | | | | | | | | | | | | | | 2 |
| | | 1 | | | | | | | | | | | | | | | | | | | 3 |
| | 1 | | | | | | | | | | | | | | | | | | | | 4 |
| | | 1 | | | | | | | | | | | 1 | 1 | | | | | | | 5 |
| | | | 1 | | | | | | | | | | | | 1 | | | | | | 6 |
| | | | | 1 | | | | | | | | | | | | 1 | | | | | 7 |
| | | | | | | | | | | | | | | | | 1 | 1 | | | | 8 |
| 1 | 2 | 2 | 1 | | | | | | | | | | 1 | 1 | | 1 | 1 | | | | |
| | | 1 | | | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | 1 | | | | | | | 2 |
| | | 1 | | | | | | | | | | | | 1 | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| 2 | | | | | | | | | | | | | | | | | | | | | 2 |
| 3 | 6 | 1 | | | 1 | 1 | | 1 | | | | | | | | | | | | | 3 |
| 1 | | | | | | | | | | 1 | | | | | | | | | | | 4 |
| 41 | 10 | | 2 | 1 | 1 | 1 | | | 1 | 2 | | | | | | | | | | | 5 |
| 1 | | | 1 | | | | | | | 1 | | | | | | | | | | | 6 |
| 85 | 37 | 25 | 14 | 5 | 4 | | | | 1 | 4 | 1 | 1 | | | | | | | | | 7 |
| 22 | 12 | 15 | 8 | 4 | 4 | | | | 3 | 1 | 1 | | | | | | | | | | 8 |
| | | | 1 | | | | | | | | | | | | | | | | | | 9 |
| 2 | 1 | | | | | | | 1 | | | | | | | | | | | | | 10 |
| | | | | | | | | | | | | | | | | | | | | | 11 |
| 1 | | | | | | | | | | | | | | | | | | | | | 12 |
| 159 | 66 | 42 | 26 | 11 | 10 | 1 | 1 | 5 | 8 | 2 | 8 | 8 | 2 | | | | | | | | |
| | | | | | | | | | | | | | | | | | 1 | | | | 1 |
| | | | 1 | | | | | | | | | | | | | | | 1 | | | 2 |
| | | | | | | | | | | | | | | | | | | | | | 3 |
| | | | 1 | | | | | | | | | | | | | | 1 | | 1 | | |
| 1 | 1 | | | | | | | | | | | | | | | | | | | | 1 |
| | | | 1 | | | | | | | | | | | | | | | | | | 2 |
| | | | | | | | | | | | | | | | | | | | | | 3 |
| | | | 1 | | | | | | | | | | | | | | | | | | 4 |
| 1 | 1 | | | | | | | | | | | | | | | | | | | | 5 |
| 3 | 1 | | | | 1 | 2 | | | | | | | | | | | | | | | 6 |
| | 1 | | | | | 2 | 1 | | | | | | | | | | | | | | 7 |
| | | | | | | | | 2 | | | | | | | | | | | | | 8 |
| | | | | | | | | | 3 | | | | | | | | | | | | 9 |
| | 1 | | | | | | | 1 | | 2 | 1 | | | | | | | | | | 10 |
| | | | | | | | | | | 1 | 2 | | | | | | | | | | 11 |
| | 1 | 1 | | | | | | | | | | | | 1 | | | | | | | 12 |
| | | | | | | | | | | | | | | | | | | | | | 13 |
| | | | 1 | | | | | | | | | | | | | 4 | | | | | 14 |
| | | | | | | | | | | | | | | | | | 2 | | | | 15 |
| | | | | | | | | | | | | | | | | | 1 | 1 | 1 | | 16 |
| | | | | | | | | | | | | | | | | | | | | a | 17 |
| | | | | | | | | | | | | | | | | | | | | b | 18 |
| | | | | | | | | | | | | | | | | | | | | c | 19 |
| 8 | 6 | 4 | 2 | | 1 | 4 | 1 | 3 | 3 | 3 | 3 | | 1 | 1 | | 4 | 3 | 1 | 1 | 4 | |

a \$1,080.

b \$1,200.

c \$1,320.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 46 (GROUP II)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employ- ees. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|----------------------------|------------------|---------------------------|---|--|-------------------------|--------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|-----------------------------|-----|-----|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days. | 151 to 200 days. | 201 to 250 days. | 251 to 300 days. | 301 to 365 days. | 366 days and over. | | |
| Collector | 1 | 1 | \$2.74 | | | | | | | | | | | 1 |
| | | 1 | | | | | | | | | | | | 1 |
| Conductors | 1 | 5 | 2.30 | | 2 | | 2 | | | | | | | 1 |
| | 2 | 2 | 2.40 $\frac{1}{2}$ | | | | | | 1 | | | | 1 | |
| | 3 | 2 | 2.63 | | 2 | | | | | | | | | |
| | 4 | 1 | 2.66 | | | | | | | | | | 1 | |
| | 5 | 2 | 2.75 | 1 | 1 | | | | | | | | | |
| | 6 | 5 | 2.90 | 5 | | | | | | | | | | |
| | 17 | | | 6 | 5 | | 2 | | 1 | | | 2 | 1 | |
| Dispatchers | 1 | 2 | 2.80 | | | | | | | | | | | 2 |
| | 2 | 1 | 3.22 | | | | 1 | | | | | | | |
| | 3 | 1 | 4.11 | | | | 1 | | | | | | | |
| | | 4 | | | | | 2 | | | | | | | 2 |
| Engineers, assistant | 1 | 4 | 2.63 | | 2 | 1 | | | | | | | | 1 |
| | 2 | 2 | 3.29 | | | | | | 1 | 1 | | | | |
| | | 6 | | | 2 | 1 | | 1 | 1 | | | | | 1 |
| Engineers, switching | 1 | 2 | 1.25 | 1 | 1 | | | | | | | | | |
| | 2 | 10 | 2.50 | 1 | 1 | 7 | | | | | | 1 | | |
| | 3 | 1 | 3.50 | | | | | | | 1 | | | | |
| | | 13 | | | 2 | 2 | 7 | | | | 1 | 1 | | |
| | | 6 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) |
| | | 19 | | | | | | | | | | | | |
| Foremen, carpenters | 1 | 1 | 1.97 | | | | | | | | | | 1 | |
| | 2 | 1 | 2.25 | | 1 | | | | | | | | | |
| | 3 | 11 | 2.46 $\frac{1}{2}$ | | | 3 | 2 | | | 1 | | | 1 | 3 |
| | 4 | 1 | 2.50 | | 1 | | | | | | | | | |
| | 14 | | | | 3 | 3 | 2 | | 1 | | | 2 | 3 | |
| Foremen, shop | 1 | 2 | 2.63 | | | | | | | | | | | 2 |
| | 2 | 1 | 2.96 | | | | | | | | | | | 1 |
| | | 3 | | | | | | | | | | | | 3 |
| Hostlers | 1 | 2 | 1.00 | 2 | | | | | | | | | | |
| | 2 | 1 | 1.31 $\frac{1}{2}$ | | 1 | | | | | | | | | |
| | 3 | 1 | 1.50 | | | | | | | | | | | 1 |
| | 4 | 1 | 1.60 | | | | | | | | | | | 1 |
| | | 5 | | | 2 | 1 | | | | | | | | 2 |
| Machinists | 1 | 3 | 1.50 | 1 | | | 1 | | 1 | | | | | |
| | 2 | 1 | 1.75 | 1 | | | | | | | | | | |
| | 3 | 5 | 2.00 | 2 | 2 | | | | | | | | 1 | |
| | 4 | 2 | 2.15 | | | | | | | | | | | |
| | 5 | 7 | 2.25 | 3 | 1 | 1 | | | | 1 | | | | |
| | 6 | 1 | 2.35 | | | | 1 | 2 | | | | 1 | | |
| | 7 | 2 | 2.40 | | | | 1 | | | | | | 1 | |
| | 8 | 10 | 2.50 | 3 | 2 | 3 | | | | | | 1 | 1 | |
| | 9 | 1 | 2.65 | | | | | | | | | 1 | | |
| | 10 | 1 | 2.75 | 1 | | | | | | | | | | |
| | 33 | | | 12 | 5 | 5 | 3 | | 2 | 3 | | 3 | | |

^aRate and time cannot be stated, as they worked by the mile.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 46 (GROUP II)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | |
|---|---------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|-----------------------------|
| 50 dolls. and under | 51 to 100 dolls. | 101 to 150 dolls. | 151 to 200 doll | 201 to 250 doll | 251 to 300 doll | 301 to 350 doll | 351 to 400 doll | 401 to 450 doll | 451 to 500 doll | 501 to 550 doll | 551 to 600 doll | 601 to 650 doll | 651 to 700 doll | 701 to 750 doll | 751 to 800 doll | 801 to 850 doll | 851 to 900 doll | 901 to 950 doll | 951 to 1000 doll | 1001 doll and over |
| | | | | | | | | | | | | | | | | | | | 1 | 1 |
| | | | | | | | | | | | | | | | | | | | 1 | |
| | | 1 | 1 | | 1 | 1 | | | | | 1 | | | | | 1 | | | | 1 |
| | | | 2 | | | | | | | | | | | | | | | | | 2 |
| 1 | | 1 | | | | | | | | | | | | | | 1 | | | | 3 |
| 3 | 2 | | | | | | | | | | | | | | | | | | | 5 |
| 4 | 3 | 4 | | | 1 | 1 | | | | | 1 | | | | | 3 | | | | 6 |
| | | | | | 1 | | | | | | | | | | | | | | | a 2 |
| | | | | | | 1 | | | | | | | | | | | | | | 1 |
| | | | | | | | 1 | | | | | | | | | | | | | 2 |
| | | 1 | 2 | | | | | | | | | | | | | | | | 1 | 1 |
| | | 1 | 2 | | | | | | | 1 | | | 1 | | | | | | 1 | 2 |
| 2 | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | 1 | 2 | 5 | | | | | | | | | 1 | | | | | | | | 2 |
| 3 | 1 | 2 | 5 | | | | | | | | | 1 | | | 1 | | | | | 3 |
| 3 | 1 | 1 | 1 | | | | | | | | | 1 | | | 1 | 2 | | | | b 1 |
| | | 3 | 6 | | | | | | | | | 2 | | | 1 | 2 | | | | 1 |
| | 1 | | | | | | | | | | | | | 1 | | | | | | 1 |
| | 1 | | 3 | | 2 | | | | | 1 | | | | | 1 | | 2 | | 1 | 2 |
| | | 1 | | | | | | | | | | | | | | | | | | 3 |
| | 2 | 1 | 3 | 2 | | | | | | 1 | | | 1 | | 1 | | 2 | | 1 | 4 |
| | | | | | | | | | | | | | | | | | | 2 | | 1 |
| 2 | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | | | | | | | | | | | | | | | | | | | | 2 |
| | | | | | | | | | | | | | | | | | | | | 3 |
| 3 | | | | | | | | | | | 1 | | | | | | | | | 4 |
| | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | | | 1 | | | 1 | | | | | | | | | | | | | | 2 |
| 1 | | | | | | | | | | | | | | | | | | | | 3 |
| 2 | | | | | | | | | | | | | | | | | | | | 4 |
| 3 | | | | | | | | | | | | | | | | | | | | 5 |
| 1 | | | | | | | | | | | | | | | | | | | | 6 |
| 1 | | | | | | | | | | | | | | | | | | | | 7 |
| 1 | | 3 | 1 | 1 | 2 | | | | | | | 1 | | 1 | | 1 | | | | 8 |
| 1 | | | | | | | | | | | | | | | | | | | | 9 |
| 10 | 6 | 1 | 4 | 8 | | 2 | | | | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | | | 10 |

a \$1,065.

b \$1,020.

c \$1,080.

REPORT OF THE COMMISSIONER OF LABOR.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 46 (GROUP II)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000—Concluded.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 163.]

| Occupations. | Marginal number. | Number of employ-és. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|-------------------------------|------------------|----------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|---|---|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | |
| Master, water power | 1 | 1 | \$2.46½ | | | | | | | | | | | 1 |
| | | 1 | | | | | | | | | | | | |
| Painters | 1 | 6 | 1.75 | | | 2 | 1 | 2 | 1 | | | | | |
| | | 3 | 2.00 | | | | | 1 | | | | 2 | | |
| | | 9 | | | | 2 | 1 | 3 | 1 | 2 | | | | |
| Patternmaker..... | 1 | 1 | 2.50 | | | | | | | | 1 | | | |
| | | 1 | | | | | | | | | 1 | | | |
| Repairers, tank | 1 | 2 | 1.97 | | | 1 | | | | | | | 1 | |
| | | 1 | 2.00 | 1 | | | | | | | | | | |
| | | 1 | 3.00 | 1 | | | | | | | | | | |
| | | 4 | | | | 2 | | | | | | | 1 | |
| Storekeepers..... | 1 | 1 | .98½ | | | 1 | | | | | | | | |
| | | 1 | 1.64½ | | | | | | | | | | 1 | |
| | | 2 | | | | 1 | | | | | | | 1 | |
| Superintendents, water power. | 1 | 2 | 1.64½ | | 1 | | | | | | | | 1 | |
| | | 1 | 2.36½ | | | | | | | | | | 1 | |
| | | 3 | | | 1 | | | | | | | | 1 | |
| Water gauger..... | 1 | 1 | 1.48 | | | | | | | | | | 1 | |
| | | 1 | | | | | | | | | | | 1 | |

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$1,000 TO \$2,000.

| Occupation. | Marginal number. | Number of employ-és. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | |
|---------------------|------------------|----------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|-----|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | |
| Agents | 1 | 1 | \$1.31½ | | 1 | | | | | | | | |
| | | 1 | 1.64½ | 1 | | | | | | | | | |
| | | 1 | 1.97 | | | | | | | | | | 1 |
| | | 1 | 4.11 | | | | | | | | | | 1 |
| | | 4 | (a) | 1 | 1 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | 2 |
| Agent, freight..... | 1 | 1 | 4.93 | | | | | | | | | | 1 |
| | | 1 | | | | | | | | | | | 1 |
| Agent, special..... | 1 | 1 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) |
| | | 1 | | | | | | | | | | | |

a Rate and time cannot be stated, as he worked by the day and received commission.

TABLE I.—CLASSIFIED TIME AND EARNINGS--Continued.

RAILROAD NO. 46 (GROUP II)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000—Concluded.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

NUMBER EARNING THE AMOUNT STATED IN ONE YEAR.

| 50 dols. and under | 51 to 100 dols. | 101 to 150 dols. | 151 to 200 doll | 201 to 250 doll | 251 to 300 doll | 301 to 350 doll | 351 to 400 doll | 401 to 450 doll | 451 to 500 doll | 501 to 550 doll | 551 to 600 doll | 601 to 650 doll | 651 to 700 doll | 701 to 750 doll | 751 to 800 doll | 801 to 850 doll | 851 to 900 doll | 901 to 950 doll | 951 to 1000 doll | 1001 to and over | |
|-----------------------------|--------------------------|---------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|---------------------------|---|
| | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | 1 | | | 1 |
| | | | | | | | | | | | | | | | | | 1 | | | | |
| | | 1 | 1 | 1 | | 2 | 1 | | | | | | | | | | | | | | 1 |
| | | | | | | 1 | | | | 1 | 1 | | | | | | | | | | 2 |
| | | 1 | 1 | 1 | | 3 | 1 | | | 1 | 1 | | | | | | | | | | 2 |
| | | | | | | | | | | | | | | | 1 | | | | | | 1 |
| | | | | | | | | | | | | | | 1 | | | | | | | |
| | 1 | | | | | | | | | | | | | | 1 | | | | | | 1 |
| | 1 | | | | | | | | | | | | | | | | | | | | 2 |
| | 2 | | 1 | | | | | | | | | | | | 1 | | | | | | 3 |
| | | 1 | | | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | 1 | | | | | | | | | | 2 |
| | | 1 | | | | | | | | | 1 | | | | | | | | | | 2 |
| | 1 | | | | | | | | | | 1 | | | | | | | | | | 1 |
| | 1 | | | | | | | | | | 1 | | | | | | 1 | | | | 2 |
| | | | | | | | | | | 1 | | | | | | | | 1 | | | 2 |
| | | | | | | | | | | 1 | | | | | | | | | | | 1 |
| | | | | | | | | | | 1 | | | | | | | | | | | |

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$1,000 TO \$2,000.

NUMBER EARNING THE AMOUNT STATED IN ONE YEAR.

| 100 dols. and under | 101 to 200 dols. | 201 to 300 dols. | 301 to 400 doll | 401 to 500 doll | 501 to 600 doll | 601 to 700 doll | 701 to 800 doll | 801 to 900 doll | 901 to 1000 doll | 1001 to 1100 doll | 1101 to 1200 doll | 1201 to 1300 doll | 1301 to 1400 doll | 1401 to 1500 doll | 1501 to 1600 doll | 1601 to 1700 doll | 1701 to 1800 doll | 1801 to 1900 doll | 1901 to 2000 doll | 2001 to and over | |
|------------------------------|---------------------------|---------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|---------------------------|---|
| | | | | | | | | | | | | | | | | | | | | | |
| | 1 | | | | | | | | | | | | | | | | | | | | 1 |
| | 1 | | | | | | | | | | | | | | | | | | | | 2 |
| | | | | | | | 1 | | | | | | | | | | | | | | 3 |
| | 2 | | | | | | | | | | | | | | | | | | | | 4 |
| | 1 | | | | | | 1 | | | | | | | 1 | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| | 3 | | | | | | 1 | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | 1 | | | | | | | 1 | | | 1 |
| | | | | | | | | | | | 1 | | | | | | | 1 | | | |
| | | | | | | | | | | | | 1 | | | | | | | | | |
| | | | | | | | | | | | | | 1 | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 46 (GROUP IX)—Concluded.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$1,000 TO \$2,000—Concluded.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Num-ber of em-ploy-és. | Actual daily earnings of daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|----------------------------|------------------|------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|-------|-------|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | |
| Conductors, passenger..... | 1 | 3 | \$2.90 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 2 | ..... |  |
| | | 3 | 3.05½ | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 | 1 | ..... |
| | | 6 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 4 | 1 | ..... |
| Engineers..... | 1 | 1 | 2.00 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | 1 | 2.14 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... |
| | | 1 | 2.46½ | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... |
| | | 1 | 3.50 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | 4 | ..... | 1 | 1 | ..... | ..... | ..... | ..... | ..... | 2 | ..... | ..... | ..... |
| | | 4 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) |
| | | 8 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Engineers, freight..... | 1 | 27 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) |
| | | 27 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Engineers, passenger..... | 1 | 7 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) |
| | | 7 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Master mechanic..... | 1 | 1 | 5.48 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| | | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| Roadmasters..... | 1 | 2 | 3.62 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 1 | ..... |
| | | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 1 |

a Rate and time cannot be stated, as they worked by the mile.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 46 (GROUP II)—Concluded.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$1,000 TO \$2,000—Concluded.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|-----------------------------|
| 100 dolls. and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 doll | 401 to 500 doll | 501 to 600 doll | 601 to 700 doll | 701 to 800 doll | 801 to 900 doll | 901 to 1000 doll | 1001 to 1100 doll | 1101 to 1200 doll | 1201 to 1300 doll | 1301 to 1400 doll | 1401 to 1500 doll | 1501 to 1600 doll | 1601 to 1700 doll | 1701 to 1800 doll | 1801 to 1900 doll | 1901 to 2000 doll | 2001 doll and over |
| | | | | | | | | 1 | 1 | 1 | | | | | | | | | | 1 |
| | | | | | | | | | | 1 | 2 | | | | | | | | | 2 |
| | | | | | | | | 1 | 1 | 2 | 2 | | | | | | | | | |
| 1 | | | | 1 | | | | | | | | | | | | | | | | 1 |
| | 1 | | | | 1 | | | | | | | | | | | | | | | 2 |
| | | 1 | | | | | | | | | | | | | | | | | | 3 |
| 1 | 1 | | | 1 | 1 | | | | | | | | | | | | | | | 4 |
| | 1 | | | | | | | | | 1 | | | 1 | | 1 | | | | | |
| 1 | 2 | | | 1 | 1 | | | | | 1 | | | 1 | | 1 | | | | | |
| 3 | 3 | 8 | 4 | 2 | | | 1 | | 1 | | | 1 | 3 | 1 | | | | | | 1 |
| 3 | 3 | 8 | 4 | 2 | | | 1 | | 1 | | | 1 | 3 | 1 | | | | | | |
| 1 | | 1 | | | | | | | | 2 | 1 | | 1 | | 1 | | | | | 1 |
| 1 | | 1 | | | | | | | | 2 | 1 | | 1 | | 1 | | | | | |
| | | | | | | | | | | | | | | | | | | | 1 | 1 |
| | | | | | | | | | | | | | | | | | | | 1 | |
| | | | | | | | | | | | | | 2 | | | | | | | |
| | | | | | | | | | | | | | 2 | | | | | | | 1 |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 58 (GROUP VI).

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employ- ees. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|---------------------------------|------------------|---------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|---|---|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | |
| Agents, advertising | 1 | 2 | \$0.33 | | | | | | | | | | | |
| | 2 | 1 | .82 | | | | | | | | | | | 2 |
| | | 3 | | | | | | | | | | | 1 | 2 |
| Agent, baggage | 1 | 1 | .33 | | | | | | | | | | | 1 |
| | | 1 | | | | | | | | | | | | 1 |
| Agents, emigrant..... | 1 | 2 | 1.97 | | | 1 | 1 | | | | | | | |
| | 2 | 1 | 2.46½ | | 1 | | | | | | | | | |
| | | 3 | | | 1 | 1 | 1 | | | | | | | |
| Agents and telegraph operators. | 1 | 2 | .82 | 1 | | | 1 | | | | | | | |
| | 2 | 10 | 1.31½ | 3 | 1 | | | | | | | | | |
| | 3 | 6 | 1.48 | 1 | | 2 | 3 | 1 | 2 | 1 | | | 1 | |
| | 4 | 1 | 1.81 | | | | | | | | | 1 | | |
| | | 19 | | | 5 | 1 | 3 | 4 | 3 | 1 | 1 | 1 | | |
| Axemen..... | 1 | 1 | 1.33½ | 1 | | | | | | | | | | |
| | 2 | 2 | 1.37½ | 2 | | | | | | | | | | |
| | 3 | 1 | 1.45 | 1 | | | | | | | | | | |
| | 4 | 2 | 1.48 | | | | 1 | 1 | | | | | | |
| | 5 | 4 | 1.50 | 4 | | | | | | | | | | |
| | 6 | 2 | 1.75 | 2 | | | | | | | | | | |
| | 7 | 10 | 2.00 | 9 | 1 | | | | | | | | | |
| | 22 | | | 19 | 1 | 1 | 1 | | | | | | | |
| Baggagemasters..... | 1 | 1 | 1.48 | | | | 1 | | | | | | | |
| | 2 | 3 | 1.97 | | | | 1 | 1 | | 1 | | | | |
| | | 4 | | | | | 2 | 1 | | 1 | | | | |
| Baggagemasters, assistant. | 1 | 5 | 1.48 | 3 | 1 | 1 | | | | | | | | |
| | | 5 | | 3 | 1 | 1 | | | | | | | | |
| Baggagemens' helpers..... | 1 | 3 | 1.48 | 2 | | | | | | | | 1 | | |
| | 2 | 1 | 1.64½ | | | | | | 1 | | | | | |
| | | 4 | | 2 | | | | | 1 | | | 1 | | |
| Bellringers..... | 1 | 6 | 1.00 | | 2 | 1 | 1 | 1 | 1 | 1 | | | | |
| | | 6 | | | 2 | 1 | 1 | 1 | 1 | | | | | |
| Blacksmiths' helpers..... | 1 | 1 | 1.25 | 1 | | | | | | | | | | |
| | 2 | 53 | 1.50 | 5 | 4 | 10 | 5 | 6 | 3 | 14 | 6 | | | |
| | | 54 | | 6 | 4 | 10 | 5 | 6 | 3 | 14 | 6 | | | |
| Boiler heaters and wipers. | 1 | 2 | 1.25 | | 1 | | 1 | | | | | | | |
| | 2 | 1 | 1.50 | | | | | | | | | | 1 | |
| | | 3 | | | 1 | | 1 | | | | | | 1 | |
| Bolt cutters..... | 1 | 1 | 1.25 | | | | | | | | | | 1 | |
| | 2 | 2 | 1.50 | | | | | | | 1 | | | 1 | |
| | | 3 | | | | | | | | 1 | | | 2 | |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 58 (GROUP VI).

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|--------------------------|--------------------------|-------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|----------------------------|---|
| 25 dolls. and under | 26 to 50 dolls. | 51 to 75 dolls. | 76 to 100 doll | 101 to 125 doll | 126 to 150 doll | 151 to 175 doll | 176 to 200 doll | 201 to 225 doll | 226 to 250 doll | 251 to 275 doll | 276 to 300 doll | 301 to 325 doll | 326 to 350 doll | 351 to 375 doll | 376 to 400 doll | 401 to 425 doll | 426 to 450 doll | 451 to 475 doll | 476 to 500 doll | 501 doll and over | |
| | | | | 2 | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | 1 | | | | | | | | | | 2 |
| | | | | 2 | | | | | | | 1 | | | | | | | | | | 1 |
| | | | | 1 | | | | | | | | | | | | | | | | | 1 |
| | | | | 1 | | | | | | | | | | | | | | | | | 1 |
| | | | 1 | | 1 | | | | 1 | | | | | | | | | | | | 1 |
| | | | 1 | | 1 | | | | 1 | | | | | | | | | | | | 2 |
| 1 | | | 1 | | | | | | | | | | | | | | | | | | 1 |
| 3 | | | 1 | | | | 2 | 1 | 1 | | | | | | | | | | | 1 | 2 |
| 1 | | | 1 | 1 | | | 1 | 1 | 1 | 1 | 1 | | | | | | | | | 1 | 3 |
| | | | | | | | | | | | | | | | | | | | | 1 | 4 |
| 5 | | | 2 | 1 | 1 | | 2 | 1 | 2 | 1 | 1 | 1 | | | | | | | | 2 | |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| 2 | | | | | | | | | | | | | | | | | | | | | 2 |
| 1 | | | | | | | | | | | | | | | | | | | | | 3 |
| 4 | | | | 1 | | | | 1 | | | | | | | | | | | | | 4 |
| 2 | | | | | | | | | | | | | | | | | | | | | 5 |
| 9 | | | 1 | | | | | | | | | | | | | | | | | | 6 |
| 19 | | | 1 | 1 | | | | 1 | | | | | | | | | | | | | 7 |
| | | | | 1 | | | | | | | | | | | | | | | | | 1 |
| | | | | 1 | | | | | | | 1 | | | | | | | | | 1 | 2 |
| | | | | 1 | 1 | | | | | | 1 | | | | | | | | | 1 | |
| 2 | 2 | | 1 | | | | | | | | | | | | | | | | | | 1 |
| 2 | 2 | | 1 | | | | | | | | | | | | | | | | | | 1 |
| 2 | | | | | | | | | | | | | | | 1 | | | | | | 1 |
| 2 | | | | | | | | | | | | 1 | | | 1 | | | | | | 2 |
| | 2 | | 1 | 1 | | 1 | | | 1 | | | | | | | | | | | | 1 |
| | 2 | | 1 | 1 | | 1 | | | 1 | | | | | | | | | | | | 1 |
| 1 | 1 | | 3 | 2 | 4 | 4 | 2 | 1 | 2 | 2 | 3 | 1 | 2 | 1 | | 3 | 5 | 6 | 6 | | 1 |
| 1 | 6 | | 3 | 2 | 4 | 4 | 2 | 1 | 2 | 2 | 3 | 1 | 2 | 1 | | 3 | 5 | 6 | 6 | | 2 |
| | 1 | | | | | | | 1 | | | | | | | | | | | | 1 | 1 |
| | 1 | | | | | | | 1 | | | | | | | | | | | | 1 | 2 |
| | | | | | | | | | | | | | | | 1 | | | | | | 1 |
| | | | | | | | | | | | | | | | 1 | | | | | | 2 |
| | | | | | | | | | | | | | | | 1 | | | | | | 1 |
| | | | | | | | | | | | | | | | 1 | | | | | | 2 |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 5S (GROUP VI)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employ-és. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | | | | | | |
|------------------------------------|------------------|----------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|---|--|--|--|--|---|---|---|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | | | | | | | |
| Brakemen | 1 | 4 | \$1.48 | 1 | 3 | | | | | | | | | | | | | | | |
| | 2 | 1 | 1.50 | 1 | | | | | | | | | | | | | | | | |
| | 3 | 1 | 1.64½ | | 1 | | | | | | | | | | | | | | | |
| | 4 | 8 | 1.75 | 5 | | 2 | | | | | | | | | | | | | | |
| | 5 | 20 | 1.90 | 10 | 8 | 2 | | | | | | | | | | | | | | |
| | 6 | 3 | 2.50 | 3 | | | | | | | | | | | | | | | | |
| | | 37 | | 20 | 13 | 4 | | | | | | | | | | | | | | |
| Brakemen, freight and pas- senger. | 1 | 1 | 1.48 | 1 | | | | | | 1 | | | | | | | | | | |
| | 2 | 1 | 1.75 | | | | | | | | 1 | | | | | | | | | |
| | | 2 | | 1 | | | | | | | 1 | | | | | | | | | |
| Brakemen, gravel train ... | 1 | 2 | 1.75 | | | | 2 | | | | | | | | | | | | | |
| | 2 | 4 | 1.91½ | 1 | 2 | 1 | | | | | | | | | | | | | | |
| | | 6 | | 1 | 2 | 3 | | | | | | | | | | | | | | |
| Brakemen, suburban | 1 | 1 | 1.48 | 1 | | | | | | | | | | | | | | | | |
| | 2 | 3 | 1.50 | 2 | 1 | | | | | | | | | | | | | | | |
| | 3 | 11 | 1.64½ | 5 | 2 | 1 | 3 | | | | | | | | | | | | | |
| | 4 | 1 | 1.75 | 1 | | | | | | | | | | | | | | | | |
| | | 16 | | 9 | 3 | 1 | 3 | | | | | | | | | | | | | |
| Brakemen, work train | 1 | 2 | 1.75 | 1 | 1 | | | | | | | | | | | | | | | |
| | 2 | 5 | 1.81 | 3 | | 1 | | | | | | 1 | | | | | | | | |
| | 3 | 1 | 1.90 | | | | | | | | | 1 | | | | | | | | |
| | 4 | 4 | 1.91½ | 4 | | | | | | | | | | | | | | | | |
| | | 12 | | 8 | 1 | 1 | | | | 1 | 1 | | | | | | | | | |
| Brakemen and switchmen. | 1 | 1 | 1.75 | | | | 1 | | | | | | | | | | | | | |
| | 2 | 1 | 1.90 | 1 | | | | | | | | | | | | | | | | |
| | | 2 | | 1 | | 1 | | | | | | | | | | | | | | |
| Brassmoulders' apprentices | 1 | 2 | 1.25 | 1 | | | | | | | 1 | | | | | | | | | |
| | | 2 | | 1 | | | | | | | 1 | | | | | | | | | |
| Brassmoulders' helpers.... | 1 | 2 | 1.25 | | 1 | 1 | | | | | | | | | | | | | | |
| | | 2 | | | 1 | 1 | | | | | | | | | | | | | | |
| | | 2 | | | 1 | 1 | | | | | | | | | | | | | | |
| Bridge tenders | 1 | 2 | 1.15 | | | | | | | | | | 2 | | | | | | | |
| | 2 | 2 | 1.31½ | | | | | | | | | | 2 | | | | | | | |
| | 3 | 1 | 1.48 | | | | 1 | | | | | | | | | | | | | |
| | 4 | 3 | 1.50 | 1 | | | | | 1 | | | 1 | | | | | | | | |
| | 5 | 5 | 1.64½ | | | | 1 | 2 | | | 2 | | | | | | | | | |
| | | 13 | | 1 | | 2 | 3 | 1 | 6 | | | | | | | | | | | |
| Cablemen | 1 | 16 | 1.50 | 9 | 6 | 1 | | | | | | | | | | | | | | |
| | | 16 | | 9 | 6 | 1 | | | | | | | | | | | | | | |
| Call boys..... | 1 | 1 | .49½ | | | | 1 | | | | | | | | | | | | | |
| | 2 | 4 | .56 | 3 | | | | | | | | | | | | | | | 1 | |
| | 3 | 1 | .61 | | 1 | | | | | | | | | | | | | | | |
| | 4 | 2 | .66 | | | | | | | | | | | | | | | | | |
| | 5 | 4 | .82 | 2 | | 1 | | | | | | | | | | | | | 1 | 1 |
| | 6 | 1 | .98½ | | | | | | | | | | 1 | | | | | | | |
| | | 13 | | 5 | 1 | 2 | | | | | | 1 | | | | | | 3 | 1 | |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 58 (GROUP VI)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | |
|---|--------------------------|--------------------------|-------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|----------------------------|
| 25 dolls. and under | 26 to 50 dolls. | 51 to 75 dolls. | 76 to 100 doll | 101 to 125 doll | 126 to 150 doll | 151 to 175 doll | 176 to 200 doll | 201 to 225 doll | 226 to 250 doll | 251 to 275 doll | 276 to 300 doll | 301 to 325 doll | 326 to 350 doll | 351 to 375 doll | 376 to 400 doll | 401 to 425 doll | 426 to 450 doll | 451 to 475 doll | 476 to 500 doll | 501 doll and over |
| 1 | 3 | | | | | | | | | | | | | | | | | | | 1 |
| 1 | | | | | | | | | | | | | | | | | | | | 2 |
| 4 | 1 | 1 | 1 | | | | | | | | | | | | | | | | | 3 |
| 8 | 2 | 4 | 4 | 2 | | | | | | | | | | | | | | | | 4 |
| 2 | 1 | | | | | | | | | | | | | | | | | | | 5 |
| 16 | 7 | 5 | 7 | 2 | | | | | | | | | | | | | | | | 6 |
| 1 | | | | | | | | | | | | | 1 | | | | | | | 1 |
| 1 | | | | | | | | | | | | 1 | | | | | | | | 2 |
| | | | | | | | | | | | | | | | | | | | | |
| | 1 | 2 | 1 | 1 | | | | | | | | | | | | | | | | 1 |
| | 1 | 2 | 1 | 1 | 1 | | | | | | | | | | | | | | | 2 |
| 1 | | | 1 | | | | | | | | | | | | | | | | | |
| 2 | | | | | | | | | | | | | | | | | | | | 1 |
| 3 | 4 | | | | | | | | | | | | | | | | | | | 2 |
| 1 | | | | | | | | | | | | | | | | | | | | |
| 7 | 4 | | 1 | | 1 | | 2 | 1 | | | | | | | | | | | | 1 |
| 1 | | 1 | | | | | | | | | | | | | | | | | | 2 |
| 2 | 1 | | | 1 | | | | | | | | | | | | 1 | | | | 3 |
| 2 | 2 | | | | | | | | | | | | 1 | | | | | | | 4 |
| 5 | 3 | 1 | | 1 | | | | | | | | 1 | | | | 1 | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | | | | | | | | | | | | | | | | | | | | 2 |
| 1 | | | | | | | | | | | | 1 | | | | | | | | 1 |
| 1 | | | | | | | | | | | | 1 | | | | | | | | |
| | | 1 | | 1 | | | | | | | | | | | | | | | | 1 |
| | | 1 | | 1 | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | 2 | | | | | | | 1 |
| | | | | | | | | | | | | | 2 | | | | | | | 2 |
| 1 | | | | | 1 | | | | | | | | | | | | | | | 3 |
| | | | | | 1 | 1 | | | | | | | | | | | | | | 4 |
| | | | | | 1 | 1 | 1 | | | | | | | | | 2 | | | | 5 |
| 1 | | | | | 2 | 2 | 1 | | | | | 3 | 2 | | | 2 | | | | |
| 8 | 2 | 5 | 1 | | | | | | | | | | | | | | | | | |
| 8 | 2 | 5 | 1 | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | |
| 3 | 1 | | | | | | | | | | | | | | | | | | | 1 |
| | 1 | | | | | | | | | | | | | | | | | | | 2 |
| | | | | | | | | | | | | | | | | | | | | 3 |
| 2 | 1 | | | | | | | | | | | | | | | | | | | 4 |
| | | | | | | | | | | | | | | | | | | | | 5 |
| | | | | | | | | | | | | | | | | | | | | 6 |
| 5 | 3 | | | | | | | | 2 | 1 | 1 | 1 | | | | | | | | |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 58 (GROUP VI)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employ-ees. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | |
|----------------------------|------------------|-----------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|---|---|--|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | | |
| Call boys and clerks | 1 | 1 | \$0.49 $\frac{1}{2}$ | | | 1 | | | | | | | | | |
| | 2 | 1 | .98 $\frac{1}{2}$ | | | 1 | | | | | | | | | |
| | 2 | | | | | 2 | | | | | | | | | |
| Carpenters' helpers | 1 | 1 | 1.00 | | | | | | | | | 1 | | | |
| | 2 | 7 | 1.25 | 1 | 1 | 3 | | | | 1 | | | 1 | | |
| | 3 | 4 | 1.37 $\frac{1}{2}$ | | 1 | 1 | | | | 2 | | | | | |
| | 12 | | | 1 | 2 | 4 | | | | 3 | 1 | 1 | | | |
| Chainmen | 1 | 1 | 1.00 | 1 | | | | | | | | | | | |
| | 2 | 1 | 1.50 | 1 | | | | | | | | | | | |
| | 3 | 4 | 2.00 | 3 | 1 | | | | | | | | | | |
| | 6 | | | 5 | 1 | | | | | | | | | | |
| Cleaners | 1 | 1 | .75 | 1 | | | | | | | | | | | |
| | 2 | 3 | .82 | 1 | 1 | 1 | | | | | | | | | |
| | 3 | 12 | .98 $\frac{1}{2}$ | 5 | 2 | 3 | | | 1 | | 1 | | | | |
| | 4 | 2 | 1.00 | 2 | | | | | | | | | | | |
| | 5 | 1 | 1.15 | | | | | | | 1 | | | | | |
| | 6 | 1 | 1.25 | 1 | | | | | | | | | | | |
| | 7 | 31 | 1.31 $\frac{1}{2}$ | 4 | 2 | 5 | 7 | 3 | 6 | 1 | 3 | | | | |
| | 8 | 6 | 1.48 | 1 | | | | 1 | 1 | 1 | 3 | | | | |
| | 9 | 1 | 1.50 | | | | | | 1 | | 3 | | | | |
| | 10 | 1 | 1.60 | | | | 1 | | | | | | | | |
| | 50 | | | 15 | 5 | 9 | 8 | 5 | 9 | 2 | 6 | | | | |
| Cleaners, car | 1 | 1 | .65 | | | 1 | | | | | | | | | |
| | 2 | 1 | .82 | 1 | | | | | | | | | | | |
| | 3 | 3 | .98 $\frac{1}{2}$ | | | | | 1 | 2 | | | | | | |
| | 4 | 4 | 1.00 | 1 | | 2 | 1 | | | | | | | | |
| | 5 | 3 | 1.25 | | | | | 1 | | | | 2 | | | |
| | 6 | 20 | 1.31 $\frac{1}{2}$ | 1 | 2 | 1 | 2 | 1 | | | | 12 | 1 | | |
| | 7 | 3 | 1.48 | | | | | 1 | | | | 2 | | | |
| | 8 | 3 | 1.50 | 2 | 1 | | | | | | | | 1 | | |
| | 9 | 1 | 1.64 $\frac{1}{2}$ | | | | | | | | | | | 1 | |
| | 30 | | | 5 | 4 | 3 | 3 | 4 | 2 | | | 17 | 1 | | |
| Coalers | 1 | 19 | 1.12 | 15 | | 3 | 1 | | | | | | | | |
| | 2 | 34 | 1.25 | 16 | 4 | 2 | 1 | 2 | 3 | 1 | 3 | 2 | | | |
| | 3 | 3 | 1.48 | | 1 | | | | | | | | | | |
| | 56 | | | 31 | 5 | 5 | 2 | 2 | 3 | 1 | 5 | 2 | | | |
| Coal heavers | 1 | 2 | 1.25 | | | 1 | | | | 1 | | | | | |
| | 2 | 46 | 1.40 | 13 | 8 | 6 | 3 | 10 | 1 | | | 4 | 1 | | |
| | 3 | 4 | 1.48 | | | 3 | | | | | | | | | |
| | 4 | 47 | 1.50 | 14 | 10 | 10 | 3 | 3 | 1 | 2 | 1 | 3 | | | |
| | 5 | 3 | 1.75 | 3 | | | | | | | | | | | |
| | 102 | | | 33 | 19 | 16 | 7 | 13 | 3 | 2 | 5 | 4 | | | |
| 8 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | | | |
| 110 | | | | | | | | | | | | | | | |
| Coal shovellers | 1 | 4 | 1.25 | | 4 | | | | | | | | | | |
| | 2 | 41 | 1.50 | 20 | 2 | 9 | 1 | 1 | 1 | | | 6 | 1 | | |
| | 45 | | | 20 | 6 | 9 | 1 | 1 | 1 | | | 6 | 1 | | |

a Rate and time cannot be stated, as they worked by contract.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 58 (GROUP VI)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | |
|---|--------------------------|--------------------------|-------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|----------------------------|
| 25 dolls. and under | 26 to 50 dolls. | 51 to 75 dolls. | 76 to 100 doll | 101 to 125 doll | 126 to 150 doll | 151 to 175 doll | 176 to 200 doll | 201 to 225 doll | 226 to 250 doll | 251 to 275 doll | 276 to 300 doll | 301 to 325 doll | 326 to 350 doll | 351 to 375 doll | 376 to 400 doll | 401 to 425 doll | 426 to 450 doll | 451 to 475 doll | 476 to 500 doll | 501 doll and over |
| 1 | | 1 | | | | | | | | | | | | | | | | | | 1 |
| 1 | | 1 | | | | | | | | | | | | | | | | | | 2 |
| 1 | | 2 | | 2 | | | | | | 1 | | | | | | | | | | 1 |
| 1 | | 1 | | 1 | | | | | | 1 | | | | | | | | | | 2 |
| 1 | | 3 | | 3 | | | | | | 2 | | | 2 | | 1 | | | | | 3 |
| 1 | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | | | | | | | | | | | | | | | | | | | | 2 |
| 3 | | 1 | | | | | | | | | | | | | | | | | | 3 |
| 5 | | 1 | | | | | | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | 2 | | | | | | | | | | | | | | | | | | | 2 |
| 5 | 2 | 3 | | | | | 1 | | | 1 | | | | | | | | | | 3 |
| 2 | | | | | | | | | | | | | | | | | | | | 4 |
| 1 | | | | | | | | | | 1 | | | | | | | | | | 5 |
| 2 | 4 | | 2 | 3 | 3 | 1 | 4 | 1 | 1 | 2 | 3 | 1 | 1 | | | | 1 | 1 | 1 | 6 |
| 1 | | | | | | | | | 1 | | | | | 1 | | | | | | 7 |
| | | | | | | | | | 1 | | | | | | | | | | | 8 |
| | | | | | | | | | | | | | | | | | | | | 9 |
| 13 | 8 | 3 | 2 | 3 | 3 | 1 | 5 | 1 | 3 | 4 | 3 | 2 | 1 | 1 | | | 1 | 1 | 1 | 10 |
| 1 | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | | | | | | | | | | | | | | | | | | | | 2 |
| 1 | | 1 | 1 | | 1 | 1 | 1 | | 1 | | | | | | | | | | | 3 |
| 1 | | 1 | 1 | | 2 | | | 1 | | | | | | | 1 | 1 | | | | 4 |
| 2 | | 1 | 1 | | 2 | | | 1 | 1 | | | | | | | | | 1 | 12 | 5 |
| 1 | 2 | | | | | | | | 1 | | | | | | | | | | | 6 |
| | | | | | | | | | | | | | | | | | | | | 7 |
| | | | | | | | | | | | | | | | | | | | | 8 |
| 4 | 4 | 2 | 2 | 3 | 1 | 1 | 1 | 1 | 3 | | | | | | 1 | 1 | | 1 | 12 | 9 |
| 15 | | 3 | | 1 | | | | | | | | | | | | | | | | 1 |
| 15 | 3 | 2 | 2 | 1 | | | | 1 | 1 | 2 | 1 | | | | 1 | | | 3 | 2 | 2 |
| 1 | | 1 | | | | | | | | | | | | | | | | | | 3 |
| 30 | 3 | 6 | 2 | 1 | 1 | | | 1 | 1 | 2 | 1 | | | | 1 | | | 3 | 2 | 2 |
| | | | | | | | | | | | | | | | | | | | | |
| | | 1 | | | | | | | | 1 | | | | | | | | | | 1 |
| 11 | 9 | 1 | 2 | 1 | 4 | 2 | | 6 | | 3 | 1 | 1 | | | | | 1 | 1 | 1 | 1 |
| 2 | 1 | | | | | | | 1 | | | | | | | | | | | | 2 |
| 13 | 9 | 2 | 8 | | 2 | | 2 | 1 | 2 | 1 | | | | | | | 1 | 1 | 1 | 3 |
| 3 | | | | | | | | | | | | | | | | | | | | 4 |
| | | | | | | | | | | | | | | | | | | | | 5 |
| 29 | 19 | 4 | 10 | 1 | 6 | 2 | 2 | 8 | 2 | 5 | 1 | 1 | 1 | | | | 2 | 2 | 2 | 1 |
| 5 | 2 | 1 | | | | | | | | | | | | | | | | | | 4 |
| 34 | 21 | 5 | 10 | 1 | 6 | 2 | 2 | 8 | 2 | 5 | 1 | 1 | 1 | | | | 2 | 2 | 2 | 1 |
| | | | | | | | | | | | | | | | | | | | | 4 |
| | 4 | | | | | | | | | | | | | | | | | | | 1 |
| 17 | 3 | 2 | 3 | 2 | 4 | 1 | | | 1 | | | | | | 1 | | | | 1 | 2 |
| 17 | 7 | 2 | 3 | 2 | 4 | 1 | | | 1 | | | | | | 1 | | | | 1 | 6 |

a One \$510, two \$340. b One \$527, one \$540. c \$521. d One \$526, one \$540. e \$512.
 f Two \$549, one \$570. g Two \$521, one \$524, one \$534, one \$548, one \$551.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 58 (GROUP VI)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employ- és. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | |
|--|------------------|--------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-------------------|---|---|--|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over | | | |
| Collector | 1 | 1 | \$1.60 | | | | | | | | | | 1 | | |
| | | 1 | | | | | | | | | | | 1 | | |
| Conductors | 1 2 | 2 | 1.97 | | 1 | | | 1 | | | | | | | |
| | | 1 | 2.80 | | 1 | | | | | | | | | | |
| | | 3 | | | 2 | | | 1 | | | | | | | |
| Conductors, dining car.... | 1 2 | 2 | 1.97 | | | | 1 | | | 1 | | | | | |
| | | 2 | 2.46½ | | | | 1 | 1 | | | | | | | |
| | | 4 | | | | | 2 | 1 | 1 | | | | | | |
| Conductors, suburban | 1 | 2 | .46½ | 1 | | | | | 1 | | | | | | |
| | | 2 | | 1 | | | | | 1 | | | | | | |
| Cooper | 1 | 1 | 1.60 | | | | | | | | | 1 | | | |
| | | 1 | | | | | | | | | | 1 | | | |
| Detectives | 1 2 3 | 1 | 1.64½ | | | 1 | | | | | | | | | |
| | | 1 | 2.00 | 1 | | | | | | | | | | | |
| | | 1 | 2.96 | | 1 | | | | | | | | | | |
| | | 3 | | 1 | 1 | 1 | | | | | | | | | |
| Dining car employés, kitchen girls. | 1 2 3 | 1 | .20 | | 1 | | | | | | | | | | |
| | | 1 | .30½ | | 1 | | | | | | | | | | |
| | | 2 | .40½ | 1 | | | | | | | | 1 | | | |
| | | 4 | | 1 | 2 | | | | | | | 1 | | | |
| Dining car employés, laundresses. | 1 2 | 2 | .40½ | | | | | 1 | | | | | 1 | 1 | |
| | | 2 | .66 | | | | | | | | | 1 | 1 | | |
| | | 4 | | | | | | 1 | | | | 1 | 2 | | |
| Dining car employés, scrubbers. | 1 2 | 1 | .30½ | | | | | 1 | | | | | | | |
| | | 1 | .49½ | | | | | | | | | 1 | | | |
| | | 2 | | | | | | 1 | | | | 1 | | | |
| Dining car employés, stewards. | 1 2 | 2 | 1.31½ | | | | 1 | | | | | 1 | | | |
| | | 1 | 2.46½ | 1 | | | | | | | | | | | |
| | | 3 | | 1 | | | 1 | | | | | 1 | | | |
| Drayman..... | 1 | 1 | 1.31½ | | 1 | | | | | | | | | | |
| | | 1 | | | 1 | | | | | | | | | | |
| Drillers | 1 2 3 | 2 | 1.00 | | | | 1 | | | | | 1 | | | |
| | | 1 | 1.25 | | | | 1 | | | | | | | | |
| | | 1 | 1.50 | | | | | | | | | | 1 | | |
| | | 4 | | | | | 2 | | | | | 1 | 1 | | |
| Firemen, stationary..... | 1 | 4 | 1.25 | 1 | 2 | | | | | | 1 | | | | |
| | | 4 | | 1 | 2 | | | | | | 1 | | | | |
| Firemen, steam shovel.... | 1 | 3 | 1.72½ | | | | | | 2 | 1 | | | | | |
| | | 3 | | | | | | | 2 | 1 | | | | | |

REPORT OF THE COMMISSIONER OF LABOR.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 58 (GROUP VI)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 163.]

| Occupation. | Marginal number. | Number of employ- és. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | |
|-----------------------------|------------------|--------------------------|---|--|-------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|-----------------------------|--|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | |
| Flagmen | 1 | 1 | \$0.49 $\frac{1}{2}$ | | | | | | | 1 | | | |
| | 2 | 2 | .50 | | | 1 | | | | 1 | | | |
| | 3 | 1 | .57 | 1 | | | | | | | | | |
| | 4 | 1 | .82 | | | | | | | | | 1 | |
| | 5 | 3 | .98 $\frac{1}{2}$ | 2 | 1 | | | | | | | | |
| | 6 | 40 | 1.00 | 7 | 2 | 8 | 5 | 3 | 3 | 1 | 3 | 8 | |
| | 7 | 6 | 1.15 | 1 | | | 2 | 1 | | | | | |
| | 8 | 3 | 1.48 | 1 | 1 | 1 | | | | | | | |
| | | 57 | | 12 | 4 | 10 | 7 | 4 | 5 | 1 | 6 | 8 | |
| Flagmen, crossing | 1 | 2 | 1.15 | | | 1 | | | | 1 | | | |
| | 2 | 1 | 1.31 $\frac{1}{2}$ | | | | | | | | 1 | | |
| | | 3 | | | | 1 | | | | 1 | | 1 | |
| Flagmen, passenger | 1 | 1 | 1.48 | | 1 | | | | | | | | |
| | 2 | 14 | 1.64 $\frac{1}{2}$ | 8 | 3 | 3 | | | | | | | |
| | | 15 | | 8 | 4 | 3 | | | | | | | |
| Foremen | 1 | 1 | 1.48 | | | | | | | 1 | | | |
| | 2 | 2 | 1.81 | | | 2 | | | | | | | |
| | | 3 | | | | 2 | | | | 1 | | | |
| Foremen, construction gang | 1 | 4 | 1.48 | | 4 | | | | | | | | |
| | 2 | 7 | 1.50 | 3 | 3 | 1 | | | | | | | |
| | 3 | 3 | 1.75 | 1 | | 1 | 1 | | | | | | |
| | 4 | 5 | 1.81 | 1 | 2 | 1 | | 1 | | | | | |
| | 5 | 1 | 2.80 | | | 1 | | | | | | | |
| | | 20 | | 5 | 9 | 4 | 1 | 1 | | | | | |
| Foremen, fence gang | 1 | 1 | 1.48 | | | | 1 | | | | | | |
| | 2 | 1 | 1.64 $\frac{1}{2}$ | | | | 1 | | | | | | |
| | | 2 | | | | 1 | 1 | | | | | | |
| Foreman, masons | 1 | 1 | 3.50 | | 1 | | | | | | | | |
| Foreman, snow shovellers. | 1 | 1 | 2.46 $\frac{1}{2}$ | | 1 | | | | | | | | |
| | | 1 | | | 1 | | | | | | | | |
| | | 1 | | | | | | | | | | | |
| Foremen, surfacing gang .. | 1 | 2 | 1.97 | | 1 | 1 | | | | | | | |
| | 2 | 1 | 2.14 | | | 1 | | | | | | | |
| | | 3 | | | 1 | 2 | | | | | | | |
| Foremen, well diggers | 1 | 1 | 2.63 | | 1 | | | | | | | | |
| | 2 | 1 | 3.00 | | 1 | | | | | | | | |
| | | 2 | | | 2 | | | | | | | | |
| Foreman, wipers | 1 | 1 | 2.00 | | | | | | 1 | | | | |
| | | 1 | | | | | | | 1 | | | | |
| Foremen, work train | 1 | 1 | 1.48 | 1 | | | | | | | | | |
| | 2 | 4 | 1.64 $\frac{1}{2}$ | | 2 | 2 | | | | | | | |
| | 3 | 2 | 1.81 | 2 | | | | | | | | | |
| | 4 | 1 | 1.97 | | | 1 | | | | | | | |
| | 5 | 6 | 2.14 | | | | | 3 | 1 | | | | |
| | | 14 | | | 3 | 2 | 5 | | 3 | 1 | | | |

TABLE I.—CLASSIFIED, TIME AND EARNINGS—Continued.

RAILROAD NO. 58 (GROUP VI)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employ- ees. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | |
|---------------------------------|------------------|---------------------------|---|--|-------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|-----------------------------|---|---|---|--|--|--|--|---|---|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | | | | | | | | |
| Gatekeepers..... | 1 | 2 | \$1.48 | | 1 | 1 | | | | | | | | | | | | | | | |
| | 2 | 1 | 1.64½ | | | | | | | | | | | | | | | | | | |
| | | 3 | | | | 1 | 2 | | | | | | | | | | | | | | |
| Gatemen..... | 1 | 1 | .98½ | | | | | | | | | | | | | | | | | | 1 |
| | 2 | 1 | 1.15 | | | | | | | | | | | | | | | | | | 1 |
| | 3 | 4 | 1.48 | 1 | | 1 | | 1 | 1 | | | | | | | | | | | | |
| | | 6 | | | 1 | | 1 | | 1 | 1 | | | | | | | | | | | |
| Inspector..... | 1 | 1 | 1.64½ | | | | | | 1 | | | | | | | | | | | | |
| | | 1 | | | | | | | 1 | | | | | | | | | | | | |
| Inspector, air brake..... | 1 | 1 | 2.50 | 1 | | | | | | | | | | | | | | | | | |
| | | 1 | | | 1 | | | | | | | | | | | | | | | | |
| Inspectors, axle..... | 1 | 1 | 1.64½ | | | | 1 | | | | | | | | | | | | | | |
| | 2 | 1 | 2.00 | 1 | | | | | | | | | | | | | | | | | |
| | | 2 | | | 1 | | 1 | | | | | | | | | | | | | | |
| Inspector, rod..... | 1 | 1 | 1.64½ | | | | 1 | | | | | | | | | | | | | | |
| | | 1 | | | | | | 1 | | | | | | | | | | | | | |
| Inspectors, tie..... | 1 | 1 | 1.31½ | | 1 | | | | | | | | | | | | | | | | |
| | 2 | 2 | 2.14 | | | | | | 2 | | | | | | | | | | | | |
| | | 3 | | | | 1 | | | 2 | | | | | | | | | | | | |
| Janitors..... | 1 | 1 | .33 | | | | | 1 | | | | | | | | | | | | | |
| | 2 | 3 | .49½ | | 1 | | | 1 | 1 | | | | | | | | | | | | |
| | 3 | 1 | .66 | | | | | | | | | | | | | | | | | | 1 |
| | 4 | 1 | 1.25 | | | | | | | | | | | | | | | | | | 1 |
| | 5 | 1 | 1.48 | | | | | 1 | | | | | | | | | | | | | |
| | | 7 | | | | 1 | | 3 | 1 | | | | | | | | | | | | |
| Laborers..... | 1 | 9 | 1.25 | 3 | 2 | 1 | 1 | 2 | | | | | | | | | | | | | |
| | 2 | 3 | 1.35 | | | | 3 | | | | | | | | | | | | | | |
| | 3 | 6 | 1.50 | 5 | 1 | | | | | | | | | | | | | | | | |
| | | 18 | | | 8 | 3 | 4 | 1 | 2 | | | | | | | | | | | | |
| Laborers, bridge..... | 1 | 3 | 1.25 | 1 | | | | 1 | 1 | | | | | | | | | | | | |
| | 2 | 32 | 1.50 | 32 | | | | | | | | | | | | | | | | | |
| | 3 | 9 | 1.75 | 9 | | | | | | | | | | | | | | | | | |
| | | 44 | | | 42 | | | | 1 | 1 | | | | | | | | | | | |
| Laborers, coal dump..... | 1 | 2 | 1.12 | 2 | | | | | | | | | | | | | | | | | |
| | 2 | 55 | 1.25 | 29 | 8 | 12 | 4 | | | | | | 1 | 1 | | | | | | | |
| | 3 | 5 | 1.40 | | 1 | 2 | 2 | | | | | | | | | | | | | | |
| | 4 | 1 | 1.48 | | | | | | | | | | 1 | | | | | | | | |
| | 5 | 10 | 1.50 | 1 | 1 | 4 | | 2 | | | | | | 1 | 1 | | | | | 1 | 1 |
| | 73 | | | 32 | 10 | 18 | 6 | 2 | 1 | 1 | 2 | 1 | | | | | | | | | |
| Laborers, construction gang. | 1 | 1 | 1.00 | 1 | | | | | | | | | | | | | | | | | |
| | 2 | 239 | 1.25 | 197 | 32 | 10 | | | | | | | | | | | | | | | |
| | 3 | 147 | 1.35 | 75 | 37 | 22 | 12 | 1 | | | | | | | | | | | | | |
| | 4 | 79 | 1.40 | 15 | 36 | 27 | | 1 | | | | | | | | | | | | | |
| | 5 | 325 | 1.50 | 295 | 28 | 2 | | | | | | | | | | | | | | | |
| | 791 | | | 583 | 133 | 61 | 12 | 2 | | | | | | | | | | | | | |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 58 (GROUP VI)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|--------------------------|--------------------------|-------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|----------------------------|---|
| 25 dolls. and under | 26 to 50 dolls. | 51 to 75 dolls. | 76 to 100 doll | 101 to 125 doll | 126 to 150 doll | 151 to 175 doll | 176 to 200 doll | 201 to 225 doll | 226 to 250 doll | 251 to 275 doll | 276 to 300 doll | 301 to 325 doll | 326 to 350 doll | 351 to 375 doll | 376 to 400 doll | 401 to 425 doll | 429 to 450 doll | 451 to 475 doll | 476 to 500 doll | 501 doll and over | |
| | | 1 | | 1 | | | | | | | | | | | | | | | | | 1 |
| | | | 1 | | | | | | | | | | | | | | | | | | 2 |
| | | 1 | 1 | 1 | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | 1 | | | | | | | 1 |
| | 1 | | | | 1 | | | | | 1 | | | 1 | | | 1 | | | | | 2 |
| | 1 | | | | 1 | | | | | 1 | | | 1 | 1 | | 1 | | | | | 3 |
| | | | | | | | | | | | 1 | | | | | | | | | | 1 |
| | | | | | | | | | | | 1 | | | | | | | | | | |
| | | 1 | | | | | | | | | | | | | | | | | | | 1 |
| | | 1 | | | | | | | | | | | | | | | | | | | 2 |
| | 1 | | | 1 | | | | | | | | | | | | | | | | | 1 |
| | 1 | | | 1 | | | | | | | | | | | | | | | | | 2 |
| | | | 1 | | | | | | | | | | | | | | | | | | 1 |
| | | | 1 | | | | | | | | | | | | | | | | | | 2 |
| | | 1 | | | | | | | | | | | | | 1 | 1 | | | | | 1 |
| | | 1 | | | | | | | | | | | | | 1 | 1 | | | | | 2 |
| | 1 | | | | | | | | 1 | | | | | | | | | | | | 1 |
| | 1 | | | | | | | | | | | | | | | | | | | | 2 |
| | | | 1 | | | | | | | | | | | | | | | | | | 1 |
| | | | 1 | | | | | | | | | | | | | | | | | | 2 |
| | 1 | 1 | 1 | 1 | | | | 1 | 1 | | | | | | | | | | | | 1 |
| | 2 | 1 | 3 | | | | 1 | 2 | | | | | | | | | | | | | 2 |
| | 4 | 2 | 1 | 1 | | 1 | | | | | | | | | | | | | | | 3 |
| | 6 | 3 | 4 | 1 | | 1 | 1 | 2 | | | | | | | | | | | | | |
| | 1 | | | | | | | 2 | | | | | | | | | | | | | 1 |
| | 26 | 6 | | | | | | | | | | | | | | | | | | | 2 |
| | 9 | | | | | | | | | | | | | | | | | | | | 3 |
| | 36 | 6 | | | | | | 2 | | | | | | | | | | | | | |
| | 2 | | | | | | | | | | | | | | | | | | | | 1 |
| | 26 | 7 | 8 | 6 | 2 | 3 | 1 | | | | | 1 | | | 1 | | | | | | 2 |
| | | | 2 | 1 | | | 2 | | | | | | | | | | | | | | 3 |
| | | 1 | 1 | 2 | 1 | 1 | | | | 1 | 1 | | | | | | | | | a2 | 4 |
| | 28 | 8 | 11 | 9 | 3 | 4 | 3 | | | 1 | 1 | 2 | | | 1 | | | | | | 5 |
| | 1 | | | | | | | | | | | | | | | | | | | | 1 |
| | 175 | 48 | 7 | 7 | 2 | | | | | | | | | | | | | | | | 2 |
| | 52 | 41 | 22 | 8 | 6 | 15 | 1 | 1 | | | | | | | | | | | | | 3 |
| | 10 | 19 | 23 | 14 | 12 | | | | | 1 | | | | | | | | | | | 4 |
| | 256 | 56 | 11 | 2 | | | | | | | | | | | | | | | | | 5 |
| | 404 | 164 | 63 | 31 | 20 | 15 | 1 | 1 | 1 | 1 | | | | | | | | | | | |

a One \$501, one \$550.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 58 (GROUP VI)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employ- ees. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|----------------------------|------------------|---------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|-----|-----|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | |
| Laborers, dock | 1 | 15 | \$1.25 | 11 | 4 | | | | | | | | | |
| | 2 | 45 | 1.50 | 18 | 4 | 14 | 1 | 6 | 2 | | | | | |
| | 3 | 1 | 2.10 | 1 | | | | | | | | | | |
| | 4 | 24 | 2.50 | 24 | | | | | | | | | | |
| | | | 85 | | 54 | 8 | 14 | 1 | 6 | 2 | | | | |
| | | 12 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) |
| | | 97 | | | | | | | | | | | | |
| Laborers, fence | 1 | 11 | 1.25 | 8 | 3 | | | | | | | | | |
| | 2 | 6 | 1.50 | 3 | 1 | 2 | | | | | | | | |
| | | 17 | | 11 | 4 | 2 | | | | | | | | |
| Laborers, freight..... | 1 | 1 | 1.25 | | 1 | | | | | | | | | |
| | 2 | 4 | 1.43 | 1 | 1 | | | | | 2 | | | | |
| | 3 | 84 | 1.50 | 37 | 11 | 12 | 10 | 2 | | | 6 | 6 | | |
| | 4 | 2 | 1.60 | | | | | | | | 2 | | | |
| | | 91 | | 38 | 13 | 12 | 10 | 2 | 2 | 8 | 6 | | | |
| Laborers, gravel pit..... | 1 | 1 | 1.50 | | | | | | | | | | | |
| | | 1 | | | | | | 1 | | | | | | |
| Laborers, lumber yard.... | 1 | 81 | 1.25 | 35 | 16 | 14 | 5 | 2 | 6 | 2 | 1 | | | |
| | 2 | 1 | 1.31½ | | | | 1 | | | | | | | |
| | 3 | 1 | 1.35 | 1 | | | | | | | | | | |
| | | 83 | | 36 | 16 | 14 | 6 | 2 | 6 | 2 | 1 | | | |
| Laborer, oilhouse..... | 1 | 1 | 1.25 | | | | | | | | | | 1 | |
| | | 1 | | | | | | | | | | | 1 | |
| Laborers, shop | 1 | 2 | 1.00 | | | 2 | | | | | | | | |
| | 2 | 27 | 1.25 | 6 | 5 | 6 | 2 | 2 | 3 | 3 | | | | |
| | 3 | 3 | 1.50 | 2 | 1 | | | | | | | | | |
| | | 32 | | 8 | 6 | 8 | 2 | 2 | 3 | 3 | | | | |
| Laborers, station..... | 1 | 1 | 1.15 | | | 1 | | | | | | | | |
| | 2 | 1 | 1.25 | 1 | | | | | | | | | | |
| | 3 | 1 | 1.50 | 1 | | | | | | | | | | |
| | | 3 | | 2 | | 1 | | | | | | | | |
| Laborers, steam shovel.... | 1 | 5 | 1.25 | 5 | | | | | | | | | | |
| | 2 | 26 | 1.50 | 10 | 6 | 5 | 4 | 1 | | | | | | |
| | | 31 | | 15 | 6 | 5 | 4 | 1 | | | | | | |
| Laborers, storeroom..... | 1 | 14 | 1.25 | 3 | 3 | 2 | 2 | 2 | | 1 | 1 | | | |
| | 2 | 3 | 1.31½ | | | 1 | | 2 | | | | | | |
| | 3 | 2 | 1.50 | | | | | | 1 | | 1 | | | |
| | | 19 | | 3 | 3 | 3 | 2 | 4 | 1 | 1 | 2 | | | |

α Rate and time cannot be stated, as they worked by the piece.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 58 (GROUP VI)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|--------------------------|--------------------------|-------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|----------------------------|---|
| 25 dolls. and under | 26 to 50 dolls. | 51 to 75 dolls. | 76 to 100 doll | 101 to 125 doll | 126 to 150 doll | 151 to 175 doll | 176 to 200 doll | 201 to 225 doll | 226 to 250 doll | 251 to 275 doll | 276 to 300 doll | 301 to 325 doll | 326 to 350 doll | 351 to 375 doll | 376 to 400 doll | 401 to 425 doll | 426 to 450 doll | 451 to 475 doll | 476 to 500 doll | 501 doll and over | |
| 7 | 8 | | | | | | | | | | | | | | | | | | | | 1 |
| 16 | 4 | 2 | 4 | 4 | 6 | 1 | | | 2 | 2 | 2 | 2 | | | | | | | | | 2 |
| 1 | | | | | | | | | | | | | | | | | | | | | 3 |
| 24 | | | | | | | | | | | | | | | | | | | | | 4 |
| 48 | 12 | 2 | 4 | 4 | 6 | 1 | | | 2 | 2 | 2 | 2 | | | | | | | | | |
| 10 | 1 | | | | 1 | | | | | | | | | | | | | | | | |
| 58 | 13 | 2 | 4 | 4 | 7 | 1 | | | 2 | 2 | 2 | 2 | | | | | | | | | |
| 8 | 2 | 1 | | | | | | | | | | | | | | | | | | | 1 |
| 3 | 1 | | | 2 | | | | | | | | | | | | | | | | | 2 |
| 11 | 3 | 1 | | 2 | | | | | | | | | | | | | | | | | |
| | | 1 | | | | | | | | | | | | | | | | | | | 1 |
| 1 | 1 | | | | | | | | | | | | 1 | 1 | | | | | | | 2 |
| 27 | 14 | 7 | 2 | 6 | 4 | 4 | 2 | 4 | | 2 | | | | | | 2 | 4 | | 6 | | 3 |
| | | | | | | | | | | | | | | | | | | | 2 | | 4 |
| 28 | 15 | 8 | 2 | 6 | 4 | 4 | 2 | 4 | | 2 | | | 1 | 1 | | 2 | 4 | | 8 | | |
| | | | | | | | | 1 | | | | | | | | | | | | | 1 |
| | | | | | | | | 1 | | | | | | | | | | | | | |
| 30 | 13 | 10 | 7 | 5 | 3 | 1 | 2 | | 1 | 4 | | 2 | 2 | | 1 | | | | | | 1 |
| | | | | | 1 | | | | | | | | | | | | | | | | 2 |
| 1 | | | | | | | | | | | | | | | | | | | | | 3 |
| 31 | 13 | 10 | 7 | 5 | 4 | 1 | 2 | | 1 | 4 | | 2 | 2 | | 1 | | | | | | 1 |
| | | | | | | | | | | | | | | | | 1 | | | | | |
| | | | | | | | | | | | | | | | | 1 | | | | | 1 |
| | | | 2 | | | | | | | | | | | | | | | | | | 1 |
| 4 | 5 | 3 | 2 | 3 | 2 | | 1 | 1 | | 2 | 1 | | | 3 | | | | | | 2 | 3 |
| 2 | | 1 | | | | | | | | | | | | | | | | | | | |
| 6 | 5 | 4 | 4 | 3 | 2 | | 1 | 1 | | 2 | 1 | | | 3 | | | | | | | |
| | | 1 | | | | | | | | | | | | | | | | | | | 1 |
| 1 | | | | | | | | | | | | | | | | | | | | | 2 |
| 1 | | | | | | | | | | | | | | | | | | | | | 3 |
| 2 | | 1 | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | 1 |
| 8 | 5 | 3 | | 3 | 2 | 2 | 2 | | 1 | | | | | | | | | | | | 2 |
| 13 | 5 | 3 | | 3 | 2 | 2 | 2 | | 1 | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| 3 | 1 | 3 | | | 1 | 1 | 1 | 1 | 1 | 1 | | | 1 | | 1 | | | | | | 1 |
| | | | | 1 | | | | 1 | 1 | | | | | | | | | | | | 2 |
| | | | | | | | | | | | 1 | | | | | | | | | | 3 |
| | | | | | | | | | | | | | | | | | | | | a1 | |
| 3 | 1 | 3 | | 1 | 1 | 1 | 1 | 2 | 2 | | 1 | | 1 | | 1 | | | | | | 1 |

a \$527.

REPORT OF THE COMMISSIONER OF LABOR.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 58 (GROUP VI)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employ- és. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | | | | | | |
|----------------------------|------------------|--------------------------|--|--|---------------|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|--|--|--|--|--|--|--|--|
| | | | | 25 days and under | 26 to 50 days | 51 to 100 days | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | | | | | | | |
| Laborers, track | 1 | 4 | \$1.00 | 1 | 2 | 1 | | | | | | | | | | | | | | |
| | 2 | 103 | 1.10 | 45 | 10 | 18 | 10 | 5 | 6 | 5 | 4 | | | | | | | | | |
| | 3 | 110 | 1.12½ | 71 | 15 | 19 | 4 | 1 | | | | | | | | | | | | |
| | 4 | 310 | 1.15 | 124 | 62 | 49 | 37 | 22 | 8 | 4 | 4 | | | | | | | | | |
| | 5 | 1,990 | 1.25 | 788 | 288 | 342 | 207 | 115 | 95 | 59 | 96 | | | | | | | | | |
| | 6 | 145 | 1.35 | 97 | 13 | 15 | 11 | 6 | 2 | 2 | 1 | | | | | | | | | |
| | 7 | 133 | 1.40 | 13 | 13 | 4 | | | 2 | 1 | | | | | | | | | | |
| | 8 | 70 | 1.45 | 54 | 11 | 3 | 1 | 1 | | | | | | | | | | | | |
| | 9 | 298 | 1.50 | 169 | 67 | 37 | 17 | 5 | 3 | | | | | | | | | | | |
| | 10 | 1 | 1.75 | 1 | | | | | | | | | | | | | | | | |
| | | 3,064 | | 1,363 | 481 | 488 | 287 | 155 | 116 | 69 | 105 | | | | | | | | | |
| | | 2 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | | | | | | | | | |
| | | 3,066 | | | | | | | | | | | | | | | | | | |
| Laborers, warehouse..... | 1 | 2 | 1.40 | 1 | | 1 | | | | | | | | | | | | | | |
| | 2 | 8 | 2.50 | 8 | | | | | | | | | | | | | | | | |
| | | 10 | | 9 | | 1 | | | | | | | | | | | | | | |
| | | 2 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | | | | | | | | |
| | | 12 | | | | | | | | | | | | | | | | | | |
| Laborers, wood train..... | 1 | 36 | 1.15 | 33 | 3 | | | | | | | | | | | | | | | |
| | 2 | 36 | 1.25 | 35 | 1 | | | | | | | | | | | | | | | |
| | | 72 | | 68 | 4 | | | | | | | | | | | | | | | |
| Laborers, work train..... | 1 | 35 | 1.15 | 35 | | | | | | | | | | | | | | | | |
| | 2 | 7 | 1.25 | 5 | 1 | 1 | | | | | | | | | | | | | | |
| | 3 | 26 | 1.35 | 21 | 2 | 2 | | 1 | | | | | | | | | | | | |
| | 4 | 13 | 1.40 | 4 | 5 | 2 | 1 | 1 | | | | | | | | | | | | |
| | 5 | 41 | 1.45 | 20 | 11 | 9 | | 1 | | | | | | | | | | | | |
| | 6 | 1,054 | 1.50 | 617 | 197 | 167 | 68 | 4 | 1 | | | | | | | | | | | |
| | | 1,176 | | 702 | 216 | 181 | 69 | 7 | 1 | | | | | | | | | | | |
| Laborers, yard | 1 | 2 | 1.00 | 1 | | 1 | | | | | | | | | | | | | | |
| | 2 | 3 | 1.15 | 1 | | 1 | | | | | | | | | | | | | | |
| | 3 | 113 | 1.25 | 63 | 19 | 20 | 6 | 1 | 3 | 1 | | | | | | | | | | |
| | 4 | 1 | 1.48 | | | | | 1 | | | | | | | | | | | | |
| | 5 | 7 | 1.50 | 4 | 2 | 1 | | | | | | | | | | | | | | |
| | 6 | 2 | 1.90 | 2 | 2 | | | | | | | | | | | | | | | |
| | 7 | 4 | 2.00 | 2 | 1 | | 1 | | | | | | | | | | | | | |
| | 8 | 1 | 2.50 | 1 | | | | | | | | | | | | | | | | |
| | | 183 | | 72 | 24 | 23 | 8 | 1 | 3 | 1 | 1 | | | | | | | | | |
| Lamp lighter..... | 1 | 1 | .10 | | 1 | | | | | | | | | | | | | | | |
| | 1 | 1 | | | 1 | | | | | | | | | | | | | | | |
| Lamp tenders..... | 1 | 2 | .10 | | | 1 | 1 | | | | | | | | | | | | | |
| | | 2 | | | | 1 | 1 | | | | | | | | | | | | | |
| Machinists' apprentices... | 1 | 4 | .75 | | 1 | 2 | | | | | 1 | | | | | | | | | |
| | 2 | 11 | 1.00 | | 1 | | 2 | 1 | 2 | 4 | 1 | | | | | | | | | |
| | 3 | 3 | 1.25 | | | 1 | | | | 2 | | | | | | | | | | |
| | 4 | 1 | 1.50 | | | | | | | 1 | | | | | | | | | | |
| | | 19 | | | 2 | 3 | 2 | 1 | 2 | 8 | 1 | | | | | | | | | |

a Rate and time cannot be stated, as they worked by the piece.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 58 (GROUP VI).—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | |
|---|-------------------------|-------------------------|-------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|----------------------------|
| 25 dols. and under | 26 to 50 dols. | 51 to 75 dols. | 76 to 100 doll | 101 to 125 doll | 126 to 150 doll | 151 to 175 doll | 176 to 200 doll | 201 to 225 doll | 226 to 250 doll | 251 to 275 doll | 276 to 300 doll | 301 to 325 doll | 326 to 350 doll | 351 to 375 doll | 376 to 400 doll | 401 to 425 doll | 426 to 450 doll | 451 to 475 doll | 476 to 500 doll | 501 doll and over |
| 1 | 2 | 1 | 1 | 2 | 5 | 2 | 1 | 2 | 4 | 3 | 6 | | | | | | | | | 1 |
| 43 | 12 | 8 | 9 | 6 | 2 | 2 | 1 | 2 | 4 | | | | | | | | | | | 2 |
| 69 | 15 | 7 | 13 | 4 | 1 | 1 | | | | | | | | | | | | | | 3 |
| 120 | 51 | 36 | 15 | 21 | 18 | 11 | 8 | 8 | 7 | 4 | 3 | 1 | 3 | 1 | 3 | | | | | 4 |
| 693 | 275 | 107 | 156 | 97 | 96 | 80 | 56 | 41 | 49 | 46 | 40 | 25 | 26 | 30 | 55 | 26 | 2 | | | 5 |
| 80 | 24 | 7 | 4 | 7 | 8 | 3 | 3 | 5 | 1 | | 1 | 1 | | 1 | | 1 | | | | 6 |
| 5 | 16 | 8 | | 1 | | | | | | | 1 | 1 | | 1 | | | | | | 7 |
| 43 | 15 | 7 | 2 | 1 | | 1 | | | | 1 | 1 | | | 1 | | | | | | 8 |
| 141 | 46 | 40 | 28 | 3 | 6 | 5 | 9 | 3 | 1 | 3 | 1 | 1 | 1 | 1 | | | | | | 9 |
| 1 | | | | | | | | | | | | | | | | | | | | 10 |
| 1,196 | 456 | 319 | 228 | 140 | 131 | 105 | 79 | 58 | 60 | 58 | 46 | 32 | 36 | 33 | 58 | 27 | 2 | | | |
| | | 1 | | | | 1 | | | | | | | | | | | | | | |
| 1,196 | 456 | 320 | 228 | 140 | 131 | 106 | 79 | 58 | 60 | 58 | 46 | 32 | 36 | 33 | 58 | 27 | 2 | | | |
| 1 | | | | | 1 | | | | | | | | | | | | | | | 1 |
| 8 | | | | | | | | | | | | | | | | | | | | 2 |
| 9 | | | | | 1 | | | | | | | | | | | | | | | |
| 1 | | 1 | | | | | | | | | | | | | | | | | | |
| 10 | | 1 | | | 1 | | | | | | | | | | | | | | | |
| 32 | 4 | | | | | | | | | | | | | | | | | | | 1 |
| 34 | 2 | | | | | | | | | | | | | | | | | | | 2 |
| 66 | 6 | | | | | | | | | | | | | | | | | | | |
| 35 | | | | | | | | | | | | | | | | | | | | 1 |
| 5 | | 1 | | 1 | | | | | | | | | | | | | | | | 2 |
| 20 | 3 | 2 | | | | | | 1 | | | | | | | | | | | | 3 |
| | 8 | 1 | 2 | | | | 1 | 1 | | | | | | | | | | | | 4 |
| 12 | 12 | 9 | 3 | | 4 | | | 1 | | | | | | | | | | | | 5 |
| 507 | 183 | 124 | 69 | 59 | 39 | 35 | 17 | 16 | 1 | 3 | | | 1 | | | | | | | 6 |
| 579 | 206 | 135 | 76 | 60 | 43 | 35 | 18 | 17 | 3 | 3 | | | 1 | | | | | | | |
| 1 | | | 1 | | | | | | | | | | | | | | | | | 1 |
| 1 | | | 1 | 1 | | | | | | | | | | 1 | | | | | | 2 |
| 60 | 16 | 13 | 8 | 5 | 2 | 4 | | 1 | | 1 | 2 | 1 | | | | | | | | 3 |
| | | | | | | | | 1 | | | | | | | | | | | | 4 |
| 4 | 1 | 1 | | 1 | | | | | | | | | | | | | | | | 5 |
| | | 2 | | | | | | | | | | | | | | | | | | 6 |
| 2 | | 1 | | | | | | 1 | | | | | | | | | | | | 7 |
| 1 | | | | | | | | | | | | | | | | | | | | 8 |
| 69 | 17 | 17 | 9 | 7 | 2 | 4 | | 3 | | 1 | 2 | 1 | | 1 | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | | | | | | | | | | | | | | | | | | | | |
| 2 | | | | | | | | | | | | | | | | | | | | 1 |
| 2 | | | | | | | | | | | | | | | | | | | | |
| 1 | 1 | 1 | | | | | | | | 1 | | | | | | | | | | 1 |
| | 1 | | | 1 | 1 | | 1 | 1 | 1 | | 2 | 3 | | | | | | | | 2 |
| | | | 1 | | | | | | | | | | | | 2 | | | | | 3 |
| | | | | | | | | | | | | | | | | 1 | | | | 3 |
| 1 | 2 | 1 | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | 2 | 3 | | | 2 | 1 | | | | 4 |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 58 (GROUP VI)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employ-ees. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | | | | | | |
|---------------------------|------------------|-----------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|---|-----|-----|--|--|--|--|---|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | | | | | | | |
| Machinists' helpers | 1 | 1 | \$0.75 | | 1 | | | | | | | | | | | | | | | |
| | 2 | 18 | 1.25 | 3 | 3 | 3 | 2 | 1 | 1 | 1 | 1 | 4 | | | | | | | | |
| | 3 | 13 | 1.50 | | 1 | | 4 | 2 | 1 | 2 | 3 | | | | | | | | | |
| | 4 | 1 | 1.75 | | | 1 | | | | | | | | | | | | | | |
| | 5 | 1 | 2.00 | 1 | | | | | | | | | | | | | | | | |
| | | 34 | 1 | (a) | (a) | 5 | (a) | 6 | (a) | 3 | (a) | (a) | 7 | (a) | (a) | | | | | |
| | 35 | | | | | | | | | | | | | | | | | | | |
| Masons | 1 | 1 | 2.00 | 1 | | | | | | | | | | | | | | | | |
| | 2 | 2 | 2.50 | 2 | | | | | | | | | | | | | | | | |
| | 3 | 15 | 3.00 | 14 | | 1 | | | | | | | | | | | | | | |
| | 4 | 3 | 3.50 | 3 | | | | | | | | | | | | | | | | |
| | 5 | 4 | 4.00 | 4 | | | | | | | | | | | | | | | | |
| | 25 | | | 24 | | 1 | | | | | | | | | | | | | | |
| Masons' helper..... | 1 | 1 | 1.50 | 1 | | | | | | | | | | | | | | | | |
| | | 1 | | 1 | | | | | | | | | | | | | | | | |
| Messengers | 1 | 7 | .49½ | 1 | | | 1 | | | 1 | 4 | | | | | | | | | |
| | 2 | 5 | .66 | | 1 | 1 | | | | | | | | | | | | | | |
| | 3 | 2 | .82 | | | | | | 1 | | 2 | | | | | | | | | |
| | 4 | 1 | .96 | 1 | | | | | | | | | | | | | | | | |
| | 5 | 1 | 1.50 | | | 1 | | | | | | | | | | | | | | |
| | 16 | | | 2 | 1 | 2 | 1 | | 1 | 1 | 8 | | | | | | | | | |
| Nut tapper..... | 1 | 1 | 1.25 | 1 | | | | | | | | | | | | | | | | |
| | | 1 | | 1 | | | | | | | | | | | | | | | | |
| Office boys | 1 | 1 | .33 | | | | | | | | | | | | | | | | | 1 |
| | 2 | 2 | .49½ | | | | 1 | | | | | | | | | | | | | 1 |
| | 3 | 1 | .66 | | | | | | | | | | | | | | | | | 1 |
| | | 4 | | | | | 1 | | | | | | | | | | | | | 2 |
| Oilers | 1 | 3 | 1.50 | | | 1 | | | | | | | | | | | | | | 2 |
| | | 3 | | | | 1 | | | | | | | | | | | | | | 2 |
| Painters' helpers..... | 1 | 1 | 1.00 | | | | 1 | | | | | | | | | | | | | |
| | 2 | 21 | 1.25 | 7 | | 1 | 2 | 4 | 3 | 3 | 1 | | | | | | | | | |
| | 3 | 1 | 1.50 | | 1 | | | | | | | | | | | | | | | |
| | | 23 | | 7 | 1 | 1 | 3 | 4 | 3 | 3 | 1 | | | | | | | | | |
| Plasterers..... | 1 | 3 | 3.00 | 3 | | | | | | | | | | | | | | | | |
| | | 3 | | 3 | | | | | | | | | | | | | | | | |
| Porters..... | 1 | 1 | .49½ | | | | | | | 1 | | | | | | | | | | |
| | 2 | 1 | .66 | | | | | 1 | | | | | | | | | | | | |
| | 3 | 5 | 1.15 | 1 | | 2 | 2 | | | | | | | | | | | | | |
| | 4 | 7 | 1.31½ | 2 | | 2 | 2 | | | 1 | | | | | | | | | | |
| | 5 | 2 | 1.33½ | 1 | 1 | | | | | | | | | | | | | | | |
| | 6 | 2 | 1.48 | 2 | | | | | | | | | | | | | | | | |
| | 7 | 3 | 1.50 | 1 | | | | | 1 | 1 | | | | | | | | | | |
| | 8 | 1 | 1.81 | | | | | | | | | | | | | | | | | 1 |
| | 9 | 1 | 1.97 | | | | | | | | | | | | | | | | | |
| | | 23 | | 7 | 1 | 4 | 5 | 1 | 4 | | | | | | | | | | | |

a Rate and time cannot be stated, as he worked by the piece.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 58 (GROUP VI)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employ- és. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | | | | | | |
|----------------------------|------------------|--------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|--|--|--|--|--|---|---|--|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | | | | | | | |
| Pumpers | 1 | 1 | \$0.33 | | | | | | | | | | | | | | | | 1 | |
| | 2 | 3 | .49½ | | | | 2 | | | | | | | | | | | | 1 | |
| | 3 | 1 | .82 | 1 | | | | | | | | | | | | | | | | |
| | 4 | 6 | .98½ | 1 | 1 | | 1 | 2 | | | | | | | | | | | 1 | |
| | 5 | 1 | 1.10 | | | | | | | | | | | | | | | | 1 | |
| | 6 | 8 | 1.15 | 2 | | | 1 | 2 | | | | | | | | | | | 3 | |
| | 7 | 4 | 1.25 | 1 | 1 | | | 1 | | | | | | | | | | | 1 | |
| | 8 | 8 | 1.31½ | 1 | 2 | 2 | | | | 1 | | | | | | | | | 2 | |
| | 9 | 5 | 1.48 | | | | | | | 1 | | | | | | | | | 1 | |
| | 10 | 3 | 1.50 | | | | | | | 1 | | | | | | | | | 2 | |
| | 11 | 1 | 1.64½ | | | | | | | 1 | | | | | | | | | | |
| | | 41 | | 6 | 5 | 4 | 4 | 6 | 1 | 1 | 14 | | | | | | | | | |
| Repairers, pump | 1 | 2 | 2.00 | | | | 2 | | | | | | | | | | | | | |
| | 2 | 2 | 2.14 | | 1 | 1 | | | | | | | | | | | | | | |
| | | 4 | | | 1 | 3 | | | | | | | | | | | | | | |
| Rodmen | 1 | 1 | 1.50 | 1 | | | | | | | | | | | | | | | | |
| | 2 | 1 | 1.64½ | | | | 1 | | | | | | | | | | | | | |
| | 3 | 1 | 2.00 | | 1 | | | | | | | | | | | | | | | |
| | | 3 | | 1 | 1 | | 1 | | | | | | | | | | | | | |
| Roundhouseman | 1 | 1 | 1.50 | | | | | | | | | | | | | | | 1 | | |
| | | 1 | | | | | | | | | | | | | | | | 1 | | |
| Saw filer | 1 | 1 | 2.50 | | | | | 1 | | | | | | | | | | | | |
| | | 1 | | | | | | 1 | | | | | | | | | | | | |
| Scrubber | 1 | 1 | .92 | | | | 1 | | | | | | | | | | | | | |
| | | 1 | | | | | 1 | | | | | | | | | | | | | |
| Sealer | 1 | 1 | 1.60 | | | | | | | | | | | | | | | 1 | | |
| | | 1 | | | | | | | | | | | | | | | | 1 | | |
| Sidetrack men | 1 | 1 | 1.00 | | | | 1 | | | | | | | | | | | | | |
| | 2 | 1 | 1.40 | 1 | | | | | | | | | | | | | | | | |
| | | 2 | | 1 | | 1 | | | | | | | | | | | | | | |
| Snow shovellers | 1 | 4 | 1.15 | 4 | | | | | | | | | | | | | | | | |
| | 2 | 53 | 1.25 | 53 | | | | | | | | | | | | | | | | |
| | | 57 | | 57 | | | | | | | | | | | | | | | | |
| Stowers | 1 | 5 | 1.60 | | | | 3 | | | 1 | | | | | | | | | 1 | |
| | | 5 | | | | | 3 | | | 1 | | | | | | | | | 1 | |
| Switch light tenders | 1 | 2 | .06½ | | | | | 1 | | | | | | | | | | | 1 | |
| | 2 | 2 | .08 | | | | 1 | | | 1 | | | | | | | | | | |
| | 3 | 7 | .10 | | | | 1 | 1 | 2 | | | | | | | | | | 2 | |
| | 4 | 4 | .13 | | | | | | 1 | | | | | | | | | | 3 | |
| | 5 | 2 | .14 | | | | | | | | | | | | | | | | 2 | |
| | 6 | 12 | .16½ | 1 | 2 | 4 | 1 | | | 1 | | | | | | | | | 3 | |
| | 7 | 1 | .20 | | | | | | | | | | | | | | | | 1 | |
| | 8 | 1 | 1.00 | | | | | | | | | | | | | | | 1 | | |
| | 9 | 1 | 1.25 | | | | | | | 1 | | | | | | | | | | |
| | | 32 | | 1 | 4 | 5 | 3 | 4 | 2 | 1 | 12 | | | | | | | | | |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 58 (GROUP VI)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employ- ees. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|----------------------------------|------------------|---------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|---|--|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | |
| Timekeeper | 1 | 1 | \$1.64½ | | | | 1 | | | | | | | |
| | | 1 | | | | | 1 | | | | | | | |
| Tinsmiths' apprentices.... | 1 | 2 | .75 | | | | 1 | 1 | | | | | | |
| | 2 | 1 | 1.00 | | | | | | | | | 1 | | |
| | | 3 | | | | | 1 | 1 | | | | 1 | | |
| Tinsmiths' helpers | 1 | 2 | 1.50 | | | | | | | | | 1 | 1 | |
| | | 2 | | | | | | | | | | 1 | 1 | |
| Trackwalkers | 1 | 4 | 1.25 | 1 | 1 | 1 | | 1 | | | | | | |
| | 2 | 1 | 1.40 | 1 | | | | | | | | | | |
| | 3 | 8 | 1.50 | 4 | 3 | | | 1 | | | | | | |
| | | 13 | | | 6 | 4 | 1 | 1 | 1 | | | | | |
| Truckmen | 1 | 1 | 1.31½ | | | | | 1 | | | | | | |
| | 2 | 17 | 1.40 | 8 | 4 | 3 | | | | | | 1 | 1 | |
| | 3 | 4 | 1.48 | | | | | | | | | 2 | 2 | |
| | 4 | 6 | 1.50 | 4 | | | | | | | | 1 | 1 | |
| | 28 | | | 12 | 4 | 3 | 1 | | | | 4 | 4 | | |
| Waiters | 1 | 1 | .66 | | | | 1 | | | | | | | |
| | 2 | 6 | .82 | 2 | 1 | 2 | 1 | | | | | | | |
| | 3 | 2 | .98½ | 1 | | | | 1 | | | | | | |
| | 4 | 34 | 1.15 | 12 | 9 | 4 | 3 | 4 | 1 | | | 1 | | |
| | 5 | 3 | 1.48 | 3 | | | | | | | | | | |
| | 6 | 1 | 2.46½ | 1 | | | | | | | | | | |
| | 47 | | | 19 | 10 | 7 | 4 | 5 | 1 | | | 1 | | |
| Washers | 1 | 6 | .39½ | 2 | 1 | 1 | | 2 | | | | | | |
| | 2 | 1 | .49½ | 1 | | | | | | | | | | |
| | 3 | 1 | .75 | 1 | | | | | | | | | | |
| | 8 | | | 4 | 1 | 1 | | 2 | | | | | | |
| Watchmen, baggage | 1 | 2 | 1.31½ | | | | 1 | | | | | 1 | | |
| | | 2 | | | | | 1 | | | | | 1 | | |
| Watchman, bridge | 1 | 1 | 1.00 | | | | | | | 1 | | | | |
| | | 1 | | | | | | | | 1 | | | | |
| Watchman, track | 1 | 1 | 1.50 | 1 | | | | | | | | | | |
| | | 1 | | 1 | | | | | | | | | | |
| Watchmen and laborers... | 1 | 5 | 1.25 | | | | | 3 | 2 | | | | | |
| | | 5 | | | | | | 3 | 2 | | | | | |
| Watchman and telegraph operator. | 1 | 1 | 1.15 | 1 | | | | | | | | | | |
| | | 1 | | 1 | | | | | | | | | | |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 58 (GROUP VI)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | |
|---|--------------------------|--------------------------|-------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|----------------------------|
| 25 dolls. and under | 26 to 50 dolls. | 51 to 75 dolls. | 76 to 100 doll | 101 to 125 doll | 126 to 150 doll | 151 to 175 doll | 176 to 200 doll | 201 to 225 doll | 226 to 250 doll | 251 to 275 doll | 276 to 300 doll | 301 to 325 doll | 326 to 350 doll | 351 to 375 doll | 376 to 400 doll | 401 to 425 doll | 426 to 450 doll | 451 to 475 doll | 476 to 500 doll | 501 doll and over |
| | | | | | 1 | | | | | | | | | | | | | | | 1 |
| | | | | 1 | | | | | | | | | | | | | | | | 1 |
| | 1 | | | | | | | | | | | 1 | | | | | | | | 2 |
| | | 1 | | | 1 | | | | | | | | 1 | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | 1 | 1 | | |
| | | | | | | | | | | | | | | | | | 1 | 1 | | |
| 1 | 1 | 1 | | | | | | 1 | | | | | | | | | | | | 1 |
| 4 | 3 | | | | | | 1 | | | | | | | | | | | | | 2 |
| 6 | 4 | 1 | | | | | 1 | 1 | | | | | | | | | | | | 3 |
| | | | | | | | | 1 | | | | | | | | | | | | 1 |
| | 5 | 5 | 2 | 2 | | 1 | | | | | | | | | 1 | | 1 | | | 2 |
| | 3 | 1 | | | | | | | | | | | | | 1 | 1 | | | | 3 |
| | | | | | | | | | | | | | | | | | 1 | 1 | | 4 |
| | 8 | 6 | 2 | 2 | | 1 | | 1 | | | | | | | 2 | 1 | 2 | 2 | 1 | |
| | | 1 | | | | | | | | | | | | | | | | | | 1 |
| | 2 | 2 | | 1 | | | | | | | | | | | | | | | | 2 |
| | 1 | | 1 | | | | | 1 | | | | | | | | | | | | 3 |
| | 11 | 9 | 2 | 2 | 2 | | 3 | 2 | 1 | | 1 | | | | 1 | | | | | 4 |
| | 3 | | | | | | | | | | | | | | | | | | | 5 |
| | 1 | | | | | | | | | | | | | | | | | | | 6 |
| 18 | 12 | 3 | 2 | 3 | | 3 | 3 | 1 | | | 1 | | | | 1 | | | | | |
| | | | | 2 | | | | | | | | | | | | | | | | 1 |
| 4 | | | | | | | | | | | | | | | | | | | | 2 |
| 1 | | | | | | | | | | | | | | | | | | | | 3 |
| 6 | | | 2 | | | | | | | | | | | | | | | | | |
| | | | | 1 | | | | | | | | | | 1 | | | | | | 1 |
| | | | | 1 | | | | | | | | | | 1 | | | | | | |
| | | | | | | | | 1 | | | | | | | | | | | | 1 |
| | | | | | | | | 1 | | | | | | | | | | | | |
| | 1 | | | | | | | | | | | | | | | | | | | 1 |
| | | 1 | | | | | | | | | | | | | | | | | | |
| | | | | | | | 1 | 2 | | 2 | | | | | | | | | | 1 |
| | | | | | | | 1 | 2 | | 2 | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | | | | | | | | | | | | | | | | | | | | |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 58 (GROUP VI).—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500—Concluded.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 163.]

| Occupation. | Marginal number. | Number of employ-ees. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | |
|--------------------|------------------|-----------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|-------|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | |
| Water boys | 1 | 1 | \$0.75 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 2 | 9 | 1.00 | 7 | 1 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... |
| | 3 | 2 | 1.25 | ..... | ..... | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | 12 | ..... | 7 | 2 | 2 | 1 | ..... | ..... | ..... | ..... | ..... | ..... |
| Well diggers | 1 | 22 | 1.75 | 15 | 7 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 2 | 1 | 2.00 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 3 | 3 | 2.25 | 1 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | 26 | ..... | 17 | 9 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000.

| Occupation. | Marginal number. | Number of employ-ees. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | |
|-------------------------|------------------|-----------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|-------|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | |
| Agents, assistant | 1 | 1 | \$0.82 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 2 | 1 | 1.00 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 3 | 3 | 1.15 | ..... | ..... | 1 | 1 | ..... | ..... | ..... | ..... | ..... | 1 |
| | 4 | 1 | 1.31½ | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| | 5 | 1 | 1.48 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| | 6 | 1 | 1.64½ | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... |
| | | 8 | ..... | 1 | ..... | 2 | 2 | ..... | ..... | ..... | ..... | ..... | 3 |
| Baggagemen | 1 | 3 | .66 | ..... | ..... | ..... | 1 | ..... | 1 | ..... | ..... | ..... | 1 |
| | 2 | 1 | .74 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 3 | 2 | .82 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 4 | 4 | .98½ | 2 | ..... | ..... | 1 | ..... | ..... | 1 | ..... | ..... | ..... |
| | 5 | 1 | 1.15 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... |
| | 6 | 4 | 1.31½ | 4 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 7 | 10 | 1.48 | 1 | ..... | 1 | 1 | 2 | 2 | ..... | ..... | 3 | ..... |
| | 8 | 5 | 1.56 | ..... | 1 | 2 | ..... | ..... | 1 | ..... | ..... | 1 | ..... |
| | 9 | 27 | 1.64½ | 4 | 5 | 3 | 2 | 3 | ..... | 1 | 7 | 2 | ..... |
| | 10 | 10 | 1.74 | 1 | ..... | 1 | 3 | ..... | ..... | 1 | 4 | ..... | ..... |
| | 11 | 7 | 1.81 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | 3 | 2 | ..... |
| | | 74 | ..... | 16 | 7 | 7 | 9 | 5 | 4 | 3 | 18 | 5 | ..... |
| Blacksmiths..... | 1 | 1 | 1.50 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 2 | 7 | 1.75 | ..... | ..... | ..... | 3 | ..... | ..... | 3 | 1 | ..... | ..... |
| | 3 | 5 | 2.00 | 1 | ..... | ..... | ..... | ..... | ..... | 2 | 2 | ..... | ..... |
| | 4 | 5 | 2.25 | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 4 | ..... | ..... |
| | 5 | 4 | 2.50 | ..... | ..... | ..... | ..... | ..... | ..... | 2 | 2 | ..... | ..... |
| | 6 | 1 | 2.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... |
| | 7 | 2 | 2.65 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 8 | 3 | 2.75 | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | 1 | ..... |
| | 9 | 1 | 2.85 | ..... | ..... | ..... | ..... | ..... | ..... | 2 | ..... | ..... | ..... |
| | | 29 | ..... | 1 | ..... | 2 | 3 | ..... | 11 | 11 | 1 | ..... |  |
| Boiler heaters | 1 | 1 | 1.25 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 2 | 5 | 1.50 | 2 | ..... | ..... | 1 | ..... | ..... | ..... | 2 | ..... | ..... |
| | | 6 | ..... | 2 | 1 | ..... | 1 | ..... | ..... | ..... | 2 | ..... | ..... |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 58 (GROUP VI.)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE RARELY ABOVE \$500—Concluded.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|--------------------------|--------------------------|-------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|----------------------------|---|
| 25 dolls. and under | 26 to 50 dolls. | 51 to 75 dolls. | 76 to 100 doll | 100 to 125 doll | 126 to 150 doll | 151 to 175 doll | 176 to 200 doll | 201 to 225 doll | 226 to 250 doll | 251 to 275 doll | 276 to 300 doll | 301 to 325 doll | 326 to 350 doll | 351 to 375 doll | 376 to 400 doll | 401 to 425 doll | 426 to 450 doll | 451 to 475 doll | 476 to 500 doll | 501 doll and over | |
| 7 | 1 | | | 1 | | | | | | | | | | | | | | | | | 1 |
| | 1 | | | 1 | | | | | | | | | | | | | | | | | 2 |
| | | | 1 | | | | | | | | | | | | | | | | | | 3 |
| 7 | 2 | | 1 | 2 | | | | | | | | | | | | | | | | | |
| 9 | 8 | 3 | 2 | | | | | | | | | | | | | | | | | | 1 |
| | 1 | | | | | | | | | | | | | | | | | | | | 2 |
| | 1 | 2 | | | | | | | | | | | | | | | | | | | 3 |
| 9 | 10 | 5 | 2 | | | | | | | | | | | | | | | | | | |

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000.

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|---------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|-----------------------------|----|
| 50 dolls and under | 51 to 100 dolls. | 101 to 150 dolls. | 151 to 200 doll | 201 to 250 doll | 251 to 300 doll | 301 to 350 doll | 351 to 400 doll | 401 to 450 doll | 451 to 500 doll | 501 to 550 doll | 551 to 600 doll | 601 to 650 doll | 651 to 700 doll | 701 to 750 doll | 751 to 800 doll | 801 to 850 doll | 851 to 900 doll | 901 to 950 doll | 951 to 1000 doll | 1001 doll and over | |
| | 1 | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | 1 | | 1 | | | | | 1 | | | | | | | | | | | | | 2 |
| | | | | 1 | | | | | 1 | | | | | | | | | | | | 3 |
| | | | | | | | | | | 1 | | | | | | | | | | | 4 |
| | | | | | | | | | | | 1 | | | | | | | | | | 5 |
| 1 | 2 | | 1 | 1 | | | | 1 | 1 | 1 | | | | | | | | | | | 6 |
| | | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | 1 | 1 | 1 | 1 | | | | | | | | | | | | | | | | | 2 |
| 2 | | | 1 | | | 1 | | | | | | | | | | | | | | | 3 |
| | | | 1 | | | | | | | | | | | | | | | | | | 4 |
| 4 | | | | | | | | | | | | | | | | | | | | | 5 |
| 1 | 1 | 1 | 1 | 1 | 2 | 2 | | | | 3 | | | | | | | | | | | 6 |
| 1 | 1 | 1 | 1 | 1 | 1 | 1 | | | | 1 | | | | | | | | | | | 7 |
| 6 | 3 | 3 | 1 | 1 | 3 | | | 1 | 1 | 5 | 3 | | | | | | | | | | 8 |
| 1 | | | | | 2 | 1 | | 1 | 1 | 1 | 3 | | | | | | | | | | 9 |
| 2 | | | | | | | | 1 | 1 | 2 | 3 | 2 | | | | | | | | | 10 |
| | | | | | | | | | | | | | | | | | | | | | 11 |
| 20 | 6 | 8 | 2 | 4 | 7 | 3 | | 2 | | 6 | 8 | 6 | 2 | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | 1 |
| | 1 | | | 3 | | | | | | 4 | | | | | | | | | | | 2 |
| 1 | | | | | | | | | | | 2 | 2 | | | | | | | | | 3 |
| | | | | | | | | | | | | | 3 | | | | | | | | 4 |
| | | | | | | | | | | | | | 1 | | | | | | | | 5 |
| | | | | | | | | | | | | | | 2 | | | | | | | 6 |
| | | | | | | | | | | | | | | 1 | | | | | | | 7 |
| | | | | | | | | | | | | | | | 2 | | | | | | 8 |
| | | | | | | | | | | | | | | | 1 | | | | | | 9 |
| | | | | | | | | | | | | | | | | 1 | | | | | 10 |
| 1 | 1 | | | 4 | | | | | | 4 | 2 | 2 | 4 | 3 | 4 | 2 | 1 | | | | 11 |
| | | | | | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | 2 | | | | | | | | | | | 2 |
| 2 | 1 | | | 1 | | | | | | | | | | | | | | | | | |
| 2 | 1 | | | 1 | | | | | | 2 | | | | | | | | | | | |

a \$1,046.

REPORT OF THE COMMISSIONER OF LABOR.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 58 (GROUP VI)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employ- és. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | |
|-----------------------------|------------------|--------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-------------------|--|--|--|--|--|--|--|---|---|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over | | | | | | | | | |
| Boiler washers | 1 | 4 | \$1.50 | | | | 2 | 1 | | | | | | | | | | | | | |
| | 2 | 3 | 1.75 | | | | 1 | 1 | | | | | | | | | | | | | 1 |
| | | 7 | | | | | | 3 | 2 | | | | | | | | | | | | 2 |
| Boilermakers..... | 1 | 2 | 1.50 | | | | | | 2 | | | | | | | | | | | | |
| | 2 | 2 | 2.00 | 1 | | | 1 | | | 2 | | | | | | | | | | | |
| | 3 | 1 | 2.25 | | | | 1 | | | | | | | | | | | | | | |
| | 4 | 2 | 2.46½ | | 1 | | 1 | | | | | | | | | | | | | | |
| | 5 | 5 | 2.50 | 2 | | | | | | | | | | | | | | | | | 2 |
| | 6 | 2 | 2.65 | | 1 | | | 1 | | | | | | | | | | | | | 2 |
| | 7 | 10 | 2.75 | 3 | | | 1 | | | | | | | | | | | | | | 2 |
| | 8 | 7 | 2.85 | | 2 | | 1 | 1 | | | | 4 | | | | | | | | | 2 |
| | 9 | 2 | 3.00 | | 2 | | | | | | | 2 | | | | | | | | | 1 |
| | | 33 | | 6 | 6 | 5 | 2 | 2 | 6 | | | | | | | | | | | 5 | |
| Boilermakers' helpers | 1 | 1 | .75 | | | | | | | | | | | | | | | | | | 1 |
| | 2 | 2 | 1.00 | 1 | | | | 1 | | | | | | | | | | | | | |
| | 3 | 26 | 1.50 | 1 | 2 | 4 | 6 | 3 | 1 | 3 | | | | | | | | | | | 6 |
| | 4 | 1 | 2.00 | | | | | | | | | | | | | | | | | | 1 |
| | | 30 | | 2 | 2 | 4 | 7 | 3 | 1 | 3 | | | | | | | | | | 8 | |
| Brakemen, freight | 1 | 9 | 1.48 | 5 | 2 | | 1 | | | | | | | | | | | | | | |
| | 2 | 14 | 1.64½ | 5 | 3 | | 2 | | 2 | 2 | | | | | | | | | | | |
| | 3 | 320 | 1.75 | 143 | 64 | 50 | 27 | 14 | 9 | 6 | 7 | | | | | | | | | | |
| | 4 | 81 | 1.81 | 19 | 12 | 19 | 14 | 6 | 5 | 3 | 3 | | | | | | | | | | |
| | 5 | 62 | 1.85 | 17 | 15 | 8 | 7 | 1 | 1 | 3 | 3 | | | | | | | | | | |
| | 6 | 252 | 1.90 | 127 | 57 | 35 | 25 | 5 | | 1 | 2 | | | | | | | | | | |
| | 7 | 5 | 1.91½ | 4 | | 1 | | | | | | | | | | | | | | | 2 |
| | 8 | 7 | 1.92 | 1 | | 2 | 1 | 1 | | | | | | | | | | | | | |
| | 9 | 10 | 2.00 | 2 | 2 | 3 | 2 | 1 | | | | | | | | | | | | | |
| | 10 | 5 | 2.25 | | 1 | 3 | | 1 | | | | | | | | | | | | | |
| | | 755 | | 323 | 156 | 123 | 77 | 31 | 18 | 15 | 12 | | | | | | | | | | |
| Brakemen, passenger..... | 1 | 136 | 1.48 | 69 | 8 | 17 | 10 | 12 | 5 | 6 | 9 | | | | | | | | | | |
| | 2 | 13 | 1.64½ | 2 | 1 | 3 | 1 | 2 | 1 | 1 | 2 | | | | | | | | | | |
| | 3 | 1 | 1.66½ | | 1 | | | | | | | | | | | | | | | | |
| | 4 | 9 | 1.75 | 4 | 2 | 1 | 2 | | | | | | | | | | | | | | |
| | 5 | 7 | 1.81 | 2 | 1 | 2 | 1 | 1 | | | | | | | | | | | | | |
| | 6 | 4 | 1.90 | 1 | 1 | 1 | | | | | | | | | | | | | | | |
| | 7 | 1 | 1.91½ | | | 1 | | | | | | | | | | | | | | | |
| | 8 | 4 | 2.00 | 1 | | | 3 | | | | | | | | | | | | | | |
| | | 175 | | 79 | 14 | 25 | 17 | 15 | 6 | 8 | 11 | | | | | | | | | | |
| Brakemen and conductors. | 1 | 3 | 1.75 | 1 | 1 | 1 | | | | | | | | | | | | | | | |
| | 2 | 4 | 1.90 | 1 | 3 | | | | | | | | | | | | | | | | |
| | 3 | 5 | 2.25 | 2 | 2 | | | | | | | | | | | | | | | | 1 |
| | 4 | 2 | 2.46½ | | | 1 | | | | | | | | | | | | | | | 1 |
| | | 14 | | 4 | 6 | 2 | | | | | | | | | | | | | | | 1 |
| Brassmoulders | 1 | 1 | 2.80 | | | | | | | | | | | | | | | | | | |
| | 2 | 1 | 2.87½ | | | | 1 | | | 1 | | | | | | | | | | | |
| | | 2 | | | | | 1 | | | 1 | | | | | | | | | | | |
| Callers..... | 1 | 1 | 1.25 | | | | 1 | | | | | | | | | | | | | | |
| | 2 | 2 | 1.48 | | | | | | | | | | | | | | | | | | |
| | 3 | 1 | 1.50 | | | | | | | | | | | | | | | | | | 2 |
| | 4 | 6 | 1.60 | 2 | 1 | 1 | | | | | | | | | | | | | | | 2 |
| | | 10 | | 2 | 1 | 1 | 1 | 1 | | | | | | | | | | | | | 4 |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 58 (GROUP VI)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employ-és. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | | | | | |
|-----------------------------------|------------------|----------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|-----|--|--|--|--|--|----|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | | | | | | |
| Carpenters | 1 | 2 | \$1.25 | 1 | | | | | | 1 | | | | | | | | | |
| | 2 | 7 | 1.50 | 2 | 2 | | 1 | | | | | | | | | | | | |
| | 3 | 1 | 1.64½ | | | | | | | | | | | | | | | | 1 |
| | 4 | 22 | 1.75 | 8 | | 4 | 3 | 2 | | | | 2 | | | | | | | 1 |
| | 5 | 19 | 2.00 | 3 | 4 | 3 | | 1 | | | | 3 | | | | | | | 5 |
| | 6 | 4 | 2.20 | | | | 1 | 1 | | | 1 | 1 | | | | | | | |
| | 7 | 22 | 2.25 | | 2 | 2 | 2 | 1 | 3 | | | 5 | | | | | | | 6 |
| | 8 | 16 | 2.37½ | | 1 | 1 | 1 | 2 | | | | 10 | | | | | | | 1 |
| | 9 | 2 | 2.40 | | 1 | | | | | | | 1 | | | | | | | |
| | 10 | 5 | 2.50 | | | | | | 1 | | | 2 | | | | | | | 2 |
| | 11 | 1 | 2.75 | | | | | 1 | | | | | | | | | | | |
| | 101 | | | 16 | 9 | 13 | 10 | 5 | 5 | | 24 | 17 | 2 | | | | | | |
| | 30 | (a) | | (a) | (a) | (a) | (a) | (a) | (a) | | (a) | (a) | (a) | | | | | | |
| | 131 | | | | | | | | | | | | | | | | | | |
| Carpenters, bridge | 1 | 2 | 1.25 | 2 | | | | | | | | | | | | | | | |
| | 2 | 6 | 1.50 | 6 | | | | | | | | | | | | | | | |
| | 3 | 2 | 1.75 | 1 | | | | | | | 1 | | | | | | | | |
| | 4 | 96 | 2.00 | 33 | 16 | 21 | 12 | 10 | 2 | | 2 | 6 | | | | | | | |
| | 5 | 79 | 2.25 | 9 | 12 | 26 | 15 | 7 | 2 | | 6 | 2 | | | | | | | |
| | 6 | 4 | 2.50 | 1 | | 1 | | | | | | 1 | 1 | | | | | | |
| | 189 | | | 52 | 28 | 48 | 27 | 17 | 5 | | 9 | 3 | | | | | | | |
| | 2 | (b) | | (b) | (b) | (b) | (b) | (b) | (b) | | (b) | (b) | (b) | | | | | | |
| | 101 | | | | | | | | | | | | | | | | | | |
| Cashiers | 1 | 5 | 1.97 | | | | | | | | | | | | | | | | 5 |
| | 2 | 3 | 2.14 | 1 | | | | | | | | | | | | | | | 1 |
| | 3 | 2 | 2.30 | | | | | | | | | | | | | | | | 1 |
| | 4 | 1 | 2.63 | | | | | | | | | | | | | | | | 1 |
| | 5 | 1 | 2.74 | | | | | | | | | | | | | | | | 1 |
| | 6 | 1 | 2.96 | | | | | | | | | | | | | | | | 1 |
| | 13 | | | 1 | | | | | | | | | | | | | | | 10 |
| Cashier, assistant | 1 | 1 | 1.97 | | | | | | | | | | | | | | | | 1 |
| | | 1 | | | | | | | | | | | | | | | | | 1 |
| Checker | 1 | 1 | 1.81 | | | | | | | | | | | | | | | | 1 |
| | | 1 | | | | | | | | | | | | | | | | | 1 |
| Clerks and telegraph operators. | 1 | 3 | 1.48 | | 1 | | | 2 | | | | | | | | | | | |
| | 2 | 2 | 1.64½ | | 1 | | 1 | | | | | | | | | | | | |
| | 3 | 1 | 2.14 | | | | | | | | | 1 | | | | | | | |
| | | 6 | | | | 2 | | 1 | 2 | | | 1 | | | | | | | |
| Conductors, freight and passenger | 1 | 1 | 2.80 | | | | | | | | | | | | | | | | 1 |
| | 2 | 1 | 2.96 | | | | | | | | | | | | | | | | 1 |
| | | 2 | | | | | | | | | | | | | | | | | 2 |
| Conductors, work train .. | 1 | 1 | 2.49 | | | 1 | | | | | | | | | | | | | |
| | 2 | 2 | 2.80 | | | | | | 1 | 1 | | | | | | | | | |
| | 3 | 2 | 3.19 | | 1 | 1 | | | | | | | | | | | | | |
| | | 5 | | | | 1 | 2 | | | 1 | 1 | | | | | | | | |

a Rate and time cannot be stated, as they worked by the piece.
 b Rate and time cannot be stated, as they worked by contract.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 58 (GROUP VI)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 163.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|--------------------------|---------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|-----------------------------|---|
| 50 dols. and under | 51 to 100 dols. | 101 to 150 dols. | 151 to 200 doll | 201 to 250 doll | 251 to 300 doll | 301 to 350 doll | 351 to 400 doll | 401 to 450 doll | 451 to 500 doll | 501 to 550 doll | 551 to 600 doll | 601 to 650 doll | 651 to 700 doll | 701 to 750 doll | 751 to 800 doll | 801 to 850 doll | 851 to 900 doll | 901 to 950 doll | 951 to 1000 doll | 1001 doll and over | |
| 1 | | | | | | 1 | | | | | | | | | | | | | | 1 | |
| 2 | 2 | 2 | 1 | | | | | | | | | | | | | | | | | 2 | |
| 3 | | | | | | | | | | | | 1 | | | | | | | | 3 | |
| 4 | 1 | 2 | 2 | 1 | 3 | | | | 2 | 2 | | | 1 | | | | | | | 4 | |
| 5 | 4 | 2 | 1 | 1 | | 1 | | | 1 | 2 | 4 | 1 | | | | | | | | 5 | |
| 6 | | | | | | | | | | | | | | | | | | | | 6 | |
| 7 | 2 | | 2 | 1 | | 1 | | 1 | 2 | 1 | 1 | 2 | 5 | 2 | 1 | 1 | | | | 7 | |
| 8 | 1 | 1 | 1 | 1 | 2 | | | | | | | 3 | 4 | 4 | | | | | | 8 | |
| 9 | | | | | | | | | | | | 1 | | | | | | | | 9 | |
| 10 | | | | | | | 1 | | | | | | | 2 | 2 | | | | | 10 | |
| 11 | | | | | | | | | | | | | | | | | | | | 11 | |
| 15 | 10 | 7 | 7 | 4 | 5 | 4 | 1 | 1 | 5 | 4 | 4 | 11 | 1 | 8 | 3 | 1 | | | | | |
| | 1 | 1 | 3 | 3 | 4 | 3 | 2 | 2 | 2 | 6 | 4 | 1 | 1 | | | | | | | | |
| 15 | 11 | 8 | 7 | 7 | 9 | 7 | 3 | 3 | 7 | 10 | 8 | 12 | 12 | 8 | 3 | 1 | | | | | |
| 2 | | | | | | | | | | | | | | | | | | | | 1 | |
| 6 | | | | | | | | | | | | | | | | | | | | 2 | |
| 1 | | | | | | | | | | | | | | | | | | | | 3 | |
| 33 | 16 | 16 | 5 | 9 | 3 | 5 | 5 | 1 | 1 | | 2 | | | | | | | | | 4 | |
| 8 | 11 | 9 | 14 | 8 | 7 | 5 | 3 | 4 | 1 | 1 | 1 | 4 | 3 | | | | | | | 5 | |
| 1 | | | 1 | 1 | | | | | | | | 1 | 1 | | 1 | | | | | 6 | |
| 51 | 27 | 25 | 19 | 18 | 10 | 10 | 8 | 6 | 2 | 1 | 3 | 4 | 4 | | 1 | | | | | | |
| 2 | | | | | | | | | | | | | | | | | | | | | |
| 53 | 27 | 25 | 19 | 18 | 10 | 10 | 8 | 6 | 2 | 1 | 3 | 4 | 4 | | 1 | | | | | | |
| 1 | | | | | | | | | | | | | | 5 | | 2 | | | | | 1 |
| | | | | | | | | | | | | | | | | | | | | | 2 |
| | | | | | | | | | | | | | | | | | | | | | 3 |
| | | | | | | | | | | | | | | | | | | | | | 4 |
| | | | | | | | | | | | | | | | | | | | | | 5 |
| | | | | | | | | | | | | | | | | | | | | | 6 |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | | | | | 2 |
| | | | | | | | | | | | | | | | | | | | | | 3 |
| | | | | | | | | | | | | | | | | | | | | | 4 |
| | | | | | | | | | | | | | | | | | | | | | 5 |
| | | | | | | | | | | | | | | | | | | | | | 6 |
| 1 | | | | 1 | 1 | | | | | | | | | | | | | | | | 1 |
| | 1 | | | | | | | | | | | | | | | | | | | | 2 |
| | | | | | | | | | | | | | | | | | | | | | 3 |
| | | | | | | | | | | | | | | | | | | | | | 4 |
| | | | | | | | | | | | | | | | | | | | | | 5 |
| | | | | | | | | | | | | | | | | | | | | | 6 |
| | | | | | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | | | | | 2 |
| | | | | | | | | | | | | | | | | | | | | | 3 |
| | | | | | | | | | | | | | | | | | | | | | 4 |
| | | | | | | | | | | | | | | | | | | | | | 5 |
| | | | | | | | | | | | | | | | | | | | | | 6 |
| | | | | | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | | | | | 2 |
| | | | | | | | | | | | | | | | | | | | | | 3 |
| | | | | | | | | | | | | | | | | | | | | | 4 |
| | | | | | | | | | | | | | | | | | | | | | 5 |
| | | | | | | | | | | | | | | | | | | | | | 6 |
| | | | | | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | | | | | 2 |
| | | | | | | | | | | | | | | | | | | | | | 3 |
| | | | | | | | | | | | | | | | | | | | | | 4 |
| | | | | | | | | | | | | | | | | | | | | | 5 |
| | | | | | | | | | | | | | | | | | | | | | 6 |
| | | | | | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | | | | | 2 |
| | | | | | | | | | | | | | | | | | | | | | 3 |
| | | | | | | | | | | | | | | | | | | | | | 4 |
| | | | | | | | | | | | | | | | | | | | | | 5 |
| | | | | | | | | | | | | | | | | | | | | | 6 |

a \$1.027.

b \$1.080.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 58 (GROUP VI)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Num-ber of em-ploy-és. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | |
|-----------------------------|------------------|------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|----|---|--|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | | |
| Cranemen | 1 | 6 | \$3.26 | 1 | 1 | 1 | 1 | 1 | 1 | | | | | | |
| | | 6 | | 1 | 1 | 1 | 1 | 1 | 1 | | | | | | |
| Depotmasters | 1 | 1 | 1.48 | | 1 | | | | | | | | | | |
| | 2 | 1 | 2.14 | | | | 1 | | | | | | | | |
| | 3 | 1 | 2.96 | | | | | 1 | | | | | | | |
| | 4 | 1 | 3.62 | | | 1 | | | | | | | | | |
| | | 4 | | | 1 | 1 | 1 | 1 | | | | | | | |
| Dining car employés, cooks | 1 | 2 | .66 | | | | 1 | | | 1 | | | | | |
| | 2 | 3 | .82 | 3 | 3 | | 1 | 1 | | | | | | | |
| | 3 | 3 | .98½ | | | | 2 | 1 | | | | | | | |
| | 4 | 1 | 1.48 | | 1 | | | | | | | | | | |
| | 5 | 12 | 1.64½ | 4 | 1 | 3 | 1 | 3 | | | | | | | |
| | 6 | 9 | 1.97 | 5 | | 3 | | 1 | | | | | | | |
| | 7 | 1 | 2.00 | 1 | | | | | | | | | | | |
| | 8 | 3 | 2.46½ | 1 | | | 1 | | | | | | | 1 | |
| | | 39 | | 15 | 4 | 10 | 4 | 4 | 1 | | | | 1 | | |
| Draughtsmen | 1 | 1 | 2.46½ | | | | | | | | | | | 1 | |
| | 2 | 1 | 2.96 | | | | | | | | | | | 1 | |
| | | 2 | | | | | | | | | | | | 2 | |
| Engineer, piledriver..... | 1 | 1 | 2.25 | | | | | | | 1 | | | | | |
| | | 1 | | | | | | | | 1 | | | | | |
| Engineers, shop | 1 | 2 | 1.50 | | 1 | 1 | | | | | | | | | |
| | 2 | 1 | 1.62½ | | | | | | | | | | | 1 | |
| | | 3 | | | 1 | 1 | | | | | | | | 1 | |
| Engineers, stationary | 1 | 1 | 1.25 | | | | 1 | | | | | | | | |
| | 2 | 2 | 1.48 | | 1 | | | | | | | | | | |
| | 3 | 2 | 1.50 | | | | 1 | 1 | 1 | | | | | | |
| | 4 | 1 | 1.64½ | | | | | | | | | | | 1 | |
| | 5 | 2 | 2.30 | | | | | | | | | | | 2 | |
| | 6 | 3 | 2.63 | 2 | 1 | | | | | | | | | | |
| | | 11 | | 2 | 2 | | 2 | 1 | 1 | | | | 3 | | |
| Engineers, steam shovel... | 1 | 5 | 3.83½ | 1 | | 1 | 1 | 1 | 1 | | | | | | |
| | | 5 | | 1 | | 1 | 1 | 1 | 1 | | | | | | |
| Foremen, boilermakers.... | 1 | 2 | 2.96 | | 1 | | | | | | | | | 1 | |
| | | 2 | | | 1 | | | | | | | | | 1 | |
| Foreman, car inspectors... | 1 | 1 | 2.80 | | | | | | | | | | | 1 | |
| | | 1 | | | | | | | | | | | | 1 | |
| Foremen, car smiths | 1 | 1 | 1.48 | | 1 | | | | | | | | | | |
| | 2 | 4 | 1.64½ | | | | | | | | | | | 4 | |
| | 3 | 4 | 1.97 | | | | 1 | | | | | | | 3 | |
| | 4 | 1 | 2.14 | | | | | | | | | | | 1 | |
| | 5 | 1 | 2.30 | | | | | | | | | | | 1 | |
| | 6 | 1 | 2.63 | | | | | | | | | | | 1 | |
| | | 12 | | | 1 | 1 | | | | | | | 10 | | |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 58 (GROUP VI)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000—Continued.

For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|---------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|-------------------------------|---|
| 50 dolls. and under | 51 to 100 dolls. | 101 to 150 dolls. | 151 to 200 doll | 201 to 250 doll | 251 to 300 doll | 301 to 350 doll | 351 to 400 doll | 401 to 450 doll | 451 to 500 doll | 501 to 550 doll | 551 to 600 doll | 601 to 650 doll | 651 to 700 doll | 701 to 750 doll | 751 to 800 doll | 801 to 850 doll | 851 to 900 doll | 901 to 950 doll | 951 to 1000 doll | 1001 do ll an d over | |
| 1 | | 1 | | | 1 | 1 | | | | 1 | | | | 1 | | | | | | | 1 |
| 1 | | 1 | | | 1 | 1 | | | | 1 | | | | 1 | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| | | | | | 1 | | | | | | | | | | | | | | | | 2 |
| | | | | | | | | | | 1 | | | | | | | | | | | 3 |
| | | | | 1 | | | | | | | | | | | | | | | | | 4 |
| 1 | | | | 1 | 1 | | | | | 1 | | | | | | | | | | | |
| 1 | | | 1 | | | | | | | | | | | | | | | | | | 1 |
| 6 | 1 | 1 | | | | | | | | | | | | | | | | | | | 2 |
| | 2 | 1 | | | | | | | | | | | | | | | | | | | 3 |
| 1 | | | | | | | | | | | | | | | | | | | | | 4 |
| 4 | 3 | 1 | | 1 | 1 | 2 | | | | | | | | | | | | | | | 5 |
| 5 | | 3 | | | | 1 | | | | | | | | | | | | | | | 6 |
| 1 | | | | | | | 1 | | | | | | | | | | | | | | 7 |
| 1 | | | | | | | | | | | | | | | | | 1 | | | | 8 |
| 19 | 6 | 6 | 1 | 1 | 1 | 4 | | | | | | | | | | | 1 | | | | 4 |
| | | | | | | | | | | | | | | | | | | 1 | | | 1 |
| | | | | | | | | | | | | | | | | | | | 1 | | 2 |
| | | | | | | | | | | 1 | | | | | | | | | | | 1 |
| | | | | | | | | | | 1 | | | | | | | | | | | |
| | 2 | | | | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | | | | | 2 |
| | 2 | | | | | | | | | | 1 | | | | | | | | | | |
| | | | | 1 | | | | | | | | | | | | | | | | | 1 |
| 1 | | | 1 | 1 | | 1 | | | | | | | | | | | | | | | 2 |
| | | | | | | | | | | | 1 | | | | | | | | | | 3 |
| | | | | | | | | | | | | | | | | | | | | | 4 |
| 1 | 2 | | | | | | | | | | | | | | | 2 | | | | | 5 |
| | | | | | | | | | | | | | | | | | | | | | 6 |
| 2 | 2 | | 2 | 1 | | 1 | | | | | 1 | | | | | | 2 | | | | |
| | 1 | | | | 1 | | | | | | | | | 1 | | 1 | | | | | 1 |
| | 1 | | | | 1 | | | | | 1 | | | | 1 | | 1 | | | | | |
| | 1 | | | | | | | | | | | | | | | | | | | 1 | 1 |
| | 1 | | | | | | | | | | | | | | | | | | | 1 | |
| | | | | | | | | | | | | | | | | | | | | 1 | |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| | | 1 | | | | | | | | | 4 | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | 1 | 2 | | | | | | 2 |
| | | | | | | | | | | | | | | | 1 | | | | | | 3 |
| | | | | | | | | | | | | | | | | 1 | | | | | 4 |
| | | | | | | | | | | | | | | | | | | | | | 5 |
| 1 | | 1 | | | | | | | | | 4 | | | 1 | 2 | 1 | 1 | | | | 6 |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 58 (GROUP VI)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 163.]

| Occupation. | Marginal number. | Number of employ- ees. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | | | | | | |
|-----------------------------|------------------|---------------------------|--|--|---------------|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|---|---|---|--|--|--|--|---|
| | | | | 25 days and under | 26 to 50 days | 51 to 100 days | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | | | | | | | |
| Foremen, coal heavers.... | 1 | 3 | \$1.48 | | | 1 | | 2 | | | | | | | | | | | | |
| | 2 | 1 | 1.75 | | | | | | | | | | | | | | | | | 1 |
| | | 4 | | | | | 1 | | 2 | | | | | | | | | | | 1 |
| Foremen, dock laborers ... | 1 | 1 | 1.64½ | | | 1 | | | | | | | | | | | | | | |
| | 2 | 1 | 2.14 | | | | | | | | | | | | | | | | | 1 |
| | | 2 | | | | | 1 | | | | | | | | | | | | | 1 |
| Foremen, lumber yard | 1 | 2 | 1.64½ | | | | | | | | | | | 1 | | | | | | 1 |
| | | 2 | | | | | | | | | | | | | 1 | | | | | 1 |
| Foreman, piledrivers | 1 | 1 | 2.50 | | | | | | | | | | 1 | | | | | | | |
| | | 1 | | | | | | | | | | | 1 | | | | | | | |
| Foreman, pumpers | 1 | 1 | 2.80 | | | | | | | | | | | | | | | | | 1 |
| | | 1 | | | | | | | | | | | | | | | | | | 1 |
| Foremen, switchmen | 1 | 1 | 1.48 | | | 1 | | | | | | | | | | | | | | |
| | 2 | 2 | 2.00 | | | | 1 | 1 | | | | | | | | | | | | |
| | 3 | 2 | 2.10 | | | | 1 | | | | | | | | | | | | | |
| | 4 | 13 | 2.25 | 3 | 2 | 4 | | | 1 | 1 | | | | 1 | 1 | | | | | 1 |
| | 5 | 6 | 2.35 | 3 | 1 | | | | 1 | 1 | | | | | | | | | | |
| | | 24 | | | 6 | 4 | 6 | 1 | 2 | 2 | 2 | | | | | | | | | |
| Foremen, track laborers ... | 1 | 15 | 1.31½ | 4 | | | | | 3 | 1 | | | | | | | | | | 7 |
| | 2 | 4 | 1.35 | | 1 | | | | 1 | 1 | | | | | | | | | | 1 |
| | 3 | 195 | 1.48 | 16 | 21 | 26 | 19 | 19 | 17 | 6 | 69 | 2 | | | | | | | | |
| | 4 | 7 | 1.50 | | 2 | 2 | | 3 | 3 | | | | | | | | | | | |
| | 5 | 17 | 1.64½ | | 2 | 3 | 1 | 3 | 1 | 2 | 5 | | | | | | | | | |
| | 6 | 4 | 1.97 | | | 2 | | 1 | 1 | | 1 | | | | | | | | | |
| | 7 | 3 | 2.14 | | | 2 | | | 1 | | | | | | | | | | | |
| | 8 | 1 | 2.50 | 1 | | | | | 1 | | | | | | | | | | | |
| | | 240 | | | 21 | 26 | 35 | 20 | 31 | 20 | 8 | 83 | 2 | | | | | | | |
| Foremen, transfer laborers | 1 | 3 | 1.64½ | | 1 | | | | | | | | | | | | | | | 1 |
| | | 3 | | | 1 | | | | | | | | | | | | | | | 1 |
| Foremen, warehouse | 1 | 1 | 1.64½ | | | | | | | | | | | | | | | | | 1 |
| | 2 | 1 | 2.46½ | | | | | | | | | | | | | | | | | 1 |
| | | 2 | | | | | | | | | | | | | | | | | | 2 |
| Foreman, watchmen | 1 | 1 | 2.74 | | | | | | | | | | | | | | | | | 1 |
| | | 1 | | | | | | | | | | | | | | | | | | 1 |
| Foreman, water supply.... | 1 | 1 | 2.80 | | | 1 | | | | | | | | | | | | | | |
| | | 1 | | | | 1 | | | | | | | | | | | | | | |
| Foremen, yard | 1 | 2 | 1.50 | | | 1 | | | | | | | | | 1 | | | | | |
| | 2 | 4 | 1.64½ | | | | | 1 | | 1 | | | | | | | | | | |
| | 3 | 2 | 1.81 | | 2 | | | | | 1 | | | | | | | | | | |
| | 4 | 1 | 2.14 | | | | | | | 1 | | | | | | | | | | 1 |
| | 5 | 2 | 2.30 | | | | | | | | | | | | | | | | | |
| | 6 | 1 | 2.35 | | 1 | | | | | | | | | | | | | | | 1 |
| | 7 | 2 | 2.46½ | | | | | | | | | | | | 1 | | | | | 1 |
| | | 14 | | | 1 | 2 | 1 | 1 | 2 | 2 | 1 | 3 | 1 | | | | | | | |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 58 (GROUP VI)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 163.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | |
|---|---------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|-----------------------------|
| 50 dolls. and under | 51 to 100 dolls. | 101 to 150 dolls. | 151 to 200 doll | 201 to 250 doll | 251 to 300 doll | 301 to 350 doll | 351 to 400 doll | 401 to 450 doll | 451 to 500 doll | 501 to 550 doll | 551 to 600 doll | 601 to 650 doll | 651 to 700 doll | 701 to 750 doll | 751 to 800 doll | 801 to 850 doll | 851 to 900 doll | 901 to 950 doll | 951 to 1000 doll | 1001 doll and over |
| 1 | | | | 1 | 1 | | | | | 1 | | | | | | | | | | 1 |
| | 1 | | | 1 | 1 | | | | | 1 | | | | | | | | | | 2 |
| | | 1 | | | | | | | | | | | | 1 | | | | | | 1 |
| | | 1 | | | | | | | | | | | | 1 | | | | | | 2 |
| | | | 1 | | | | | | | | | | | 1 | | | | | | 1 |
| | | | | | | | | 1 | 1 | | | | | | | | | | | 1 |
| | | | | | | | | 1 | 1 | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | 1 | | | | | | | 1 |
| | | | | | | | | | | | | | 1 | | | | | | | 1 |
| | | | | | | | | | | | | | | | 1 | | | | | 1 |
| | | | | | | | | | | | | | | | | 1 | | | | 1 |
| | | | | | | | | | | | | | | | | | | | | 1 |
| | 1 | | | | | | | | | | | | | | | | | | | 1 |
| | | 1 | | | | | | | | | | | | | | | | | | 2 |
| | | 1 | | | | | | | | | | | | | | | | | | 3 |
| | | 1 | | | | | | | | | | | | | | | | | | 4 |
| | | 1 | | | | | | | | | | | | | | | | | | 5 |
| | | | 6 | 1 | 1 | | | 1 | 1 | | | | | 1 | | | | | | 5 |
| | | | | | | | | | | 1 | 3 | | | | | | | | | 5 |
| | | | | | | | | | | 1 | 3 | | | | | | | | | 5 |
| | 4 | | | 1 | 1 | 2 | | | 1 | 6 | | | | | | | | | | 1 |
| | 1 | | | 1 | 1 | 1 | | | | 1 | | | | | | | | | | 2 |
| | 25 | 23 | 15 | 12 | 16 | 10 | 12 | 6 | 11 | 12 | 53 | | | | | | | | | 2 |
| | 1 | 1 | 2 | 2 | 3 | | | | | | | | | | | | | | | 3 |
| | 1 | 1 | 2 | 2 | 2 | 2 | 1 | 1 | 2 | | | | | 4 | 1 | | | | | 4 |
| | | | 1 | 1 | | | | | | | | | | | 1 | | | | | 5 |
| | | | 1 | 1 | | | | | | | | | | | 1 | | | | | 6 |
| | | | 2 | | | | | | | | | | | | | | | | | 7 |
| | | | | | | | | | | | | | | | | | | | | 8 |
| | 33 | 26 | 22 | 15 | 21 | 16 | 13 | 8 | 14 | 19 | 53 | 4 | 2 | | | | | | | 8 |
| | | 1 | | | | | | | | | | 1 | 1 | | | | | | | 1 |
| | | 1 | | | | | | | | | | 1 | 1 | | | | | | | 1 |
| | | | | | | | | | | | | 1 | | | | | | | | 1 |
| | | | | | | | | | | | | 1 | | | | | | | | 2 |
| | | | | | | | | | | | | 1 | | | | | | | | 2 |
| | | | | | | | | | | | | 1 | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | 1 | | | | 1 |
| | | | | | | | | | | | | | | | | | | | 1 | 1 |
| | | | | | | | | | | | | | | | | | | | 1 | 1 |
| | | | | | | | | | | | | | | | | | | | | 1 |
| | 1 | 1 | | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | | | | 2 |
| | | | | | | | | | | | | | | | | | | | | 3 |
| | | | | | | | | | | | | | | | | | | | | 4 |
| | | | | | | | | | | | | | | | | | | | | 5 |
| | | | | | | | | | | | | | | | | | | | | 6 |
| | | | | | | | | | | | | | | | | | | | | 7 |
| | 2 | 2 | | | 1 | | 1 | 3 | | 1 | | 1 | | | 1 | 1 | 1 | | | 7 |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 58 (GROUP VI)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employ-ees. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|---------------------------------|------------------|-----------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|---|-----|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | |
| Freighthandlers..... | 1 | 2 | \$1.48 | | | | | | | 1 | | | | 1 |
| | | 2 | | | | | | | | | 1 | | | 1 |
| Gatemen, crossing..... | 1 | 1 | 2.14 | | | | | | | | | | | 1 |
| | | 1 | | | | | | | | | | | | 1 |
| Hostlers..... | 1 | 2 | 1.25 | | 1 | | 1 | | | | | | | |
| | 2 | 1 | 1.50 | | | | | | | | | | 1 | |
| | 3 | 32 | 2.00 | 9 | 6 | 5 | 5 | 3 | 1 | 1 | 1 | 1 | 1 | 1 |
| | 4 | 11 | 2.25 | 5 | 2 | 1 | 2 | 1 | | | | | | |
| | | 46 | | | 14 | 9 | 6 | 8 | 4 | 1 | 1 | 1 | 2 | 1 |
| Inspectors, car..... | 1 | 1 | 1.60 | | | | | | | | | | 1 | |
| | 2 | 1 | 1.64 $\frac{1}{3}$ | | | | | 1 | | | | | | |
| | 3 | 4 | 1.65 | | | | 1 | | | | | | | 3 |
| | 4 | 1 | 1.75 | | | | | | | | | | | 1 |
| | 5 | 1 | 1.81 | | | | | | | 1 | | | | |
| | 6 | 1 | 2.00 | | | | | | | | | | | 1 |
| | | | | | | 1 | 1 | | 1 | | | 1 | 5 | |
| Inspector, wheel..... | 1 | 1 | 2.50 | | | | | | | | | | 1 | |
| | | 1 | | | | | | | | | | | 1 | |
| Inspectors and civil engineers. | 1 | 1 | 3.29 | | | | 1 | | | | | | | |
| | 2 | 1 | 4.93 | | | | | | | | | 1 | | |
| | | 2 | | | | | 1 | | | | | 1 | | |
| Laborers, piledriver..... | 1 | 7 | 2.00 | | 1 | 1 | 1 | | | 2 | 2 | | | |
| | | 7 | | | 1 | 1 | 1 | | | 2 | 2 | | | |
| Linemen..... | 1 | 1 | 1.64 $\frac{1}{2}$ | | | | | | 1 | | | | | |
| | 2 | 5 | 1.97 | 3 | 1 | | | | | | | | 1 | |
| | | 6 | | 3 | 1 | | | | 1 | | | | 1 | |
| Loaders, car..... | 1 | 1 | 1.31 $\frac{1}{2}$ | | | | | | | | | | 1 | |
| | 2 | 1 | 1.48 | | | | | | | | | | 1 | |
| | | 1 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | 2 | (a) |
| | | 3 | | | | | | | | | | | | |
| Machinists..... | 1 | 1 | 1.50 | | | | | | 1 | | | | | |
| | 2 | 4 | 1.75 | | | | 1 | | | | | 1 | 2 | |
| | 3 | 12 | 2.00 | 1 | 1 | 2 | | 1 | 4 | | | 1 | 1 | 1 |
| | 4 | 15 | 2.25 | 5 | 2 | 2 | 2 | | | | | 2 | 2 | |
| | 5 | 3 | 2.30 | | | | 1 | | | | | 2 | | |
| | 6 | 2 | 2.37 $\frac{1}{2}$ | | | | | 1 | | 1 | | | | |
| | 7 | 5 | 2.40 | | 1 | 2 | | 1 | | | 1 | | | |
| | 8 | 25 | 2.50 | 5 | 2 | 4 | 3 | | 2 | 5 | 4 | | | |
| | 9 | 34 | 2.60 | 2 | 3 | 7 | 7 | 4 | 3 | 6 | 2 | | | |
| | 10 | 3 | 2.65 | | | | | | | 2 | | | 1 | |
| | 11 | 1 | 2.70 | | | | | | | | | | | 1 |
| | 12 | 14 | 2.75 | 2 | 1 | | 3 | 1 | | 4 | 3 | | | |
| | | | 119 | | 15 | 10 | 19 | 16 | 8 | 12 | 22 | 15 | 2 | |
| | 1 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | | |
| | | 120 | | | | | | | | | | | | |

a Rate and time cannot be stated, as he worked by the piece.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 58 (GROUP VI)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employ-ees. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|-------------------------------|------------------|-----------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|-----|--|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | |
| Oilhouseman | 1 | 1 | \$1.75 | | | | | | | | | | 1 | |
| | | 1 | | | | | | | | | | | 1 | |
| Painters | 1 | 6 | 1.25 | | | | 1 | | | | | 5 | | |
| | 2 | 1 | 1.30 | | | 1 | | | | | | 1 | | |
| | 3 | 2 | 1.37½ | | | | 1 | | | | | 1 | | |
| | 4 | 12 | 1.50 | 8 | | | | 1 | | 1 | | 4 | 1 | |
| | 5 | 7 | 1.75 | 1 | 2 | | | | | | | 3 | | |
| | 6 | 10 | 2.00 | 3 | | 4 | | | | | | 4 | | |
| | 7 | 11 | 2.25 | 2 | | 3 | 1 | | | 1 | | 4 | | |
| | | 49 | | 14 | 2 | 8 | 3 | 1 | 2 | 18 | 1 | | | |
| Patternmakers | 1 | 1 | 2.50 | | | | 1 | | | | | | | |
| | 2 | 2 | 2.60 | | | 1 | 1 | | | | | | | |
| | 3 | 1 | 2.65 | | | | | | | | | 1 | | |
| | 4 | 1 | 2.75 | | | | 1 | | | | | | | |
| | | 5 | | | | 1 | 3 | | | | 1 | | | |
| Pumper and watchman | 1 | 1 | 1.64½ | | | | | | | | | | 1 | |
| | | 1 | | | | | | | | | | | 1 | |
| Pumpmen | 1 | 2 | .98½ | | | | 1 | | | | | | | |
| | 2 | 1 | 1.00 | 1 | | | 1 | | | | | | | |
| | 3 | 2 | 1.48 | 1 | | | 1 | | | | | | | |
| | 4 | 1 | 2.00 | 1 | | | | | | | | | | |
| | 5 | 1 | 2.14 | | | | | | | | | | 1 | |
| | 6 | 1 | 2.63 | | | | | | | | | | 1 | |
| | | 8 | | 3 | | 3 | | | | | | 2 | | |
| Repairers, line | 1 | 3 | 1.97 | | | | | 1 | | 1 | | | 1 | |
| | 2 | 1 | 2.14 | | | | | | | | | | 1 | |
| | | 4 | | | | | | 1 | | 1 | | | 2 | |
| Repairers, steam heater | 1 | 2 | 1.75 | | | | 1 | | | | | | 1 | |
| | | 2 | | | | | 1 | | | | | | 1 | |
| Signal tower men | 1 | 2 | 1.48 | | 1 | | | | | | | | 1 | |
| | 2 | 1 | 1.50 | | 1 | | | | | | | | | |
| | 3 | 4 | 1.97 | | | | 1 | | | | | 1 | 2 | |
| | | 7 | | | 2 | | 1 | | | | | 1 | 3 | |
| Smiths, car | 1 | 1 | 1.25 | | | | 1 | | | | | | | |
| | 2 | 18 | 1.31½ | 1 | 6 | | 1 | 2 | 4 | 3 | | | 1 | |
| | 3 | 51 | 1.48 | 8 | 2 | 5 | 6 | 5 | 7 | 1 | | 17 | | |
| | 4 | 32 | 1.50 | 2 | 2 | 7 | 3 | 7 | | 1 | | 5 | 5 | |
| | 5 | 18 | 1.60 | 1 | 3 | 1 | | 2 | 2 | 1 | | 6 | 2 | |
| | 6 | 6 | 1.64½ | | 1 | | | | | | | 4 | | |
| | 7 | 8 | 1.75 | | 1 | | 3 | 2 | | | | 1 | 1 | |
| | 8 | 1 | 1.81 | | | | | | | | | | 1 | |
| | | 135 | | 13 | 14 | 18 | 13 | 18 | 13 | 3 | 35 | 8 | | |
| | | 12 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | |
| | | 147 | | | | | | | | | | | | |

a. Rate and time cannot be stated, as they worked by the piece.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 58 (GROUP VI)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Num-ber of em-ploy-ees. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | |
|--------------------------------------|--------------------|-------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|----|---|--|--|--|--|--|--|---|---|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | | | | | | | | | |
| Stenographers | 1 | 1 | \$0.98½ | 1 | | | | | | | | | | | | | | | | | | |
| | 2 | 1 | 1.15 | | | | 1 | | | | | | | | | | | | | | | |
| | 3 | 4 | 1.31½ | | | 2 | 1 | | | | | | | | | | | | | | | |
| | 4 | 3 | 1.48 | 1 | | | | | | | | | 1 | | | | | | | | | |
| | 5 | 3 | 1.97 | | | | | | | | | | | | | | | | | | 3 | |
| | 6 | 1 | 2.63 | | | | | | | | | | | | | | | | | | 1 | |
| | 7 | 1 | 2.74 | | | | | | | | | | | | | | | | | | 1 | |
| | 8 | 1 | 3.05 | 1 | | | | | | | | | | | | | | | | | | |
| | | 15 | | | 3 | 3 | 1 | | | | | | 1 | 1 | | | | | | | | 6 |
| | Storekeepers | 1 | 1 | 1.48 | | | | 1 | | | | | | | | | | | | | | |
| 2 | | 2 | 3.29 | | | | 1 | | | | | | | | | | | | | | 1 | |
| | | 3 | | | | | 2 | | | | | | | | | | | | | | 1 | |
| Switchmen | 1 | 9 | 1.48 | 4 | | | 4 | | | | | | | | | | | | | | 1 | |
| | 2 | 1 | 1.50 | 1 | | | | | | | | | | | | | | | | | | |
| | 3 | 2 | 1.64½ | 1 | | | 1 | | | | | | | | | | | | | | | |
| | 4 | 2 | 1.75 | 1 | | | | | | | | | 1 | | | | | | | | | |
| | 5 | 21 | 1.90 | 15 | 3 | 2 | | | 1 | | | | | | | | | | | | | |
| | 6 | 22 | 1.95 | 8 | 3 | 5 | 2 | 2 | | | | | 1 | 1 | | | | | | | 1 | |
| | 7 | 98 | 2.00 | 44 | 21 | 18 | 6 | 4 | 1 | 2 | | | 2 | 2 | | | | | | | 2 | |
| | 8 | 60 | 2.10 | 31 | 10 | 10 | 7 | | | | | | 1 | 1 | | | | | | | 1 | |
| | 9 | 15 | 2.25 | 7 | 2 | 3 | 1 | | | | | | 1 | 2 | | | | | | | | |
| | 10 | 2 | 2.35 | | | 1 | 1 | | | | | | | | | | | | | | | |
| | 11 | 22 | 2.49 | 14 | 4 | 1 | | | 1 | | | | | | | | | | | | 2 | |
| | 12 | 15 | 2.50 | 2 | 1 | 3 | | | | | | | 2 | 2 | | | | | | | 3 | |
| | 13 | 60 | 2.63½ | 23 | 9 | 8 | 3 | 2 | 7 | 2 | | | 2 | 5 | | | | | | | 1 | |
| | 14 | 8 | 2.87½ | 2 | | 2 | 3 | | 1 | | | | | | | | | | | | | |
| | 337 | | | 153 | 53 | 58 | 23 | 10 | 13 | | | 10 | 12 | | | | | | | | 5 | |
| Switch tenders..... | 1 | 1 | .10 | | | | 1 | | | | | | | | | | | | | | | |
| | 2 | 3 | 1.00 | 1 | | | | 1 | | | | 1 | | | | | | | | | | |
| | 3 | 8 | 1.31½ | 2 | | | 1 | 1 | 1 | | | 1 | 1 | 2 | | | | | | | 2 | |
| | 4 | 11 | 1.48 | 2 | 1 | 1 | 1 | 2 | | | | | 1 | 3 | | | | | | | | |
| | 5 | 1 | 1.50 | 1 | | | | | | | | | | | | | | | | | | |
| | 6 | 1 | 2.14 | | | | 1 | | | | | | | | | | | | | | | |
| | 25 | | | 6 | 1 | 4 | 3 | 3 | 1 | 2 | | 5 | | | | | | | | | | |
| Telegraph operators | 1 | 8 | .33 | 1 | 1 | 5 | | | | 1 | | | | | | | | | | | | |
| | 2 | 2 | .66 | | 1 | | | | | | | | | | | | | | | | 1 | |
| | 3 | 3 | .82 | | 1 | | | | | 2 | | | | | | | | | | | | |
| | 4 | 11 | .98½ | 4 | 1 | 1 | 1 | 1 | | | | | | | | | | | | | 3 | |
| | 5 | 23 | 1.15 | 6 | 4 | 5 | 1 | 3 | 1 | 2 | | | 2 | 1 | | | | | | | 1 | |
| | 6 | 75 | 1.31½ | 22 | 10 | 6 | 10 | 10 | 2 | 3 | | | 12 | | | | | | | | | |
| | 7 | 25 | 1.48 | 7 | 2 | 4 | 4 | 2 | | | | | 6 | | | | | | | | | |
| | 8 | 44 | 1.64½ | 16 | 4 | 5 | 5 | 1 | 1 | 4 | | | 7 | 1 | | | | | | | 1 | |
| | 9 | 4 | 1.81 | | | | 1 | | | 1 | | | 1 | 1 | | | | | | | 1 | |
| | 10 | 1 | 1.90 | 1 | | | | | | | | | | | | | | | | | | |
| | 11 | 1 | 1.97 | | 1 | | | | | | | | | | | | | | | | | |
| | 12 | 1 | 2.14 | | | | | 1 | | | | | | | | | | | | | | |
| | 13 | 2 | 2.30 | | | | | 1 | | | 1 | | | | | | | | | | | |
| | 14 | 1 | 2.80 | | | | | | | | | | | 1 | | | | | | | | |
| | 15 | 1 | 3.29 | | | | | 1 | | | | | | | | | | | | | | |
| | 202 | | | 57 | 25 | 28 | 23 | 19 | 6 | 11 | | 31 | 2 | | | | | | | | | |
| Telegraph operators and dispatchers. | 1 | 2 | 2.46½ | | | | | | | | | | | | | | | | | | 2 | |
| | | 2 | | | | | | | | | | | | | | | | | | | 2 | |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 58 (GROUP VI)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000—Concluded.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employ- ees. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | |
|------------------------------------|------------------|---------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|---|---|---|--|--|--|--|--|----|----|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | | | | | | | | | |
| Tinsmiths..... | 1 | 3 | \$2.00 | 1 | | | 1 | | 1 | | | | | | | | | | | | | |
| | 2 | 3 | 2.50 | | 1 | | | | | | | | | | | | | | | | 2 | |
| | | 6 | | | 1 | 1 | | 1 | | 1 | | | | | | | | | | | | 2 |
| Trainmasters | 1 | 1 | 2.62 | | | | 1 | | | | | | | | | | | | | | | |
| | 2 | 2 | 4.11 | | | | | 1 | | 1 | | | | | | | | | | | | |
| | 3 | 2 | 4.44 | | | | | | 1 | 1 | | | | | | | | | | | | |
| | | 5 | | | | | 1 | 2 | 1 | 1 | | | | | | | | | | | | |
| Trainmasters and dispatch- ers. | 1 | 1 | 4.11 | | | | | | 1 | 1 | | | | | | | | | | | | |
| | 2 | 1 | 4.44 | | | | | | 1 | | | | | | | | | | | | | |
| | | 2 | | | | | | | 1 | 1 | | | | | | | | | | | | |
| Transfermen | 1 | 3 | 1.40 | | | 2 | | | | | | | | | | | | | | | 1 | |
| | 2 | 5 | 2.25 | | 4 | | | | | | | | | 1 | | | | | | | | |
| | 3 | 2 | 2.50 | | 1 | 1 | | | | | | | | | | | | | | | | |
| | 4 | 2 | 2.96 | | 1 | | | | | | | | | | | | | | | | 1 | |
| | | 12 | | | 6 | 3 | | | | | | | | 1 | 1 | | | | | | | 1 |
| Upholsterers | 1 | 1 | 1.25 | | | | | | | | | | | | | | | | | | 1 | |
| | 2 | 1 | 1.75 | | | | | | | | | | | 1 | | | | | | | | |
| | 3 | 1 | 2.50 | | | | | | | | | | | | | | | | | | 1 | |
| | | 3 | | | | | | | | | | | | | 1 | | | | | | | 2 |
| Warehousemen | 1 | 1 | .98½ | | | | 1 | | | | | | | | | | | | | | | |
| | 2 | 2 | 1.15 | | 1 | 1 | | | | | | | | | | | | | | | | |
| | 3 | 4 | 1.31½ | | 1 | 1 | 1 | 1 | | | | | | | | | | | | | | |
| | 4 | 10 | 1.40 | | 4 | | 2 | 3 | | | | | 1 | | | | | | | | | |
| | 5 | 8 | 1.48 | | 3 | 2 | 1 | | | | | | | | | | | | | | | 2 |
| | 6 | 1 | 1.50 | | 1 | | | | | | | | | | | | | | | | | |
| | | 26 | | | 10 | 4 | 5 | 4 | | | | | 1 | | | | | | | | | 2 |
| Watchmen | 1 | 2 | .33 | | | 1 | | 1 | | | | | | | | | | | | | | |
| | 2 | 2 | .66 | | | | 1 | 1 | | | | | | | | | | | | | | |
| | 3 | 1 | .82 | | | | 1 | | | | | | | | | | | | | | | |
| | 4 | 3 | 1.00 | | | 2 | | 1 | | | | | | | | | | | | | | |
| | 5 | 5 | 1.15 | | | | | 2 | | | | | | | | | | | | | 2 | 1 |
| | 6 | 13 | 1.25 | | 3 | | 3 | 5 | 2 | | | | | | | | | | | | | |
| | 7 | 8 | 1.31½ | | | 1 | 3 | | 1 | 3 | | | | | | | | | | | | |
| | 8 | 3 | 1.48 | | | | 1 | | 1 | | | | | | | | | | | | | 1 |
| | 9 | 24 | 1.50 | | 2 | 7 | 13 | 1 | | 1 | | | | | | | | | | | | |
| | 10 | 42 | 1.64½ | | 8 | 2 | 6 | 8 | 2 | 4 | | | | | | | | | | | | 11 |
| | 11 | 1 | 1.66 | | 1 | | | | | | | | | | | | | | | | | |
| | 12 | 1 | 1.97 | | | | | 1 | | | | | | | | | | | | | | |
| | 13 | 1 | 2.00 | | 1 | | | | | | | | | | | | | | | | | |
| | 14 | 1 | 2.14 | | | | | | | | | | | | | | | | | | | 1 |
| | 107 | | | 15 | 14 | 31 | 16 | 6 | 8 | 4 | | | | | | | | | | | 13 | |
| Weighers | 1 | 1 | 1.31½ | | | 1 | | | | | | | | | | | | | | | | |
| | 2 | 2 | 1.60 | | 1 | | | | | | | | | 1 | | | | | | | | |
| | 3 | 4 | 1.64½ | | | | | | 1 | | | | | 1 | | | | | | | | 2 |
| | 4 | 1 | 1.97 | | | | | | | | | | | | | | | | | | | 1 |
| | | 8 | | | 1 | 1 | | 1 | | 2 | | | | | | | | | | | | 3 |
| Wipers..... | 1 | 167 | 1.25 | 47 | 26 | 34 | 20 | 8 | 1 | 7 | 20 | 4 | | | | | | | | | | |
| | 2 | 50 | 1.35 | 12 | 11 | 11 | 8 | 4 | 1 | 2 | 1 | | | | | | | | | | | |
| | 3 | 29 | 1.50 | 7 | 5 | 4 | 4 | 3 | 2 | 2 | 1 | | | | | | | | | | | |
| | | 246 | | 66 | 42 | 49 | 32 | 15 | 4 | 11 | 22 | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | 5 |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 58 (GROUP VI)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$500 TO \$1,000—Concluded.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|---------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|---------------------|----|
| 50 dolls. and under | 51 to 100 dolls. | 101 to 150 dolls. | 151 to 200 doll | 201 to 250 doll | 251 to 300 doll | 301 to 350 doll | 351 to 400 doll | 401 to 450 doll | 451 to 500 doll | 501 to 550 doll | 551 to 600 doll | 601 to 650 doll | 651 to 700 doll | 701 to 750 doll | 751 to 800 doll | 801 to 850 doll | 851 to 900 doll | 901 to 950 doll | 951 to 1000 doll | 1001 and over | |
| 1 | | | | | 1 | | | | 1 | | | | | | 2 | | | | | | 1 |
| | 1 | | | | | | | | | | | | | | | | | | | | 2 |
| 1 | 1 | | | | 1 | | | | 1 | | | | | | 2 | | | | | | |
| | | | | 1 | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | 1 | | | | | | | | 1 | | | | 2 |
| | | | | | | | | | 1 | | | | | | | 1 | | | | | 3 |
| | | | | | 1 | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | 2 | | | | | | 1 | 1 | | | | 2 |
| | | | | | | | | | | | 1 | | | | 1 | | | | | | 1 |
| | | | | | | | | | | | | 1 | | | | | | | | | 2 |
| 1 | 1 | | | | | | | | 1 | | | | | | | | | | | | 1 |
| 4 | | | | | | | | | | | | 1 | | | | | | | | | 2 |
| 1 | 1 | | | | | | | | | | | | | | | | | | | | 3 |
| 1 | | | | | | | | | | | | | | | | | | | | | 4 |
| 7 | 2 | | | | | | | 1 | | | 1 | | | | | | | | | | 1 |
| | | | | | | | | 1 | | | | | | | | | | | | | 1 |
| | | | | | | | | 1 | | | | | | | | | | | | | 2 |
| | | | | | | | | | | | | | | | | 1 | | | | | 3 |
| | | | | | | | | | 2 | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | | | | | 2 |
| 1 | 1 | | | | | | | | | | | | | | | | | | | | 3 |
| 1 | 1 | | | | | | | | | | | | | | | | | | | | 4 |
| 4 | | | | | | | | | | | | | | | | | | | | | 5 |
| 4 | 1 | | | | | | | | | | | | | | | | | | | | 6 |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| 11 | 4 | 5 | 3 | | 1 | | | | | | 2 | | | | | | | | | | 2 |
| 2 | | | | | | | | | | | | | | | | | | | | | 3 |
| 1 | 1 | | | | | | | | | | | | | | | | | | | | 4 |
| 1 | | | | | | | | | | | | | | | | | | | | | 5 |
| 2 | 1 | | | | | | | | | | | | | | | | | | | | 6 |
| 3 | 2 | | | | | | | | | | | | | | | | | | | | 7 |
| 1 | 2 | | | | | | | | | | | | | | | | | | | | 8 |
| 8 | 5 | | | | | | | | | | | | | | | | | | | | 9 |
| 8 | 4 | | | | | | | | | | | | | | | | | | | | 10 |
| 1 | | | | | | | | | | | | | | | | | | | | | 11 |
| | | | | | | | | | | | | | | | | | | | | | 12 |
| 1 | | | | | | | | | | | | | | | | | | | | | 13 |
| | | | | | | | | | | | | | | | | | | | | | 14 |
| 28 | 18 | 20 | 8 | 5 | 3 | 7 | 3 | 2 | 2 | 2 | 9 | | | | | | | | | | 1 |
| 1 | | | | | | | | | | | | | | | | | | | | | 2 |
| 1 | | | | | | | | | | | | | | | | | | | | | 3 |
| | | | | | | | | | | | | | | | | | | | | | 4 |
| | | | | | | | | | | | | | | | | | | | | | 1 |
| 2 | | | | | | | | | | | | | | | | | | | | | 2 |
| | | | | | | | | | | | | | | | | | | | | | 3 |
| 64 | 31 | 20 | 15 | 5 | 1 | 1 | 7 | 15 | 7 | 1 | | | | | | | | | | | 1 |
| 19 | 9 | 9 | 5 | 3 | 1 | 1 | 2 | | 1 | | | | | | | | | | | | 2 |
| 8 | 5 | 3 | 2 | 2 | 3 | 2 | 1 | 1 | | 1 | 1 | | | | | | | | | | 3 |
| 91 | 45 | 32 | 22 | 10 | 5 | 4 | 10 | 16 | 8 | 2 | 1 | | | | | | | | | | |

a \$1,030.

REPORT OF THE COMMISSIONER OF LABOR.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 58 (GROUP VI)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$1,000 TO \$2,000.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employ- ees. | Actual daily earnings or nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|-----------------------------|------------------|---------------------------|---|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|---|---|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | |
| Accountants, car..... | 1 | 1 | \$1.48 | | | | | | | | 1 | | | |
| | 2 | 1 | 4.11 | | | | | | | | | | 1 | |
| | | 2 | | | | | | | | | 1 | | 1 | |
| Agents..... | 1 | 2 | .10½ | | | | 1 | | | 1 | | | | |
| | 2 | 3 | .33 | 1 | | 1 | | | | | | | | |
| | 3 | 1 | .39½ | | | | | | | | | 1 | | |
| | 4 | 2 | .49½ | | 1 | | | | | | | 1 | | 1 |
| | 5 | 2 | .66 | | | | | | | | | 1 | | 1 |
| | 6 | 2 | .74 | | | 1 | | | | | | | | 1 |
| | 7 | 3 | .82 | | | | | 1 | | | | | 1 | 1 |
| | 8 | 7 | .98½ | | | | | | 1 | | | | 1 | 5 |
| | 9 | 3 | 1.00 | | 1 | | | | | | | | 2 | |
| | 10 | 23 | 1.15 | | 2 | 1 | | 4 | 2 | 1 | 2 | 5 | | 6 |
| | 11 | 52 | 1.31½ | | 4 | 5 | 8 | 6 | 2 | 1 | 6 | 13 | | 7 |
| | 12 | 28 | 1.48 | | 1 | 2 | 2 | 1 | | 1 | 3 | 9 | | 9 |
| | 13 | 4 | 1.56 | | | | | 2 | | | | 2 | | |
| | 14 | 13 | 1.64½ | | 2 | 2 | 1 | 3 | | 2 | 1 | 2 | | |
| | 15 | 3 | 1.81 | | | | | | | | | | 2 | |
| | 16 | 9 | 1.97 | | | 1 | | | | | | 1 | 3 | 5 |
| | 17 | 3 | 2.14 | | | 1 | | | | | | | | 3 |
| | 18 | 2 | 2.46½ | | | | | | 1 | | | | 1 | |
| | 19 | 1 | 2.74 | | | | | 1 | | | | | | |
| | 20 | 1 | 2.96 | | | | | | 1 | | | | | |
| | 21 | 4 | 3.29 | | | | | | | 1 | | | 3 | |
| | 22 | 1 | 3.70 | | | | | | | | | | | 1 |
| | 23 | 2 | 3.78 | | | | | | | | | | 2 | |
| | 24 | 4 | 4.11 | | | | | | | 1 | | | 3 | |
| | 25 | 1 | 4.60 | | | | | | | | | | | 1 |
| | 26 | 2 | 4.93 | | | | | 1 | | | | | | 1 |
| | | 178 | | 11 | 12 | 13 | 20 | 7 | 8 | 14 | 49 | 44 | | |
| Agents, claim..... | 1 | 2 | 2.46½ | | | | | | | | 1 | 1 | | |
| | 2 | 1 | 4.11 | | | | | | | | | 1 | | |
| | | 3 | | | | | | | | | 1 | 2 | | |
| Agents, commercial..... | 1 | 1 | 4.11 | | | | | | | | | | 1 | |
| | 2 | 1 | 4.93 | | | | | | | | | 1 | | |
| | | 2 | | | | | | | | | | 1 | 1 | |
| Agents, contracting..... | 1 | 4 | 2.46½ | | | | 2 | 1 | 1 | | | | | |
| | 2 | 1 | 2.74 | | | | | 1 | | | | | | |
| | 3 | 2 | 3.29 | | | | | | 1 | | | 1 | | |
| | 4 | 1 | 3.62 | | | | | | | | | | 1 | |
| | | 8 | | | | | | 2 | 2 | 2 | | 1 | 1 | |
| Agent, dock..... | 1 | 1 | 4.11 | | | | | | | | | 1 | | |
| Agents, freight..... | 1 | 1 | | | | | | | | | | 1 | | |
| | 2 | 2 | 2.46½ | | | | | | | | | | 2 | |
| | 3 | 1 | 2.74 | | | 1 | | | | | | | | |
| | 3 | 2 | 3.29 | | | | | | 1 | | | 1 | | |
| | 4 | 1 | 4.11 | | | | | | | | | | 1 | |
| | | 6 | | | | 1 | | 1 | | | | | 4 | |
| Agents, freight and ticket. | 1 | 1 | 3.29 | | | | 1 | | | | | | | |
| | 2 | 1 | 3.62 | | | | | | | | | 1 | | |
| | | 2 | | | | | 1 | | | | | | 1 | |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 58 (GROUP VI)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$1,000 TO \$2,000—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employ- ees. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | |
|-----------------------------|-------------------------------|---------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|-------|-------|-------|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | | |
| Agents, passenger | 1 | 10 | \$1.97 | 2 | 2 | 2 | ..... | 1 | 2 | ..... | ..... | ..... | ..... | 1 | |
| | 2 | 1 | 2.00 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 3 | 1 | 2.14 | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... |  |
| | 4 | 5 | 2.46½ | ..... | 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 | |
| | 5 | 1 | 2.74 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | |
| | 6 | 1 | 3.29 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | |
| | 7 | 1 | 4.93 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | |
| | | | 20 | | 2 | 4 | 3 | | 1 | 3 | | | | 4 | 3 |
| | Agents, passenger and ticket. | 1 | 2 | 2.74 | | | | 1 | 1 | | | | | | |
| | | 2 | 4 | 3.29 | | | | | | | | | | | 4 |
| 3 | | 1 | 3.62 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | |
| 4 | | 1 | 4.44 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | |
| 5 | | 2 | 4.93 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 | |
| | | 10 | ..... | ..... | ..... | 1 | 1 | ..... | ..... | ..... | ..... | ..... | 6 | 2 | |
| Agents, purchasing | 1 | 1 | 1.64½ | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 2 | 2 | 2.46½ | ..... | ..... | ..... | ..... | 2 | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 3 | 1 | 3.29 | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 4 | 2 | 3.78 | ..... | ..... | ..... | 1 | 1½ | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 5 | 1 | 4.93 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | |
| | | 7 | ..... | 1 | ..... | ..... | 1 | 4 | ..... | ..... | ..... | ..... | 1 | ..... |  |
| Agents, ticket..... | 1 | 1 | .33 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | |
| | 2 | 1 | .82 | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 3 | 1 | 1.97 | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... |  |
| | 4 | 1 | 2.46½ | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | |
| | 5 | 1 | 2.63 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | |
| | 6 | 1 | 3.56 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | |
| | | 6 | ..... | ..... | ..... | 1 | 1 | ..... | ..... | ..... | ..... | ..... | 2 | 2 | |
| Bookkeepers | 1 | 1 | 2.14 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | |
| | 2 | 1 | 3.78 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | |
| | | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 | |
| Cashier and paymaster | 1 | 1 | 6.57½ | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | |
| | | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | |
| Civil engineer..... | 1 | 1 | 6.57½ | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | |
| | | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | |
| Civil engineers, assistant. | 1 | 1 | 1.48 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 2 | 1 | 1.97 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | |
| | 3 | 3 | 2.96 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 | |
| | 4 | 3 | 3.29 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 | |
| | | 8 | ..... | ..... | 1 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | 2 | 3 | |
| Clerks | 1 | 2 | .49½ | 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 2 | 1 | .66 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | |
| | 3 | 1 | .76½ | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 4 | 13 | .82 | 3 | 1 | 3 | ..... | 5 | ..... | ..... | 1 | ..... | ..... | ..... |  |
| | 5 | 1 | .92 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | |
| | 6 | 6 | .98½ | ..... | 2 | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | 3 | |
| | 7 | 2 | 1.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 | |
| | 8 | 16 | 1.15 | 2 | 1 | 2 | 1 | 1 | 1 | | | | | 5 | 3 |
| | 9 | 18 | 1.31½ | 2 | 1 | 2 | ..... | ..... | 1 | 3 | 1 | ..... | ..... | 8 | |
| | 10 | 22 | 1.48 | 3 | 2 | 2 | 2 | 1 | ..... | ..... | 3 | ..... | ..... | 9 | |
| | 11 | 2 | 1.50 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | 1 | |
| | 12 | 6 | 1.60 | ..... | ..... | ..... | 2 | ..... | ..... | ..... | 1 | ..... | ..... | 2 | |
| | 13 | 46 | 1.64½ | 10 | 5 | 7 | 3 | 4 | 3 | ..... | ..... | ..... | 11 | 3 | |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 58 (GROUP VI)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$1,000 TO \$2,000—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|-----------------------------|----|
| 100 dolls and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 doll | 401 to 500 doll | 501 to 600 doll | 601 to 700 doll | 701 to 800 doll | 801 to 900 doll | 901 to 1000 doll | 1001 to 1100 doll | 1101 to 1200 doll | 1201 to 1300 doll | 1301 to 1400 doll | 1401 to 1500 doll | 1501 to 1600 doll | 1601 to 1700 doll | 1701 to 1800 doll | 1801 to 1900 doll | 1901 to 2000 doll | 2001 doll and over | |
| 4 | 2 | ..... | 1 | 2 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| 1 | | | | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 |
| ..... | 1 | ..... | 1 | ..... | ..... | ..... | ..... | 3 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 |
| | | | | | | | | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 4 |
| | | | | | | | | | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 5 |
| | | | | | | | | | | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 6 |
| | | | | | | | | | | | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 7 |
| 5 | 3 | 1 | 1 | 3 | ..... | ..... | 1 | 3 | 1 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| | | | 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 |
| | | | | | | | | | | 1 | 3 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 |
| | | | | | | | | | | | | | | | | | | | | | 4 |
| | | | | | | | | | | | | | | | | | | | | | 5 |
| | | | | | | | | | | | | | | | | | | | | | 6 |
| | | | | | | | | | | | | | | | | | | | | | 7 |
| | | | | | | | | | | | | | | | | | | | | | 8 |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | | | | | 2 |
| | | | | | | | | | | | | | | | | | | | | | 3 |
| | | | | | | | | | | | | | | | | | | | | | 4 |
| | | | | | | | | | | | | | | | | | | | | | 5 |
| | | | | | | | | | | | | | | | | | | | | | 6 |
| | | | | | | | | | | | | | | | | | | | | | 7 |
| | | | | | | | | | | | | | | | | | | | | | 8 |
| | | | | | | | | | | | | | | | | | | | | | 9 |
| | | | | | | | | | | | | | | | | | | | | | 10 |
| | | | | | | | | | | | | | | | | | | | | | 11 |
| | | | | | | | | | | | | | | | | | | | | | 12 |
| | | | | | | | | | | | | | | | | | | | | | 13 |
| | | | | | | | | | | | | | | | | | | | | | 14 |
| | | | | | | | | | | | | | | | | | | | | | 15 |
| | | | | | | | | | | | | | | | | | | | | | 16 |
| | | | | | | | | | | | | | | | | | | | | | 17 |
| | | | | | | | | | | | | | | | | | | | | | 18 |

a \$2,400.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 58 (GROUP VI)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$1,000 TO \$2,000—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employ-ees. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | |
|-------------------------|-----------------------------|-----------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|----|----|---|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | | |
| Clerks—concluded | 14 | 2 | \$1.72½ | | | | | | | | | 2 | | | |
| | 15 | 17 | 1.81 | 1 | 1 | 1 | 2 | 2 | 1 | | 1 | | 7 | 1 | |
| | 16 | 4 | 1.91½ | 3 | | 1 | | | | | | | | | |
| | 17 | 38 | 1.97 | 3 | 5 | | 5 | 3 | 1 | | 1 | | 17 | 3 | |
| | 18 | 1 | 2.11 | | 1 | | | | | | | | | | |
| | 19 | 7 | 2.14 | | 1 | 1 | | | 2 | | | | | 3 | |
| | 20 | 12 | 2.30 | | | 2 | | | | 1 | 1 | 1 | 5 | 2 | |
| | 21 | 18 | 2.46½ | | 1 | 3 | 3 | 3 | 1 | 2 | | 2 | 2 | 1 | |
| | 22 | 1 | 2.49 | | 1 | | | | | | | | | | |
| | 23 | 1 | 2.63 | | | | | | | | | | | 1 | |
| | 24 | 7 | 2.74 | | | | | | | 1 | 1 | | | 5 | |
| | 25 | 1 | 2.80 | | | | | | | | | | | 1 | |
| | 26 | 4 | 2.91 | | | 1 | | | | | | | | 1 | 2 |
| | 27 | 3 | 3.29 | | | 1 | | 1 | | | | | | 1 | |
| | 28 | 1 | 3.78 | | | | | | | | | | | 1 | |
| | 29 | 4 | 4.11 | | | | | | | | | | | 3 | 1 |
| | 30 | 1 | 4.44 | | | | | 1 | | | | | | | |
| | 31 | 1 | 4.93 | | | | | | | | | | | | 1 |
| | | | 259 | | 30 | 27 | 27 | 18 | 22 | 13 | 15 | | 87 | 20 | |
| | Conductors, freight | 1 | 16 | 2.46½ | 1 | 6 | 2 | 2 | 4 | 1 | | | | | |
| | | 2 | 25 | 2.74 | 1 | 3 | 6 | 4 | 3 | 1 | 3 | | 4 | | |
| | | 3 | 86 | 2.80 | 11 | 11 | 13 | 3 | 8 | 5 | 13 | | 20 | 2 | |
| | | 4 | 4 | 2.87½ | | 1 | | | | | | 1 | 1 | 1 | |
| | | 5 | 1 | 2.96 | | | | | | | | | 1 | | |
| | | 6 | 3 | 3.08 | 1 | | | | 1 | | | | 1 | | |
| | | 7 | 1 | 3.27 | | | | | | | | | 1 | | |
| | | 8 | 1 | 3.29 | | | | | | 1 | | | | | |
| | | | | 137 | | 14 | 21 | 21 | 9 | 16 | 8 | 17 | | 28 | 3 |
| | Conductors, passenger | 1 | 1 | 1.48 | 1 | | | | | | | | | | |
| | | 2 | 1 | 2.00 | | | 1 | | | | | | | | |
| | | 3 | 4 | 2.46½ | | | | | | | | | 3 | 1 | |
| 4 | | 1 | 2.74 | | 1 | | | | | | | | | | |
| 5 | | 1 | 2.80 | | | | | | | | 1 | | | | |
| 6 | | 9 | 2.96 | 3 | 1 | | | | 1 | 1 | | 3 | | | |
| 7 | | 3 | 3.18 | | | | | 1 | | 1 | | 1 | | | |
| 8 | | 24 | 3.29 | 2 | 2 | | 1 | 1 | | 1 | | 17 | | | |
| | | 44 | | 6 | 4 | 1 | 1 | 2 | 1 | 4 | | 24 | 1 | | |
| Dispatchers..... | 1 | 1 | 2.63 | | 1 | | | | | | | | | | |
| | 2 | 3 | 2.96 | | | | 1 | 2 | | | | | | | |
| | 3 | 2 | 3.12½ | | | 1 | | | | | | | 1 | | |
| | 4 | 8 | 3.29 | 1 | | | 1 | 1 | | | 1 | 4 | | | |
| | 5 | 1 | 3.62 | | | | | | | | | 1 | | | |
| | | 15 | | 1 | 1 | 1 | 2 | 3 | | 1 | | 6 | | | |
| Dispatchers, chief..... | 1 | 1 | 3.29 | | | | | | | | | | 1 | | |
| | 2 | 1 | 3.62 | | | | 1 | | | | | | | | |
| | 3 | 3 | 4.11 | | 1 | | | | 1 | | | 1 | | | |
| | | 5 | | | 1 | | 1 | | 1 | | | 2 | | | |
| Engineers..... | 1 | 1 | 2.00 | 1 | | | | | | | | | | | |
| | 2 | 1 | 2.25 | | | 1 | | | | | | | | | |
| | 3 | 1 | 2.50 | | | 1 | | | | | | | | | |
| | 4 | 2 | 2.61 | | | 1 | | | | | | | | | |
| | 5 | 26 | 2.75 | 6 | | 2 | 3 | 4 | 3 | 1 | 6 | 1 | | | |
| | 6 | 6 | 3.00 | 1 | | | | 1 | 1 | 1 | 2 | | | | |
| | | | 37 | | 8 | | 5 | 3 | 6 | 4 | 2 | 8 | 1 | | |
| | | 166 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | | | |
| | | 203 | | | | | | | | | | | | | |

α Rate and time cannot be stated, as they worked by the mile.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 58 (GROUP VI)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$1,000 TO \$2,000—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|-----------------------------|
| 100 dolls. and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 doll | 401 to 500 doll | 501 to 600 doll | 601 to 700 doll | 701 to 800 doll | 801 to 900 doll | 901 to 1000 doll | 1001 to 1100 doll | 1101 to 1200 doll | 1201 to 1300 doll | 1301 to 1400 doll | 1401 to 1500 doll | 1501 to 1600 doll | 1601 to 1700 doll | 1701 to 1800 doll | 1801 to 1900 doll | 1901 to 2000 doll | 2001 doll and over |
| 2 | 2 | 2 | 1 | 2 | 1 | | 8 | | | | | | | | | | | | | 14 |
| 3 | 1 | | | | | | | | | | | | | | | | | | | 15 |
| 8 | | 5 | 3 | 1 | 1 | 3 | 17 | | | | | | | | | | | | | 16 |
| 1 | | | | | | | | | | | | | | | | | | | | 17 |
| 1 | 1 | | 2 | | | | 3 | | | | | | | | | | | | | 18 |
| 1 | 1 | | | 2 | | 2 | 1 | 5 | | | | | | | | | | | | 19 |
| 4 | 2 | 2 | 2 | | 3 | 1 | 1 | 2 | 1 | | | | | | | | | | | 20 |
| 1 | | | | | | | | | 1 | | | | | | | | | | | 21 |
| | | | | | 1 | | 1 | 2 | 3 | | | | | | | | | | | 22 |
| | | | | | | | | | 1 | 1 | | | | | | | | | | 23 |
| | | | 1 | | | | | | 1 | 1 | 1 | | | | | | | | | 24 |
| | | | | 1 | | | | | 1 | 1 | 1 | | | | | | | | | 25 |
| 1 | | | | | | | | | | | | | | | | | | | | 26 |
| | | | | | | | | | | | | | 1 | | | | | | | 27 |
| | | | | | | | | | | | | | | 1 | 3 | 1 | | | | 28 |
| | | | | | 1 | | | | | | | | | | | | | | | 29 |
| | | | | | | | | | | | | | | | | | | 1 | | 30 |
| | | | | | | | | | | | | | | | | | | | | 31 |
| 67 | 27 | 23 | 21 | 32 | 24 | 17 | 23 | 9 | 6 | 2 | 2 | | 1 | 3 | 1 | | | 1 | | |
| 4 | 4 | 3 | 1 | 3 | 1 | | | 1 | 3 | | | | | | | | | | | 1 |
| 1 | 6 | 3 | 4 | 3 | 3 | 1 | 1 | 1 | 9 | 2 | | | | | | | | | | 2 |
| 17 | 10 | 8 | 2 | 6 | 5 | 3 | 6 | 18 | 1 | 1 | 1 | | | | | | | | | 3 |
| | 1 | | | | | | 1 | | 1 | | | | | | | | | | | 4 |
| 1 | | | | | 1 | | | | 1 | | | | | | | | | | | 5 |
| | | | | | | | | | | | 1 | | | | | | | | | 6 |
| | | | | | | | | | | | | 1 | | | | | | | | 7 |
| | | | | | | | | | | | | | | | | | | | | 8 |
| 23 | 21 | 14 | 7 | 12 | 7 | 6 | 9 | 19 | 14 | 3 | 2 | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | 1 |
| | 1 | | | | | | | | 3 | 1 | | | | | | | | | | 2 |
| 1 | | | | | | | | 1 | | | | | | | | | | | | 3 |
| 3 | 1 | | | | | 1 | | 1 | 1 | 2 | | | | | | | | | | 4 |
| 2 | 2 | | 1 | 1 | 1 | | | 1 | 2 | 1 | 7 | 9 | | | | | | | | 5 |
| 7 | 4 | | 1 | 1 | 1 | 1 | 1 | 5 | 4 | 10 | 9 | | | | | | | | | 6 |
| 1 | | | 1 | 1 | 1 | | | | | | | | | | | | | | | 1 |
| | | 1 | | | | | | | | | 1 | | | | | | | | | 2 |
| 1 | | | 1 | | | 1 | | 1 | | | 3 | 1 | | | | | | | | 3 |
| | | | | | | | | | | | 1 | | | | | | | | | 4 |
| 2 | | 1 | 2 | 1 | 1 | 1 | | 1 | | | 5 | 1 | | | | | | | | 5 |
| | | | | | | | | | | | | | 1 | | | | | | | 1 |
| | | 1 | | | | | | | 1 | | | | | 1 | | | | | | 2 |
| | 1 | | | | | | | | 1 | | | | | | | | | | | 3 |
| | | | | | | | | | | | | | | | | | | | | 1 |
| | | 1 | | | | | | | | | | | | | | | | | | 2 |
| | | 1 | | | | | | | | | | | | | | | | | | 3 |
| | | 1 | | | | | | | | | | | | | | | | | | 4 |
| 6 | 1 | 2 | 2 | 2 | 1 | 3 | 2 | 1 | 1 | 5 | | 1 | | | | | | | | 5 |
| 1 | | | | | 1 | 1 | | 1 | 1 | 1 | | | | | | | | | | 6 |
| 8 | 2 | 4 | 2 | 2 | 5 | 3 | 1 | 2 | 6 | 1 | 1 | | | | | | | | | |
| 5 | 9 | 6 | 4 | 6 | 1 | 3 | 7 | 12 | 7 | 12 | 14 | 19 | 16 | 14 | 16 | 8 | 4 | 2 | 1 | |
| 13 | 11 | 10 | 6 | 8 | 6 | 6 | 8 | 14 | 13 | 13 | 15 | 19 | 16 | 14 | 16 | 8 | 4 | 2 | 1 | |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Continued.

RAILROAD NO. 58 (GROUP VI)—Continued.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$1,000 TO \$2,000—Continued.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employ- és. | Actual daily earnings or nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|---------------------------------|----------------------------|--------------------------|---|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|-----|-----|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | |
| Firemen | 1 2 | 26 | \$1.50 | 11 | 4 | 6 | 1 | 1 | | | | | 2 | 1 |
| | | 8 | 1.75 | 3 | | 1 | 1 | 1 | | | | | 1 | 1 |
| | | 34 | (a) | 14 | 4 | 7 | 2 | 2 | | | | | 3 | 2 |
| | | 225 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) |
| | | 259 | | | | | | | | | | | | |
| Foremen, blacksmiths..... | 1 | 2 | 2.96 | | | | | | | | | | 2 | |
| | | 2 | | | | | | | | | | | 2 | |
| Foremen, bridge carpenters | 1 2 3 4 | 1 | 2.25 | | | | 1 | | | | | | | |
| | | 4 | 2.50 | 2 | | | | | 1 | | | | 1 | |
| | | 6 | 2.75 | 2 | | | 2 | | | | | | 2 | |
| | | 3 | 2.80 | | | 1 | | 1 | | | | | 1 | |
| | | 14 | | 4 | | 1 | 3 | 1 | 1 | | | 4 | | |
| Foremen, carpenters | 1 2 3 4 5 6 | 1 | 2.00 | | | | | | | | | | | 1 |
| | | 1 | 2.37½ | | | | 1 | | | | | | | |
| | | 3 | 2.50 | | | 1 | 1 | 1 | | | | | | |
| | | 1 | 2.63 | | | | | | | | | | 1 | |
| | | 4 | 2.75 | | | 1 | 1 | 2 | | | | | | |
| | | 1 | 2.96 | | | | | | | | | | 1 | |
| | | 11 | | | | 2 | 3 | 3 | | | | 2 | 1 | |
| Foreman, general | 1 | 1 | 4.11 | | | | | | | | | | 1 | |
| | | 1 | | | | | | | | | | | 1 | |
| Foremen, machinists | 1 2 | 3 | 2.46½ | | 1 | | 1 | | 1 | | | | | |
| | | 1 | 2.96 | | | | | | | | | | 1 | |
| | | 4 | | | 1 | | 1 | | 1 | | | | 1 | |
| Foreman, motive power, general. | 1 | 1 | 3.29 | | | | | | | | | | 1 | |
| | | 1 | | | | | | | | | | | 1 | |
| Foremen, painters | 1 2 3 4 | 2 | 2.00 | 1 | | | 1 | | | | | | | |
| | | 1 | 2.50 | | | 1 | | | | | | | | |
| | | 1 | 2.75 | | | 1 | | | | | | | | |
| | | 1 | 2.96 | | | | | | | | | | 1 | |
| | | 5 | | 1 | | 2 | 1 | | | | | 1 | | |
| Foremen, roundhouse | 1 2 3 | 1 | 2.75 | | | | | | | | | | | 1 |
| | | 7 | 2.96 | 1 | 1 | | | 1 | | | 1 | 3 | | |
| | | 2 | 3.20 | | | | | | | | | 2 | | |
| | | 10 | | 1 | 1 | | | 1 | | 1 | 5 | 1 | | |
| Master car builder | 1 | 1 | 4.11 | | | | | | | | | | 1 | |
| | | 1 | | | | | | | | | | | 1 | |
| Roadmasters | 1 2 3 4 5 6 | 1 | 1.97 | | | | | | | 1 | | | | |
| | | 3 | 2.96 | | | | 1 | 1 | | 1 | | | | |
| | | 7 | 3.29 | | | | 2 | 1 | 3 | | | | 1 | |
| | | 1 | 3.62 | | | | | | | | | | 1 | |
| | | 1 | 3.94½ | | | | | | | | | | 1 | |
| | | 1 | 4.11 | | | 1 | | | | | | | | 1 |
| | | 14 | | | | 4 | 2 | 3 | 2 | | | 3 | | |

a Rate and time cannot be stated, as they worked by the mile.

TABLE I.—CLASSIFIED TIME AND EARNINGS—Concluded.

RAILROAD NO. 58 (GROUP VI)—Concluded.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$1,000 TO \$2,000—Concluded.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| Occupation. | Marginal number. | Number of employ-ees. | Actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|--|------------------|-----------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|-------|-------|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | |
| Superintendents, bridge and buildings. | 1 | 1 | \$4.11 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 2 | 1 | 4.93 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Yardmasters | 2 | 3 | 1.97 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 3 | 6 | 2.14 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 4 | 1 | 2.25 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 5 | 5 | 2.30 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 6 | 7 | 2.46½ | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 7 | 3 | 2.50 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 8 | 8 | 2.63 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 9 | 2 | 2.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 10 | 3 | 2.96 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 11 | 1 | 3.12½ | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | 11 | 1 | 3.62 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 40 | ..... | ..... | 8 | 9 | 4 | ..... | 2 | 4 | 4 | 4 | 7 | 2 | |
| Yardmasters, assistant. | 1 | 1 | 1.31½ | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 2 | 1 | 1.64½ | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 3 | 1 | 2.63 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 4 | 2 | 3.12½ | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 5 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Yardmasters, general..... | 1 | 1 | 2.96 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 2 | 1 | 3.94½ | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |

TABLE I.—CLASSIFIED TIME AND EARNINGS—Concluded.

RAILROAD NO. 5S (GROUP VI)—Concluded.

OCCUPATIONS IN WHICH EARNINGS ARE FREQUENTLY FROM \$1,000 TO \$2,000—Concluded.

[For explanation of column of actual daily earnings, etc., see prefatory note to this table, page 168.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|-----------------------------------|--|----|
| 100 dolls. and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 doll | 401 to 500 doll | 501 to 600 doll | 601 to 700 doll | 701 to 800 doll | 801 to 900 doll | 901 to 1000 doll | 1001 to 1100 doll | 1101 to 1200 doll | 1201 to 1300 doll | 1301 to 1400 doll | 1401 to 1500 doll | 1501 to 1600 doll | 1601 to 1700 doll | 1701 to 1800 doll | 1801 to 1900 doll | 1901 to 2000 doll | 2001 to doll and over | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 1 | | | | | | | | 1 | | | | | | | | | | 1 |
| | | | | 1 | | | | | | | 1 | | | | | | | | | | | 2 |
| | | | | | | | | | | | | | | | | | | | | | | |
| | 1 | | | | 1 | | 1 | | | | | | | | | | | | | | | 1 |
| 3 | | | | | 2 | | 1 | | | | | | | | | | | | | | | 2 |
| 1 | | | | | | | 1 | | 1 | | | | | | | | | | | | | 3 |
| 3 | | | | | | | 1 | | 1 | | | | | | | | | | | | | 4 |
| 2 | | 2 | 1 | 1 | | | | | 1 | | | | | | | | | | | | | 5 |
| 2 | | | | | | | | | | | | | | | | | | | | | | 6 |
| 3 | | 2 | | | | | | | 1 | | | | | | | | | | | | | 7 |
| 1 | | | | | | | | | | 1 | | | | | | | | | | | | 8 |
| | | | | 1 | | | 1 | | | | | | | | | | | | | | | 9 |
| | | | | | | | | | | | | 1 | | | | | | | | | | 10 |
| | | | | | | | | | | | | 1 | | | | | | | | | | 11 |
| 15 | 5 | 1 | 1 | 1 | 3 | 5 | 4 | 1 | 2 | | 2 | | | | | | | | | | | |
| | | | | | 1 | | | | | | | | | | | | | | | | | 1 |
| 1 | | | | 1 | | | | | | | | | | | | | | | | | | 2 |
| | | | | 1 | | | | | | | | | | | | | | | | | | 3 |
| | | | | 1 | | | | | | | | | | | | | | | | | | 4 |
| 1 | | | 2 | 1 | | | | | | | | 1 | | | | | | | | | | |
| | | | | | | | | | | | 1 | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | 1 | | | | | | 2 |
| | | | | | | | | | | | 1 | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | 1 | | | | | | |

TABLE II.—CLASSIFIED TIME AND EARNINGS.

SUMMARY BY OCCUPATIONS OF SIXTY SYSTEMS OR ROADS.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents. Table II covers sixty systems or roads.]

| Occupation. | Marginal number. | Number of employees. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|--------------------------------|------------------|----------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|----|---|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | |
| Accountants (in 5 roads).. | 1 | 1 | \$1.61-\$1.80 | | | | | | | | | | | 1 |
| | 2 | 2 | 1.81- 2.00 | | | | | | | | | | | 2 |
| | 3 | 2 | 2.41- 2.60 | | | 1 | | | | | | | | 1 |
| | 4 | 1 | 2.61- 2.80 | | | | | | | | | | | 1 |
| | 5 | 2 | 2.81- 3.00 | | | | | | | 1 | | | | 1 |
| | 6 | 1 | 3.01- 3.20 | | | | | | | | | | | 1 |
| | 7 | 1 | 4.41- 4.60 | | | | | | | | | | | 1 |
| | | 10 | | | | 1 | | | | 1 | | | | 8 |
| Accountants, car (in 8 roads). | 1 | 2 | 1.01- 1.20 | | | | | | 2 | | | | | |
| | 2 | 2 | 1.21- 1.40 | | | | | | 2 | | | | | |
| | 3 | 2 | 1.41- 1.60 | | | | | | | 1 | | | | 1 |
| | 4 | 3 | 1.61- 1.80 | | | 1 | | | | | | | | 2 |
| | 5 | 4 | 1.81- 2.00 | 1 | | | | | | 1 | | | | 2 |
| | 6 | 1 | 2.01- 2.20 | | | | | | | | | | | 1 |
| | 7 | 2 | 2.21- 2.40 | | | | | | | | 1 | | | 1 |
| | 8 | 1 | 2.41- 2.60 | | | | | | | | | | | 1 |
| | 9 | 1 | 2.61- 2.80 | | | | | | | | | | | 1 |
| | 10 | 1 | 2.81- 3.00 | | | | | | | | | | | 1 |
| | 11 | 2 | 3.81- 4.00 | | | | 1 | | | 1 | | | | |
| | 12 | 4 | 4.01- 4.20 | | | | 1 | | | | | | | 3 |
| | 13 | 1 | 6.41- 6.60 | | | | | | | | | | | 1 |
| | | 26 | | 1 | | 3 | | | 4 | 3 | 1 | | 14 | |
| Agents (in 51 roads)..... | 1 | 37 | Under .21 | | 1 | 2 | 3 | 2 | 2 | 3 | 23 | 1 | | |
| | 2 | 101 | .21- .40 | 2 | 2 | 7 | 3 | 5 | 4 | 7 | 69 | 2 | | |
| | 3 | 149 | .41- .60 | 6 | 6 | 5 | 3 | 13 | 7 | 5 | 102 | 2 | | |
| | 4 | 155 | .61- .80 | 7 | 6 | 14 | | 11 | 4 | 7 | 101 | 5 | | |
| | 5 | 275 | .81- 1.00 | 14 | 11 | 12 | 11 | 6 | 8 | 9 | 194 | 10 | | |
| | 6 | 152 | 1.01- 1.20 | 9 | 3 | 13 | 10 | 15 | 7 | 7 | 80 | 8 | | |
| | 7 | 284 | 1.21- 1.40 | 16 | 15 | 17 | 15 | 11 | 10 | 12 | 175 | 13 | | |
| | 8 | 277 | 1.41- 1.60 | 21 | 9 | 12 | 20 | 10 | 11 | 7 | 165 | 22 | | |
| | 9 | 277 | 1.61- 1.80 | 14 | 11 | 20 | 15 | 13 | 11 | 16 | 168 | 9 | | |
| | 10 | 207 | 1.81- 2.00 | 3 | 7 | 2 | 6 | 6 | 5 | 5 | 155 | 18 | | |
| | 11 | 75 | 2.01- 2.20 | 2 | | 5 | | 3 | 2 | 5 | 52 | 6 | | |
| | 12 | 57 | 2.21- 2.40 | | 2 | 5 | 1 | 1 | 9 | 4 | 32 | 3 | | |
| | 13 | 79 | 2.41- 2.60 | 2 | 3 | 1 | 5 | 4 | 2 | 4 | 54 | 4 | | |
| | 14 | 59 | 2.61- 2.80 | 1 | 1 | 2 | 2 | 1 | 5 | 2 | 44 | 1 | | |
| | 15 | 34 | 2.81- 3.00 | | | 3 | | 2 | 2 | 4 | 22 | 1 | | |
| | 16 | 6 | 3.01- 3.20 | | | | | | | | 6 | | | |
| | 17 | 53 | 3.21- 3.40 | | 3 | | 1 | | 3 | 2 | 43 | 1 | | |
| | 18 | 2 | 3.41- 3.60 | | | | | | | | 1 | 1 | | |
| | 19 | 15 | 3.61- 3.80 | | 1 | | 1 | 1 | 2 | | 9 | 1 | | |
| | 20 | 8 | 3.81- 4.00 | | | 1 | | 1 | 1 | 1 | 3 | 1 | | |
| | 21 | 36 | 4.01- 4.20 | 1 | 1 | 1 | 1 | 1 | 3 | 3 | 23 | 2 | | |
| | 22 | 6 | 4.21- 4.40 | | 1 | | | | 1 | | 4 | | | |
| | 23 | 4 | 4.41- 4.60 | | | | | | | | 3 | 1 | | |
| | 24 | 24 | 4.81- 5.00 | 2 | 2 | 1 | 2 | | | | 15 | 2 | | |
| | 25 | 1 | 5.01- 5.20 | | | | | | | | 1 | | | |
| | 26 | 9 | 5.41- 5.60 | | | | 3 | | | | 6 | | | |
| | 27 | 6 | 5.61- 5.80 | | | | | 1 | | 1 | 4 | | | |
| | 28 | 1 | 6.01- 6.20 | | | | | | | | 1 | | | |
| | 29 | 3 | 6.21- 6.40 | | 1 | | | | | 1 | 1 | | | |
| | 30 | 5 | 6.41- 6.60 | | | | | | 1 | | 4 | | | |
| | 31 | 5 | 6.81- 7.00 | | | | | | | | 5 | | | |
| | 32 | 1 | 7.21- 7.40 | | | | | | | | 1 | | | |
| | | 2,403 | | 100 | 86 | 126 | 100 | 107 | 99 | 105 | 1566 | 114 | | |
| | | 270 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | | |
| | | 2,673 | | | | | | | | | | | | |

^aRate and time cannot be stated, as they worked by the day and received commission.

TABLE II.—CLASSIFIED TIME AND EARNINGS.

SUMMARY BY OCCUPATIONS OF SIXTY SYSTEMS OR ROADS.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents. Table II covers sixty systems or roads.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|----------------------------|---------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|---------------------------|
| 100 dolls. and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 doll. | 401 to 500 doll | 501 to 600 doll | 601 to 700 doll | 701 to 800 doll | 801 to 900 doll | 901 to 1000 doll | 1001 to 1100 doll | 1101 to 1200 doll | 1201 to 1300 doll | 1301 to 1400 doll | 1401 to 1500 doll | 1501 to 1600 doll | 1601 to 1700 doll | 1701 to 1800 doll | 1801 to 1900 doll | 1901 to 2000 doll | 2001 to and over |
| | | | | | 1 | 1 | | | | | | | | | | | | | | 1 |
| | 1 | | | | | | 1 | | | | | | | | | | | | | 2 |
| | | | | | 1 | | | | 1 | | | | | | | | | | | 3 |
| | | | | | | | | | | 1 | | | | | | | | | | 4 |
| | | | | | | | | | | | 1 | | | | | | | | | 5 |
| | | | | | | | | | | | | 1 | | | | | | | | 6 |
| | 1 | | | | 3 | 1 | 1 | | 1 | 2 | | | | | 1 | | | | | 7 |
| | 1 | 1 | | | | | | | | | | | | | | | | | | 1 |
| | | 1 | | | | | | | | | | | | | | | | | | 2 |
| | | | 1 | | 1 | | | | | | | | | | | | | | | 3 |
| 1 | | | | 1 | 1 | 1 | | | | | | | | | | | | | | 4 |
| 1 | | | | 1 | 1 | 1 | 1 | | | | | | | | | | | | | 5 |
| | | | | | | 1 | 1 | | | | | | | | | | | | | 6 |
| | | | | | | 1 | 1 | | | | | | | | | | | | | 7 |
| | | | | | | | | | 1 | | | | | | | | | | | 8 |
| | | | | | | | | | 1 | | | | | | | | | | | 9 |
| | | | 1 | | | | 1 | | | 1 | | | | | | | | | | 10 |
| | | | 1 | | | | | | | | | 1 | | 2 | | | | | | 11 |
| | | | | | | | | | | | | | | | | | | 1 | | 12 |
| 2 | 1 | 4 | 2 | 2 | 1 | 3 | 4 | | 2 | 1 | | 1 | | 2 | | | | | 1 | 13 |
| 37 | | | | | | | | | | | | | | | | | | | | 1 |
| 53 | 48 | | | | | | | | | | | | | | | | | | | 2 |
| 33 | 106 | 10 | | | | | | | | | | | | | | | | | | 3 |
| 29 | 22 | 104 | | | | | | | | | | | | | | | | | | 4 |
| 40 | 16 | 98 | 121 | | | | | | | | | | | | | | | | | 5 |
| 24 | 15 | 21 | 29 | 63 | | | | | | | | | | | | | | | | 6 |
| 42 | 21 | 18 | 21 | 174 | 8 | | | | | | | | | | | | | | | 7 |
| 35 | 21 | 16 | 12 | 47 | 146 | | | | | | | | | | | | | | | 8 |
| 28 | 27 | 15 | 14 | 18 | 155 | 19 | 1 | | | | | | | | | | | | | 9 |
| 10 | 3 | 6 | 8 | 3 | 11 | 73 | 93 | | | | | | | | | | | | | 10 |
| 2 | 4 | 1 | 3 | 1 | 4 | 8 | 52 | | | | | | | | | | | | | 11 |
| 2 | 3 | 3 | 1 | 7 | 3 | 2 | 6 | 30 | | | | | | | | | | | | 12 |
| 5 | 1 | 3 | 4 | 2 | 2 | 3 | 7 | 47 | 5 | | | | | | | | | | | 13 |
| 2 | 1 | 1 | 2 | 1 | 4 | 2 | 1 | 8 | 29 | 8 | | | | | | | | | | 14 |
| | 1 | 2 | | 1 | 1 | 1 | 1 | 7 | 1 | 18 | 1 | | | | | | | | | 15 |
| 2 | 1 | | 1 | | | 3 | | 1 | 1 | 4 | 1 | | | | | | | | | 16 |
| | | | | | | | | | | | 38 | 1 | | | | | | | | 17 |
| | 1 | | | 1 | | 1 | 1 | 1 | | | 2 | | | | | | | | | 18 |
| | | 1 | | | | | | | | 1 | 1 | | 8 | | | | | | | 19 |
| 1 | 1 | | 1 | 1 | | | 1 | 1 | | 3 | 2 | 2 | 21 | | | | | | | 20 |
| | 1 | | | | | | | | 1 | | 3 | 1 | 1 | | | | | | | 21 |
| 2 | 2 | | 1 | | 1 | 1 | | | | | | | | 2 | | | | | | 22 |
| | | | | | | | | | | | | | | | | 4 | | | | 23 |
| | | | 1 | | 2 | | | | | | | | | | 2 | 14 | 1 | | | 24 |
| | | | | | | | | | | | | | | | | | 1 | | | 25 |
| | | | | | | | 1 | | | | | | | | | | | 5 | | 26 |
| | | | | | | | | | | | | | | | | | | 1 | | 27 |
| | | | 1 | | | | | | | | | | | | | | | | | a3 |
| | | | | | | | | | | | | | | | | | | | | b1 |
| | | | | | | | | | | | | | | | | | | | | c1 |
| | | | | | | | | | | | 1 | | | | | | | | | d4 |
| | | | | | | | | | | | | | | | | | | | | e5 |
| | | | | | | | | | | | | | | | | | | | | f1 |
| 347 | 295 | 302 | 217 | 321 | 335 | 114 | 164 | 95 | 42 | 32 | 49 | 7 | 14 | 22 | 2 | 6 | 15 | 3 | 6 | 15 |
| 105 | 46 | 33 | 19 | 18 | 7 | 6 | 10 | 8 | 2 | 4 | 1 | 4 | 1 | 1 | 1 | 1 | 2 | 2 | 2 | g2 |
| 452 | 841 | 335 | 236 | 339 | 342 | 120 | 174 | 103 | 44 | 36 | 50 | 11 | 15 | 23 | 3 | 6 | 15 | 5 | 6 | 17 |

a \$2,100.

b \$2,200.

c \$2,100.

d One \$2,278, one \$2,377, one \$2,395, one \$2,400.

e One \$2,481, one \$2,493, three \$2,500.

f \$2,700.

g One \$2,278, one \$2,377.

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 163, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Number of employ-és. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|-----------------------------------|------------------|----------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|----|---|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | |
| Agents, advertising (in 5 roads). | 1 | 4 | Under \$0.21 | | | | 1 | | | | | | 3 | |
| | 2 | 4 | \$0.21- .40 | | | | | | 1 | | | | 1 | 2 |
| | 3 | 5 | .81- 1.00 | | | | 2 | | | | | | 3 | |
| | 4 | 1 | 1.21- 1.40 | | | | | | | | | | 1 | |
| | 5 | 1 | 1.61- 1.80 | | | | | | | | | | 1 | |
| | 6 | 2 | 2.41- 2.60 | | | | | | | | | | 1 | 1 |
| | 7 | 2 | 3.21- 3.40 | | | | | | | | | | 2 | |
| | 8 | 1 | 4.41- 4.60 | | | | | | | | | | 1 | |
| | | 20 | | | | | 1 | 2 | 1 | | | | 13 | 3 |
| Agents, assistant (in 18 roads). | 1 | 3 | Under .21 | | | | | | 2 | | | | | 1 |
| | 2 | 8 | .21- .40 | 1 | 1 | | 1 | | 1 | 1 | | | 3 | |
| | 3 | 13 | .41- .60 | 2 | 2 | 2 | 1 | | | | | 1 | 5 | |
| | 4 | 11 | .61- .80 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | 1 | 5 | |
| | 5 | 29 | .81- 1.00 | 4 | 5 | 4 | 2 | 3 | 3 | 3 | | 1 | 7 | |
| | 6 | 18 | 1.01- 1.20 | 1 | 1 | 2 | 3 | 3 | 1 | 2 | 4 | | 4 | 1 |
| | 7 | 34 | 1.21- 1.40 | 2 | 2 | 3 | 4 | 3 | 2 | 2 | 2 | 15 | 1 | |
| | 8 | 14 | 1.41- 1.60 | 1 | 2 | 1 | 2 | 4 | 1 | | | 2 | 1 | |
| | 9 | 13 | 1.61- 1.80 | 4 | 2 | | 2 | | | | | | 5 | |
| | 10 | 2 | 1.81- 2.00 | 1 | | | | | | 1 | | | | |
| | 11 | 1 | 2.21- 2.40 | | | | | | | | | | 1 | |
| | 12 | 3 | 2.41- 2.60 | | | | | | 1 | | | | 2 | |
| | 13 | 9 | 2.61- 2.80 | | 1 | | | | | 1 | | | 7 | |
| | 14 | 2 | 4.01- 4.20 | | 1 | | | | | | | | 1 | |
| | 15 | 1 | 4.21- 4.40 | | | | | | | | | | 1 | |
| | 16 | 2 | 4.81- 5.00 | | | | | | | | | | 2 | |
| | | 163 | | 17 | 18 | 12 | 16 | 17 | 11 | 8 | | 61 | 3 | |
| Agents, baggage (in 9 roads) | 1 | 3 | .21- .40 | | | | 1 | 1 | | | | | | 1 |
| | 2 | 4 | .41- .60 | | | | | | 2 | | | | 5 | |
| | 3 | 6 | .61- .80 | | 1 | | | | | | | | 2 | |
| | 4 | 2 | .81- 1.00 | | | | | 1 | | | | | 1 | |
| | 5 | 5 | 1.21- 1.40 | | | | | 1 | | | | | 4 | |
| | 6 | 8 | 1.41- 1.60 | | | | | 1 | | | | | 7 | |
| | 7 | 27 | 1.61- 1.80 | 5 | | | 2 | 1 | | | | 1 | 18 | |
| | 8 | 5 | 1.81- 2.00 | | | | | | | | | | 5 | |
| | 9 | 4 | 2.01- 2.20 | | | | | | | | | | 2 | 2 |
| | 10 | 2 | 2.41- 2.60 | | | | | | | | | | 2 | |
| | 11 | 1 | 2.61- 2.80 | | | | | | | | | | 1 | |
| | 12 | 1 | 2.81- 3.00 | | | | | | | | | | 1 | |
| | 13 | 1 | 6.41- 6.60 | | | | | | | | | | 1 | |
| | | 69 | | 5 | 1 | 4 | 4 | 2 | | 1 | | 49 | 3 | |
| Agents, boat (in 1 road)... | 1 | 1 | 1.41- 1.60 | | | | | 1 | | | | | | |
| | 2 | 1 | 1.81- 2.00 | | | | | | 1 | | | | | |
| | | 2 | | | | | | 1 | 1 | | | | | |
| Agents, claim (in 7 roads). | 1 | 1 | .81- 1.00 | | | | 1 | | | | | | | |
| | 2 | 3 | 1.81- 2.00 | | | | | | | 1 | | | 2 | |
| | 3 | 6 | 2.41- 2.60 | | | | | | 1 | | | 1 | 3 | 1 |
| | 4 | 4 | 3.21- 3.40 | | | | 3 | | | | | | 1 | |
| | 5 | 1 | 3.41- 3.60 | | | | | | | | | | 1 | |
| | 6 | 2 | 3.81- 4.00 | 1 | | | | | | | | | | 1 |
| | 7 | 3 | 4.01- 4.20 | | | | 1 | | | | | | 2 | |
| | 8 | 1 | 5.61- 5.80 | | | | | | | | | | 1 | |
| | 9 | 1 | 6.41- 6.60 | | | | 1 | | | | | | | |
| | | 22 | | 1 | | 6 | | 1 | 1 | 1 | | 10 | 2 | |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|----------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|---|----|
| 100 dolls. and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 doll. | 401 to 500 doll. | 501 to 600 doll. | 601 to 700 doll. | 701 to 800 doll. | 801 to 900 doll. | 901 to 1000 doll. | 1001 to 1100 doll. | 1101 to 1200 doll. | 1201 to 1300 doll. | 1301 to 1400 doll. | 1401 to 1500 doll. | 1501 to 1600 doll. | 1601 to 1700 doll. | 1701 to 1800 doll. | 1801 to 1900 doll. | 1901 to 2000 doll. | 2001 doll and over | | |
| 4 | | | | | | | | | | | | | | | | | | | | | | 1 |
| 2 | 2 | | | | | | | | | | | | | | | | | | | | | 2 |
| 2 | | 3 | | | | | | | | | | | | | | | | | | | | 3 |
| | | | | 1 | | | | | | | | | | | | | | | | | | 4 |
| | | | | | 1 | | | | | | | | | | | | | | | | | 5 |
| | | | | | | | | 2 | | | | | | | | | | | | | | 6 |
| | | | | | | | | | | 2 | | | | | | | | | | | | 7 |
| | | | | | | | | | | | | | | | | 1 | | | | | | 8 |
| 8 | 2 | 3 | 1 | 1 | | | | 2 | | | 2 | | | | | 1 | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| 3 | | | | | | | | | | | | | | | | | | | | | | 1 |
| 4 | 4 | | | | | | | | | | | | | | | | | | | | | 2 |
| 7 | 6 | | | | | | | | | | | | | | | | | | | | | 3 |
| 3 | 3 | | | | | | | | | | | | | | | | | | | | | 4 |
| 13 | 5 | 8 | 3 | | | | | | | | | | | | | | | | | | | 5 |
| 3 | 4 | 6 | 1 | 4 | | | | | | | | | | | | | | | | | | 6 |
| 4 | 7 | 4 | 2 | 15 | 2 | | | | | | | | | | | | | | | | | 7 |
| 3 | 2 | 5 | 1 | 2 | 1 | | | | | | | | | | | | | | | | | 8 |
| 6 | 1 | 1 | | | 5 | | | | | | | | | | | | | | | | | 9 |
| 1 | | | 1 | | | | | | | | | | | | | | | | | | | 10 |
| | | | | | | | | 1 | | | | | | | | | | | | | | 11 |
| | | | 1 | | | | | 2 | | | | | | | | | | | | | | 12 |
| 1 | | | | | | 1 | | 1 | 6 | | | | | | 1 | | | | | | | 13 |
| | | | | | | | | | | | | | | | | 1 | | | | | | 14 |
| | | | | | | | | | | | | | | | | | | 2 | | | | 15 |
| | | | | | | | | | | | | | | | | | | | | | | 16 |
| 48 | 33 | 29 | 8 | 22 | 8 | 1 | | 4 | 6 | | | | | | 1 | 1 | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| 2 | 2 | | | | | | | | | | | | | | | | | | | | | 2 |
| 1 | | 5 | | | | | | | | | | | | | | | | | | | | 3 |
| | 1 | | 1 | | | | | | | | | | | | | | | | | | | 4 |
| | 1 | | | 4 | | | | | | | | | | | | | | | | | | 5 |
| | 1 | | | | 7 | | | | | | | | | | | | | | | | | 6 |
| 5 | 3 | | | 1 | 17 | 1 | | 2 | | | | | | | | | | | | | | 7 |
| | | | | | | 2 | | | | | | | | | | | | | | | | 8 |
| | | | | | | | | | | | 4 | | | | | | | | | | | 9 |
| | | | | | | | | | | 2 | | | | | | | | | | | | 10 |
| | | | | | | | | | | | 1 | | | | | | | | | | | 11 |
| | | | | | | | | | | 1 | | | | | | | | | | | | 12 |
| | | | | | | | | | | | | | | | | | | | | | | 13 |
| 10 | 9 | 5 | 1 | 5 | 24 | 3 | 7 | 2 | | 2 | | | | | | | | | | | | a1 |
| | | | | | | | | | | | | | | | | | | | | | | |
| | 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| | | | 1 | | | | | | | | | | | | | | | | | | | 2 |
| | 1 | | 1 | | | | | | | | | | | | | | | | | | | |
| | | | | 1 | | | | 2 | | | | | | | | | | | | | | 1 |
| | | | | 1 | | | | 1 | | | | | | | | | | | | | | 2 |
| | | 3 | | | | | | 1 | 4 | | | | | | | | | | | | | 3 |
| | | | | | | | | | | | 1 | | | | | | | | | | | 4 |
| 1 | | | | | | | | | | | 1 | | | | | | | | | | | 5 |
| | | | 1 | | | | | | | | | | 1 | | | | | | | | | 6 |
| | | | | | | | | | | | | | 1 | 1 | | | | | | | | 7 |
| | | | | | | 1 | | | | | | | | | | | | | | 1 | | 8 |
| 2 | | 3 | 1 | 2 | 1 | | 3 | 4 | | 1 | 1 | | 1 | 2 | | | | | | | 1 | 9 |

a \$2,400.

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Number of employ-ees. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|-----------------------------------|------------------|-----------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|----|---|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | |
| Agents, commercial (in 2 roads). | 1 | 1 | \$4.01-\$4.20 | | | | | | | | | | | 1 |
| | 2 | 2 | 4.81- 5.00 | | | | | | | | | | 1 | 1 |
| | 3 | 2 | 5.41- 5.60 | | | | | | | | | | 1 | 1 |
| | 4 | 2 | 6.41- 6.60 | | | 1 | | | | | | | 1 | 1 |
| | | 7 | | | | 1 | | | | | | 2 | 3 | 1 |
| Agents, contracting (in 4 roads). | 1 | 4 | 2.41- 2.60 | | | | 2 | 1 | 1 | | | | | |
| | 2 | 1 | 2.61- 2.80 | | | | | 1 | | | | | | |
| | 3 | 1 | 2.81- 3.00 | | | | | | | | 1 | | | |
| | 4 | 5 | 3.21- 3.40 | | | | 2 | | 1 | | | | 2 | |
| | 5 | 1 | 3.61- 3.80 | | | | | | | | | | 2 | 1 |
| | 6 | 4 | 4.01- 4.20 | | 1 | 1 | | | | | | | 2 | 1 |
| | 16 | | | 1 | 1 | 4 | 2 | 2 | 1 | 4 | 1 | | | |
| Agent, dock (in 1 road).... | 1 | 1 | 4.01- 4.20 | | | | | | | | | | 1 | |
| | | 1 | | | | | | | | | | | 1 | |
| Agents, emigrant (in 4 roads). | 1 | 4 | 1.61- 1.80 | | | | | | | | | | 4 | |
| | 2 | 2 | 1.81- 2.00 | | | 1 | 1 | | | | | | 1 | |
| | 3 | 2 | 2.41- 2.60 | | 1 | | | | | | | | 1 | |
| | 4 | 2 | 3.21- 3.40 | | | 1 | | | | | | | 1 | |
| | 10 | | | | 1 | 2 | 1 | | | | | 6 | | |
| Agents, express (in 1 road). | 1 | 4 | .21- .40 | | 1 | 2 | | | 1 | | | | | |
| | 2 | 4 | .61- .80 | 2 | 1 | | 1 | | | | | | | |
| | 3 | 2 | .81- 1.00 | | | | | 1 | | | 1 | | | |
| | 4 | 2 | 1.21- 1.40 | | 1 | | | | | | | 1 | | |
| | 5 | 2 | 1.81- 2.00 | | | | 1 | | | | | 1 | | |
| | 6 | 2 | 2.41- 2.60 | | 1 | | 1 | | | | | | | |
| | 16 | | | 3 | 3 | 4 | 1 | 1 | 1 | 2 | 1 | 1 | | |
| | 7 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | | |
| | 23 | | | | | | | | | | | | | |
| Agents, freight (in 20 roads.) | 1 | 1 | Under .21 | | | | | | | | 1 | | | |
| | 2 | 7 | .21- .40 | | | | 1 | | 3 | | | | 3 | |
| | 3 | 5 | .41- .60 | | | | | 1 | | | | | 4 | |
| | 4 | 11 | .61- .80 | | | | 1 | 1 | | 1 | | | 8 | |
| | 5 | 13 | .81- 1.00 | | | | 1 | 1 | 1 | 1 | | | 9 | |
| | 6 | 9 | 1.01- 1.20 | 1 | 1 | | | | 3 | | | | 4 | |
| | 7 | 9 | 1.21- 1.40 | | 1 | 1 | | | 3 | | | | 4 | |
| | 8 | 8 | 1.41- 1.60 | 1 | | | | | 2 | 1 | 1 | | 3 | |
| | 9 | 12 | 1.61- 1.80 | | 2 | | | | 1 | 2 | 1 | | 6 | |
| | 10 | 16 | 1.81- 2.00 | 2 | | 1 | 1 | | | | | | 12 | |
| | 11 | 12 | 2.01- 2.20 | | | 1 | 1 | | | 1 | | 1 | 8 | |
| | 12 | 8 | 2.21- 2.40 | 1 | | | | | | | | | 7 | |
| | 13 | 8 | 2.41- 2.60 | | | | | | | | 1 | | 6 | |
| | 14 | 9 | 2.61- 2.80 | | | | 1 | | | | | | 7 | |
| | 15 | 5 | 2.81- 3.00 | | | | 1 | | | | | | 4 | |
| | 16 | 3 | 3.01- 3.20 | | | 1 | | | | | | | 2 | |
| | 17 | 15 | 3.21- 3.40 | 1 | | | | 2 | 1 | 1 | 1 | | 9 | |
| | 18 | 4 | 3.61- 3.80 | | | | | | | | | | 4 | |
| | 19 | 1 | 3.81- 4.00 | | 1 | | | | | | | | | |
| | 20 | 12 | 4.01- 4.20 | | 1 | 1 | | | 2 | 1 | 1 | | 6 | |
| | 21 | 1 | 4.21- 4.40 | | | | | | | 1 | | | | |
| | 22 | 2 | 4.41- 4.60 | | | | 1 | | | | | | 1 | |

a Rate and time cannot be stated, as they received commission.

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Number of employ- ees. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | | | |
|---|------------------|---------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|-------|-------|-------|-------|-----|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | | | | |
| Agents, freight (in 20 load)—concluded. | 23 | 7 | \$4.81-\$5.00 | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | 5 | 1 | |
| | 24 | 3 | 5.41- 5.60 | ..... | ..... | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |  |
| | 25 | 4 | 6.41- 6.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 4 | ..... |  |
| | | 185 | ..... | ..... | 6 | 9 | 11 | 5 | 18 | 10 | ..... | ..... | ..... | ..... | 117 | 3 | |
| | | 11 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) |
| | 196 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Agent, freight and passenger (in 1 road). | 1 | 1 | 1.41- 1.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | |
| | | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | |
| Agents, freight and ticket (in 4 roads). | 1 | 5 | .21- .40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 3 | |
| | 2 | 4 | .41- .60 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 2 | |
| | 3 | 2 | .61- .80 | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | |
| | 4 | 7 | .81- 1.00 | ..... | ..... | ..... | ..... | ..... | 1 | 1 | ..... | ..... | ..... | ..... | 4 | 1 | |
| | 5 | 1 | 1.01- 1.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 6 | 5 | 1.21- 1.40 | ..... | ..... | 2 | ..... | 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | 1 | |
| | 7 | 3 | 1.41- 1.60 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 | |
| | 8 | 1 | 1.61- 1.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | |
| | 9 | 2 | 1.81- 2.00 | | | | | | | | | | | | | | 2 |
| | 10 | 2 | 2.61- 2.80 | | | | | | | | | | | | | 1 | 1 |
| | 11 | 1 | 2.81- 3.00 | | | | | | | | | | | | | | 1 |
| | 12 | 1 | 3.21- 3.40 | | | | | | | | | | | | | | 1 |
| | 13 | 1 | 3.61- 3.80 | | | | | | | | | | | | | | 1 |
| | 35 | ..... | ..... | ..... | 2 | 2 | 3 | 3 | 1 | ..... | ..... | ..... | ..... | ..... | 18 | 4 | |
| | 68 | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | |
| | 103 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Agents, loading (in 1 road). | 1 | 3 | 1.61- 1.80 | ..... | ..... | 2 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 2 | 2 | 1.81- 2.00 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 3 | 8 | 2.01- 2.20 | ..... | ..... | 2 | 1 | 3 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 4 | 3 | 2.41- 2.60 | ..... | ..... | ..... | 2 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | | 16 | ..... | ..... | 3 | 5 | 4 | 2 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Agents, milk (in 3 roads). | 1 | 2 | .21- .40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 2 | 1 | 1.61- 1.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | |
| | 3 | 2 | 1.81- 2.00 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | |
| | | 5 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | | 5 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Agents, passenger (in 7 roads). | 1 | 2 | Under .21 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | |
| | 2 | 2 | .21- .40 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | |
| | 3 | 2 | .41- .60 | ..... | ..... | 1 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 4 | 1 | .61- .80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | |
| | 5 | 1 | 1.21- 1.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | |
| | 6 | 1 | 1.61- 1.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 7 | 12 | 1.81- 2.00 | ..... | ..... | 2 | 3 | 2 | ..... | 1 | 2 | ..... | ..... | ..... | 1 | 1 | |
| | 8 | 3 | 2.01- 2.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | 2 | |
| | 9 | 1 | 2.21- 2.40 | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 10 | 8 | 2.41- 2.60 | | | | 1 | 1 | | | | | | | | 4 | 2 |
| | 11 | 1 | 2.61- 2.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 12 | 2 | 2.81- 3.00 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 4 | |
| | 13 | 7 | 3.21- 3.40 | | | | | 2 | | | | | | | | 4 | 1 |
| | 14 | 1 | 3.81- 4.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | |
| | 15 | 1 | 4.01- 4.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | |
| | 16 | 3 | 4.81- 5.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 | ..... | ..... | ..... | ..... | 1 | |
| | 48 | ..... | ..... | 4 | 4 | 8 | ..... | 5 | 4 | 1 | 17 | 5 | ..... | ..... | ..... |  |  |

a Rate and time cannot be stated, as they worked by the day and trip and received commission.
 b Rate and time cannot be stated, as they worked by the day and received commission.

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 163, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Num-ber of em-ploy-ees. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | | |
|--|------------------|-------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|-----|-----|---|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 350 days | 351 to 400 days | 366 days and over. | | | |
| Agents, passenger and ticket (in 2 roads). | 1 | 2 | \$2.61-\$2.80 | | | | 1 | 1 | | | | | | | | |
| | 2 | 5 | 3.21- 3.40 | | | | | | 1 | | | | | | 4 | |
| | 3 | 1 | 3.61- 3.80 | | | | | | | | | | | | | 1 |
| | 4 | 1 | 4.41- 4.60 | | | | | | | | | | | | | 1 |
| | 5 | 2 | 4.81- 5.00 | | | | | | | | | | | | | 2 |
| | | 11 | | | | | | 1 | 1 | 1 | | | | | 6 | 2 |
| Agents, purchasing (in 3 roads). | 1 | 1 | 1.61- 1.80 | 1 | | | | | | | | | | | | |
| | 2 | 2 | 2.41- 2.60 | | | | | 2 | | | | | | | | |
| | 3 | 2 | 3.21- 3.40 | | | | | 1 | | | | | | | 1 | |
| | 4 | 2 | 3.61- 3.80 | | | | 1 | | | | | | | | | |
| | 5 | 1 | 4.41- 4.60 | | | | | | 1 | | | | | | 1 | |
| | 6 | 1 | 4.81- 5.00 | | | | | | | | | | | | 1 | |
| | 9 | | | 1 | | | 1 | 4 | 1 | | | | | 2 | | |
| Agent, shipping (in 1 road). | 1 | 1 | 4.01- 4.20 | | | | | | | | | | | 1 | | |
| | 1 | | | | | | | | | | | | | 1 | | |
| Agents, special (in 14 roads). | 1 | 1 | 1.21- 1.40 | | | | | | | | | | | | | 1 |
| | 2 | 1 | 1.41- 1.60 | | | | 1 | | | | | | | | | |
| | 3 | 2 | 1.81- 2.00 | | | | | | | 1 | | | | | 1 | |
| | 4 | 3 | 2.01- 2.20 | | | | | | | | | | | | 3 | |
| | 5 | 1 | 2.21- 2.40 | | | | | | | | | | | | 1 | |
| | 6 | 3 | 2.41- 2.60 | | | | | | 1 | | | | | | 6 | 1 |
| | 7 | 2 | 2.61- 2.80 | | | | 3 | | | | | 1 | | | 3 | |
| | 8 | 3 | 2.81- 3.00 | | | | | | | | | | | | 3 | |
| | 9 | 3 | 3.21- 3.40 | | | | 3 | | | | 3 | | | | 3 | |
| | 10 | 1 | 3.41- 3.60 | | | | | | | | | | | | 1 | |
| | 11 | 2 | 3.61- 3.80 | | | | | | | | 1 | | | | 1 | |
| | 12 | 5 | 4.01- 4.20 | | | | 2 | 1 | | | | 1 | | | 1 | |
| | 13 | 2 | 4.41- 4.60 | | | | | | | | | | | | 2 | |
| | 14 | 6 | 4.81- 5.00 | | | | | | 1 | | 1 | | | | 4 | |
| | 15 | 1 | 5.41- 5.60 | | | | 1 | | | | | | | | | |
| | 16 | 1 | 5.61- 5.80 | | | | | | | | 1 | | | | | |
| | 17 | 1 | 6.41- 6.60 | | | | | | | | | | | | 1 | |
| | 54 | | | | | | 1 | 10 | 1 | 3 | 5 | 2 | 30 | 2 | | |
| | 1 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | |
| | 55 | | | | | | | | | | | | | | | |
| Agents, ticket (in 24 roads). | 1 | 3 | Under .21 | | | | | 1 | | | | | | | 2 | |
| | 2 | 13 | .21- .40 | | | | | | 2 | 1 | | | | | 9 | 1 |
| | 3 | 15 | .41- .60 | | | | | | | 3 | | | | | 12 | |
| | 4 | 8 | .61- .80 | | | | 3 | | 1 | 1 | | | | | 2 | 1 |
| | 5 | 34 | .81- 1.00 | 1 | 2 | 3 | 3 | 7 | 2 | 2 | 1 | | | | 15 | |
| | 6 | 16 | 1.01- 1.20 | | | 1 | | | 1 | 1 | 2 | 1 | | | 3 | 1 |
| | 7 | 8 | 1.21- 1.40 | 1 | | 1 | 3 | 1 | 2 | 1 | 1 | | | | 7 | |
| | 8 | 23 | 1.41- 1.60 | 1 | 1 | 4 | 3 | 1 | 1 | | | | | | 13 | |
| | 9 | 61 | 1.61- 1.80 | 2 | 3 | 5 | 2 | 4 | 4 | 3 | 3 | | | | 31 | 7 |
| | 10 | 37 | 1.81- 2.00 | | 3 | 2 | 2 | 2 | 2 | 2 | 2 | | | | 26 | |
| | 11 | 12 | 2.01- 2.20 | 1 | 1 | 3 | | | | | 1 | | | | 6 | |
| | 12 | 12 | 2.21- 2.40 | | 1 | | | | 1 | | | | | | 1 | 9 |
| | 13 | 31 | 2.41- 2.60 | | | 1 | 3 | 2 | 3 | 3 | 3 | | | | 19 | |
| | 14 | 13 | 2.61- 2.80 | | 1 | 1 | | | 1 | | 1 | | | | 8 | 1 |
| | 15 | 8 | 2.81- 3.00 | | | 1 | | 2 | | | | | | | 5 | |
| | 16 | 2 | 3.01- 3.20 | | | | | 1 | | | | | | | | |
| | 17 | 24 | 3.21- 3.40 | | | | | 2 | 1 | 1 | 2 | | | | 15 | 3 |
| | 18 | 2 | 3.41- 3.60 | | | | | | | | | | | | 2 | |
| | 19 | 4 | 3.61- 3.80 | | | | | | | | | | | | 4 | |
| | 20 | 9 | 3.81- 4.00 | | | 1 | | | 1 | 1 | | | | | 6 | |
| | 21 | 7 | 4.01- 4.20 | | | | | | | | 2 | 1 | | | 4 | |
| | 22 | 3 | 4.41- 4.60 | | | | | | | | | | | | 3 | |

a Rate and time cannot be stated, as he received commission.

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 163, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|-----------------------------|
| 100 dolls. and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 doll | 401 to 500 doll | 501 to 600 doll | 601 to 700 doll | 701 to 800 doll | 801 to 900 doll | 901 to 1000 doll | 1001 to 1100 doll | 1101 to 1200 doll | 1201 to 1300 doll | 1301 to 1400 doll | 1401 to 1500 doll | 1501 to 1600 doll | 1601 to 1700 doll | 1701 to 1800 doll | 1801 to 1900 doll | 1901 to 2000 doll | 2001 doll and over |
| | | | 1 | 1 | | | | | | | | | | | | | | | | 1 |
| | | | | | | | 1 | | | | 1 | 3 | | | | | | | | 2 |
| | | | | | | | | | | | | | 1 | | | | 1 | | | 3 |
| | | | | | | | | | | | | | | | | | 2 | | | 4 |
| | | | | | | | | | | | | | | | | | | | | 5 |
| | | | 1 | 1 | | | 1 | | | 1 | 3 | | 1 | | | 1 | 2 | | | 6 |
| 1 | | | | | | | | | | | | | | | | | | | | 1 |
| | | | 1 | 1 | | | | | | | | 1 | | | | | | | | 2 |
| | | | 1 | | 1 | | 1 | | | | | | | | | | | | | 3 |
| | | | | | | | | | 1 | | | | | | | | | | | 4 |
| | | | | | | | | | | 1 | | | | | | | | | | 5 |
| | | | | | | | | | | | 1 | | | | | | | | | 6 |
| | | | | | | | | | | | | | | | | | | 1 | | 7 |
| | | | | | | | | | | | | | | | | | | | | 8 |
| | | | | | | | | | | | | | | | | | | | | 9 |
| | | | | | | | | | | | | | | | | | | | | 10 |
| | | | | | | | | | | | | | | | | | | | | 11 |
| | | | | | | | | | | | | | | | | | | | | 12 |
| | | | | | | | | | | | | | | | | | | | | 13 |
| | | | | | | | | | | | | | | | | | | | | 14 |
| | | | | | | | | | | | | | | | | | | | | 15 |
| | | | | | | | | | | | | | | | | | | | | 16 |
| | | | | | | | | | | | | | | | | | | | | 17 |
| | | | | | | | | | | | | | | | | | | | | a1 |
| | | | | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | | | | 2 |
| | | | | | | | | | | | | | | | | | | | | 3 |
| | | | | | | | | | | | | | | | | | | | | 4 |
| | | | | | | | | | | | | | | | | | | | | 5 |
| | | | | | | | | | | | | | | | | | | | | 6 |
| | | | | | | | | | | | | | | | | | | | | 7 |
| | | | | | | | | | | | | | | | | | | | | 8 |
| | | | | | | | | | | | | | | | | | | | | 9 |
| | | | | | | | | | | | | | | | | | | | | 10 |
| | | | | | | | | | | | | | | | | | | | | 11 |
| | | | | | | | | | | | | | | | | | | | | 12 |
| | | | | | | | | | | | | | | | | | | | | 13 |
| | | | | | | | | | | | | | | | | | | | | 14 |
| | | | | | | | | | | | | | | | | | | | | 15 |
| | | | | | | | | | | | | | | | | | | | | 16 |
| | | | | | | | | | | | | | | | | | | | | 17 |
| | | | | | | | | | | | | | | | | | | | | 18 |
| | | | | | | | | | | | | | | | | | | | | 19 |
| | | | | | | | | | | | | | | | | | | | | 20 |
| | | | | | | | | | | | | | | | | | | | | 21 |
| | | | | | | | | | | | | | | | | | | | | 22 |
| | | | | | | | | | | | | | | | | | | | | 23 |

a \$2,300.

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Number of employ-ees. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|---|------------------|-----------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|-----|--|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | |
| Air-hose men (in 1 road) .. | 1 | 3 | \$1.01-\$1.20 | | | 1 | | | | 2 | | | | |
| | | 3 | | | | 1 | | | | 2 | | | | |
| Apprentices (in 6 roads)... | 1 | 23 | .41- .60 | 2 | 2 | 1 | 3 | 2 | 3 | 7 | 3 | | | |
| | | 37 | .61- .80 | 4 | | 2 | 1 | 1 | 4 | 10 | 6 | | | |
| | | 14 | .81- 1.00 | 1 | 1 | 1 | | | 2 | 4 | 5 | | | |
| | | 2 | 1.01- 1.20 | | | | | | | | 2 | | | |
| | | 7 | 1.21- 1.40 | 1 | | 1 | | | | | 2 | 3 | | |
| | | 2 | 1.41- 1.60 | | | | | | | | | 2 | | |
| | | 85 | | 8 | 3 | 5 | 4 | 5 | 9 | 37 | 14 | | | |
| | | 6 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | |
| | | 91 | | | | | | | | | | | | |
| Apprentices, car works (in 1 road). | 1 | 2 | .81- 1.00 | | | | 1 | | | | 1 | | | |
| | | 1 | 1.21- 1.40 | | | | | | | | 1 | | | |
| | | 3 | | | | | 1 | | | | 2 | | | |
| Ash wheelers (in 1 road) .. | 1 | 3 | 1.41- 1.60 | | | 2 | | | | | | 1 | | |
| | | 1 | 1.81- 2.00 | | | | | | | | | 1 | | |
| | | 4 | | | | 2 | | | | | | 2 | | |
| Ashpan cleaners (in 1 road) | 1 | 7 | 1.01- 1.20 | 2 | 1 | 1 | | | 1 | | 1 | 1 | | |
| | | 7 | | 2 | 1 | 1 | | | 1 | | 1 | 1 | | |
| Ashpanmaker (in 1 road) .. | 1 | 1 | 1.81- 2.00 | | | | | | | | | 1 | | |
| | | 1 | | | | | | | | | | 1 | | |
| Ashpit men (in 5 roads).... | 1 | 1 | .21- .40 | | | | | | | | | 1 | | |
| | | 46 | 1.01- 1.20 | | 2 | 5 | 3 | 8 | 2 | 9 | 7 | 10 | | |
| | | 18 | 1.21- 1.40 | 2 | 3 | 2 | | | 1 | 1 | 6 | 3 | | |
| | | 2 | 1.41- 1.60 | | | | | | | | | | 2 | |
| | | 67 | | 2 | 5 | 7 | 3 | 8 | 3 | 10 | 14 | 15 | | |
| | | 1 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | | |
| | | 68 | | | | | | | | | | | | |
| Attendants, enginehouse (in 1 road). | 1 | 2 | 1.61- 1.80 | | | | | | | | | 2 | | |
| | | 2 | | | | | | | | | | 2 | | |
| Attendants, ladies' waiting room (in 1 road). | 1 | 2 | 1.21- 1.40 | 1 | | | | | | | 1 | | | |
| | | 2 | | 1 | | | | | | | 1 | | | |
| Attendants, parcelroom (in 1 road). | 1 | 6 | 1.01- 1.20 | 1 | 1 | 2 | | 1 | 1 | | | | | |
| | | 1 | 1.41- 1.60 | | | | 1 | | | | | | | |
| | | 1 | 2.81- 3.00 | | | | | | | | | 1 | | |
| | | 8 | | 1 | 1 | 2 | 1 | 1 | 1 | | | 1 | | |
| Attendants, station (in 1 road). | 1 | 1 | .81- 1.00 | | | | | | | | | 1 | | |
| | | 2 | 1.21- 1.40 | | | | | | | | | 2 | | |
| | | 3 | | | | | | | | | | 3 | | |

a Rate and time cannot be stated, as they worked by the day and piece combined.

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 163, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|-----------------------------|---|
| 100 dolls. and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 doll | 401 to 500 doll | 501 to 600 doll | 601 to 700 doll | 701 to 800 doll | 801 to 900 doll | 901 to 1000 doll | 1001 to 1100 doll | 1101 to 1200 doll | 1201 to 1300 doll | 1301 to 1400 doll | 1401 to 1500 doll | 1501 to 1600 doll | 1601 to 1700 doll | 1701 to 1800 doll | 1801 to 1900 doll | 1901 to 2000 doll | 2001 doll and over | |
| 1 | | 2 | | | | | | | | | | | | | | | | | | | 1 |
| 1 | | 2 | | | | | | | | | | | | | | | | | | | |
| 9 | 14 | | | | | | | | | | | | | | | | | | | | 1 |
| 7 | 10 | 20 | | | | | | | | | | | | | | | | | | | 2 |
| 3 | 2 | 6 | 3 | | | | | | | | | | | | | | | | | | 3 |
| | | | 2 | | | | | | | | | | | | | | | | | | 4 |
| 1 | 1 | 1 | 3 | 1 | | | | | | | | | | | | | | | | | 5 |
| | | | | 2 | | | | | | | | | | | | | | | | | 6 |
| 20 | 27 | 27 | 8 | 3 | | | | | | | | | | | | | | | | | |
| | 1 | 5 | | | | | | | | | | | | | | | | | | | |
| 20 | 28 | 32 | 8 | 3 | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| | 1 | 1 | | | | | | | | | | | | | | | | | | | 1 |
| | | | 1 | | | | | | | | | | | | | | | | | | 2 |
| | 1 | 1 | 1 | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| | 2 | | | | 1 | | | | | | | | | | | | | | | | 1 |
| | | | | | | 1 | | | | | | | | | | | | | | | 2 |
| | 2 | | | | 1 | 1 | | | | | | | | | | | | | | | |
| 4 | | 1 | 1 | 1 | | | | | | | | | | | | | | | | | 1 |
| 4 | | 1 | 1 | 1 | | | | | | | | | | | | | | | | | |
| | | | | | | 1 | | | | | | | | | | | | | | | 1 |
| | | | | | | | 1 | | | | | | | | | | | | | | |
| | 1 | | | | | | | | | | | | | | | | | | | | |
| 6 | 8 | 9 | 10 | 10 | 3 | | | | | | | | | | | | | | | | 1 |
| 6 | 1 | | 3 | 7 | 1 | | | | | | | | | | | | | | | | 2 |
| | | | | | 2 | | | | | | | | | | | | | | | | 3 |
| | | | | | | | | | | | | | | | | | | | | | 4 |
| 12 | 10 | 9 | 13 | 17 | 6 | | | | | | | | | | | | | | | | |
| | | | | | 1 | | | | | | | | | | | | | | | | |
| 12 | 10 | 9 | 13 | 17 | 7 | | | | | | | | | | | | | | | | |
| | | | | | | 2 | | | | | | | | | | | | | | | 1 |
| | | | | | | | 2 | | | | | | | | | | | | | | |
| 1 | | | 1 | | | | | | | | | | | | | | | | | | 1 |
| 1 | | | 1 | | | | | | | | | | | | | | | | | | |
| 4 | 1 | 1 | | | | | | | | | | | | | | | | | | | 1 |
| | 1 | | | | | | | | | | | | | | | | | | | | 2 |
| 4 | 1 | 1 | | | | | | | | | | | | | | | | | | | 3 |
| 4 | 2 | 1 | | | | | | | | | 1 | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| | | | 1 | | | | | | | | | | | | | | | | | | 1 |
| | | | | 2 | | | | | | | | | | | | | | | | | 2 |
| | | | 1 | 2 | | | | | | | | | | | | | | | | | |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|-----------------------------------|----|
| 100 dolls. and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 doll | 401 to 500 doll | 501 to 600 doll | 601 to 700 doll | 701 to 800 doll | 801 to 900 doll | 901 to 1000 doll | 1001 to 1100 doll | 1101 to 1200 doll | 1201 to 1300 doll | 1301 to 1400 doll | 1401 to 1500 doll | 1501 to 1600 doll | 1601 to 1700 doll | 1701 to 1800 doll | 1801 to 1900 doll | 1901 to 2000 doll | 2001 to doll and over | |
| | | 1 | | | | | | | | | | | | | | | | | | | 1 |
| | 1 | 3 | 1 | | | | | | | | | | | | | | | | | | 2 |
| | 1 | 4 | 1 | | | | | | | | | | | | | | | | | | |
| 2 | | 1 | | | | | | | | | | | | | | | | | | | 1 |
| 1 | | | | | | | | | | | | | | | | | | | | | 2 |
| 26 | 7 | 2 | 1 | | | | | | | | | | | | | | | | | | 3 |
| 7 | 1 | 1 | | | | | | | | | | | | | | | | | | | 4 |
| 9 | | | | | 1 | | | | | | | | | | | | | | | | 5 |
| 10 | | | | | | | | | | | | | | | | | | | | | 6 |
| 1 | 1 | 1 | | | | | | | | | | | | | | | | | | | 7 |
| 56 | 9 | 5 | 1 | | 1 | | | | | | | | | | | | | | | | |
| | | | | | 3 | | | | | | | | | | | | | | | | 1 |
| | | | | | 3 | | | | | | | | | | | | | | | | 1 |
| | | | | | 4 | | | | | | | | | | | | | | | | |
| | | | | | 4 | | | | | | | | | | | | | | | | |
| 1 | 1 | | 2 | | | | | | | | | | | | | | | | | | 1 |
| | 1 | | | | | | | | | | | | | | | | | | | | 2 |
| 1 | 2 | | 2 | | | | | | | | | | | | | | | | | | |
| | | 1 | 1 | | | | | | | | | | | | | | | | | | 1 |
| | | 1 | 1 | 3 | 1 | | | | | | | | | | | | | | | | 2 |
| | | | | | 1 | | | | | | | | | | | | | | | | 3 |
| 1 | | | | | 1 | | | | | | | | | | | | | | | | 4 |
| | | | | | | | | | | | | | | | | | | | | | 5 |
| 1 | 1 | 2 | 4 | 2 | 1 | | | | | | | | | | | | | | | | |
| 1 | 1 | | 3 | | 2 | 2 | | | | | | | | | | | | | | | |
| 2 | 2 | 2 | 7 | 2 | 3 | 2 | | | | | | | | | | | | | | | |
| 1 | 3 | | 2 | | | | | | | | | | | | | | | | | | 1 |
| 1 | 3 | | 2 | | | | | | | | | | | | | | | | | | |
| 2 | | | | | | | | | | | | | | | | | | | | | 1 |
| 2 | 4 | | | | | | | | | | | | | | | | | | | | 2 |
| 2 | 3 | 2 | | | | | | | | | | | | | | | | | | | 3 |
| 5 | 3 | 12 | | | | | | | | | | | | | | | | | | | 4 |
| 32 | 8 | 9 | 11 | | | | | | | | | | | | | | | | | | 5 |
| 11 | 11 | 5 | 12 | 18 | | | | | | | | | | | | | | | | | 6 |
| 23 | 14 | 10 | 10 | 81 | 4 | 2 | | | | | | | | | | | | | | | 7 |
| 46 | 29 | 20 | 16 | 26 | 56 | 21 | | | | | | | | | | | | | | | 8 |
| 35 | 18 | 10 | 12 | 14 | 82 | 22 | 1 | | | | | | | | | | | | | | 9 |
| 27 | 16 | 18 | 17 | 11 | 42 | 77 | 18 | 2 | | | | | | | | | | | | | 10 |
| 17 | 12 | 2 | 7 | 5 | 10 | 51 | 18 | 4 | 5 | | | | | | | | | | | | 11 |
| 3 | 1 | 1 | | 1 | 2 | 5 | 4 | 2 | | | | | | | | | | | | | 12 |
| 1 | | 1 | | | | | 1 | 5 | 1 | | | | | | | | | | | | 13 |
| | | | | | | | 1 | 1 | 1 | | | | | | | | | | | | 14 |
| | | | | | | | | 1 | | 1 | | | | | | | | | | | 15 |
| | | | | | | | | | 1 | | 1 | | | | | | | | | | 16 |
| 206 | 119 | 90 | 85 | 156 | 196 | 158 | 43 | 15 | 7 | 1 | 1 | | | | | | | | | | |
| 22 | 13 | 13 | 3 | 7 | 18 | 50 | 14 | 9 | 5 | 1 | | | | | | | | | | | |
| 228 | 132 | 103 | 88 | 163 | 214 | 208 | 57 | 24 | 12 | 2 | 1 | | | | | | | | | | |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Number of employ-ees. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | | | |
|---|------------------|-----------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|---|---|---|---|-----|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | | | | |
| Baggagemasters, assistant (in 7 roads). | 1 | 2 | \$0.21-\$0.40 | | | | | | | | | | | | | | 2 |
| | 2 | 1 | .41-.60 | | | | | | | 1 | | | | | | | |
| | 3 | 7 | .81-1.00 | 2 | | | | 1 | | 1 | | | | | | | 2 |
| | 4 | 3 | 1.01-1.20 | | | | | | | | 1 | | | | | | 1 |
| | 5 | 2 | 1.21-1.40 | | | | | | | | | | | | | | |
| | 6 | 7 | 1.41-1.60 | 3 | 1 | 1 | | | | | 1 | | | | | | 1 |
| | 7 | 4 | 1.61-1.80 | 1 | | | | | | 1 | | | | | | | 2 |
| | 8 | 1 | 2.21-2.40 | 1 | | | | | | | | | | | | | 1 |
| | | 27 | | | 6 | 1 | 4 | 1 | 3 | 3 | | | | | | | 9 |
| | | 1 | (a) | | (a) | (a) | (a) | (a) | (a) | (a) | | | | | | | (a) |
| | 28 | | | | | | | | | | | | | | | | |
| Baggagemasters' helpers (in 5 roads). | 1 | 2 | .41-.60 | | | | | 1 | | 1 | | | | | | | |
| | 2 | 1 | .61-.80 | | | | 1 | | | | | | | | | | |
| | 3 | 4 | 1.21-1.40 | | | | | | 1 | 2 | | | | | | 1 | |
| | 4 | 3 | 1.61-1.80 | | | | | | | 1 | | | | | | 2 | |
| | | 10 | | | | | 1 | 1 | 2 | 3 | | | | | | 3 | |
| Baggagemasters and brakemen (in 2 roads). | 1 | 9 | 1.61-1.80 | | | | | | | | 4 | 1 | | | 4 | | |
| | | 9 | | | | | | | | | 4 | 1 | | | 4 | | |
| Baggagemasters and clerks (in 3 roads). | 1 | 1 | 1.21-1.40 | | | | 1 | | | | | | | | | | |
| | 2 | 1 | 1.61-1.80 | | | | | 1 | | | | | | | | | |
| | 3 | 2 | 1.81-2.00 | | | | | | | | | | | | | 2 | |
| | | 4 | | | | | 1 | 1 | | | | | | | | 2 | |
| Baggagemasters and switchmen (in 1 road). | 1 | 2 | 1.41-1.60 | | | | | | 1 | | | | | | | 1 | |
| | 2 | 1 | 1.81-2.00 | | | | | | 1 | | | | | | | | |
| | | 3 | | | | | | | 1 | 1 | | | | | | 1 | |
| Baggagemen (in 18 roads) | 1 | 2 | Under .21 | | | | | | | | | | | 1 | 1 | | |
| | 2 | 4 | .21-.40 | | | | | | | | | | | | 3 | 1 | |
| | 3 | 7 | .41-.60 | 1 | 1 | 1 | | | | | 1 | 2 | 1 | | | | |
| | 4 | 20 | .61-.80 | 6 | 4 | 1 | 3 | | | | 2 | | 3 | 1 | | | |
| | 5 | 54 | .81-1.00 | 13 | 11 | 7 | 7 | 3 | 4 | | 3 | 6 | | | | | |
| | 6 | 97 | 1.01-1.20 | 6 | 7 | 11 | 6 | 7 | 5 | 5 | 49 | 1 | | | | | |
| | 7 | 196 | 1.21-1.40 | 27 | 14 | 25 | 16 | 24 | 6 | 8 | 71 | 5 | | | | | |
| | 8 | 233 | 1.41-1.60 | 37 | 18 | 37 | 18 | 13 | 14 | 12 | 57 | 27 | | | | | |
| | 9 | 195 | 1.61-1.80 | 37 | 15 | 14 | 17 | 16 | 10 | 15 | 57 | 14 | | | | | |
| | 10 | 101 | 1.81-2.00 | 22 | 3 | 3 | 4 | 5 | 2 | 8 | 44 | 5 | | | | | |
| | 11 | 74 | 2.01-2.20 | 9 | 5 | 4 | 4 | 5 | 8 | 8 | 28 | 3 | | | | | |
| | 12 | 4 | 2.21-2.40 | 2 | 1 | | | | | | | 1 | | | | | |
| | 13 | 2 | 2.41-2.60 | | | | | | 2 | | | | | | | | |
| | 989 | | | 160 | 84 | 103 | 75 | 75 | 52 | 62 | 321 | 57 | | | | | |
| | 25 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | | | | | |
| | 1,014 | | | | | | | | | | | | | | | | |
| Baggagemen's helpers (in 2 roads). | 1 | 1 | .81-1.00 | | 1 | | | | | | | | | | | | |
| | 2 | 2 | 1.01-1.20 | | | | | | 1 | | 1 | | | | | | |
| | 3 | 1 | 1.21-1.40 | | | | | | | | 1 | | | | | | |
| | 4 | 3 | 1.41-1.60 | 2 | | | | | | | 1 | | | | | | |
| | 5 | 1 | 1.61-1.80 | | | | | | 1 | | | | | | | | |
| | 8 | | | 2 | 1 | | | | 2 | | 3 | | | | | | |
| Baggageman and bridge-tender (in 1 road). | 1 | 1 | 1.01-1.20 | | | | | | 1 | | | | | | | | |
| | | 1 | | | | | | | 1 | | | | | | | | |

aRate and time cannot be stated, as they worked by the day and trip combined.

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Number of employes. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | |
|---|------------------|---------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|----|---|--|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | | |
| Baggageman and watchman (in 1 road). | 1 | 1 | \$1.81-\$2.00 | | | | | | | | | | 1 | | |
| | | 1 | | | | | | | | | | | 1 | | |
| Ballast measurers (in 1 road). | 1 | 3 | 1.01- 1.20 | | 1 | 1 | | | | 1 | | | | | |
| | | 3 | | | 1 | 1 | | | | 1 | | | | | |
| Battery boys (in 1 road)... | 1 | 2 | .21- .40 | | | | | 1 | | | | 1 | | | |
| | | 2 | | | | | | 1 | | | | 1 | | | |
| Batterymen (in 3 roads)... | 1 | 1 | 1.21- 1.40 | | | | | | | 1 | | | | | |
| | | 1 | 1.41- 1.60 | | | | | | | | | | 1 | | |
| | | 3 | 1.61- 1.80 | | | | | | 2 | | | | | | |
| | | 4 | 2.01- 2.20 | | | | | | | | | | | 1 | |
| | | 5 | | | | | | | 2 | 1 | | | | 2 | |
| Bellringers (in 2 roads) ... | 1 | 6 | .81- 1.00 | | 2 | 1 | 1 | 1 | 1 | | | | | | |
| | | 4 | 1.01- 1.20 | | 1 | | | | | | | | 3 | | |
| | | 2 | 1.21- 1.40 | | | 1 | | | | | | | 1 | | |
| | | 12 | | | 1 | 2 | 2 | 1 | 1 | 1 | | | | 4 | |
| Beltmen (in 2 roads) | 1 | 2 | 1.21- 1.40 | | | | | | 1 | | | | | 1 | |
| | | 1 | 2.01- 2.20 | | | | | | | | | | | 1 | |
| | | 3 | | | | | | | 1 | | | | | 2 | |
| Berry and fruit delivery men (in 1 road). | 1 | 11 | 1.21- 1.40 | | | | 4 | 4 | | 3 | | | | | |
| | | 2 | 1.41- 1.60 | | | | | | | | | | 1 | | |
| | | 12 | | | | | 4 | 4 | | 3 | | | 1 | | |
| Billers (in 1 road) | 1 | 1 | .81- 1.00 | | | | | | 1 | | | | | | |
| | | 1 | 1.01- 1.20 | | | | | | | 1 | | | | | |
| | | 2 | 1.21- 1.40 | | | | | | | | | | | 1 | |
| | | 4 | 1.41- 1.60 | | 2 | | | | | | | | | | |
| | | 1 | 1.81- 2.00 | | | | | | 1 | | | | | | |
| Billposters (in 2 roads) | 1 | 2 | .81- 1.00 | | | | 1 | | | 1 | | | | | |
| | | 1 | 1.21- 1.40 | | | | | 1 | | | | | | | |
| | | 3 | 1.61- 1.80 | | | | | | | | | | | 1 | |
| | | 1 | 2.81- 3.00 | | | | | | | | | | | | |
| | | 5 | | | | | 1 | 1 | | 1 | | | 2 | | |
| Blacksmiths (in 43 roads) . | 1 | 1 | .81- 1.00 | | | | | | 1 | | | | | 1 | |
| | | 2 | 1.01- 1.20 | | | | | | 1 | | | | | 1 | |
| | | 3 | 1.20- 1.40 | | 1 | 1 | 3 | 2 | 2 | | | 6 | 2 | 1 | |
| | | 4 | 1.41- 1.60 | | 16 | 8 | 16 | 12 | 7 | 3 | | 35 | 17 | 3 | |
| | | 5 | 1.61- 1.80 | | 9 | 15 | 21 | 18 | 14 | 11 | | 49 | 38 | 3 | |
| | | 6 | 1.81- 2.00 | | 39 | 23 | 28 | 13 | 19 | 21 | | 88 | 69 | | |
| | | 7 | 2.01- 2.20 | | 12 | 4 | 11 | 5 | 11 | 9 | | 53 | 37 | | |
| | | 8 | 2.21- 2.40 | | 38 | 18 | 23 | 22 | 15 | 15 | | 90 | 73 | 2 | |
| | | 9 | 2.41- 2.60 | | 22 | 11 | 9 | 7 | 9 | 11 | | 67 | 45 | 2 | |
| | | 10 | 2.61- 2.80 | | 8 | 8 | 15 | 8 | 5 | 7 | | 44 | 27 | 1 | |
| | | 11 | 2.81- 3.00 | | 4 | 3 | 4 | 3 | 3 | 3 | | 20 | 12 | | |
| | | 12 | 3.01- 3.20 | | | | | | | | | | | 1 | |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|-----------------------------|----|
| 100 dolls. and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 doll | 401 to 500 doll | 501 to 600 doll | 601 to 700 doll | 701 to 800 doll | 801 to 900 doll | 901 to 1000 doll | 1001 to 1100 doll | 1101 to 1200 doll | 1201 to 1300 doll | 1301 to 1400 doll | 1401 to 1500 doll | 1501 to 1600 doll | 1601 to 1700 doll | 1701 to 1800 doll | 1801 to 1900 doll | 1901 to 2000 doll | 2001 doll and over | |
| | | | | | | | 1 | | | | | | | | | | | | | | 1 |
| | | | | | | | 1 | | | | | | | | | | | | | | 1 |
| 2 | | 1 | | | | | | | | | | | | | | | | | | | 1 |
| 2 | | 1 | | | | | | | | | | | | | | | | | | | 1 |
| 2 | | | | | | | | | | | | | | | | | | | | | 1 |
| | | | 1 | | | | | | | | | | | | | | | | | | 1 |
| | | 2 | | | 1 | | | | | | | | | | | | | | | | 2 |
| | | | | | | | 1 | | | | | | | | | | | | | | 3 |
| | | | | | | | | 1 | | | | | | | | | | | | | 4 |
| | | 2 | 1 | | 1 | | 1 | | | | | | | | | | | | | | 2 |
| 3 | 2 | 1 | | | | | | | | | | | | | | | | | | | 1 |
| 1 | | | | | 3 | | | | | | | | | | | | | | | | 2 |
| | 1 | | | | 1 | | | | | | | | | | | | | | | | 3 |
| 4 | 3 | 1 | | 4 | | | | | | | | | | | | | | | | | 1 |
| | | | 1 | | | 1 | | | | | | | | | | | | | | | 2 |
| | | | | | | | | | 1 | | | | | | | | | | | | 1 |
| | | 1 | | | 1 | | | | 1 | | | | | | | | | | | | 2 |
| 1 | 7 | 2 | 1 | | | | | | | | | | | | | | | | | | 1 |
| | | | | | 1 | | | | | | | | | | | | | | | | 2 |
| 1 | 7 | 2 | 1 | 1 | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | | | | | 1 |
| | 1 | | | | | | | | | | | | | | | | | | | | 2 |
| | | 1 | | | | | | | | | | | | | | | | | | | 3 |
| | | | 1 | | | 1 | | | | | | | | | | | | | | | 4 |
| 2 | | | | | | | | | | | | | | | | | | | | | 5 |
| | | 1 | | | | | | | | | | | | | | | | | | | 1 |
| | 2 | | | | | | | | | | | | | | | | | | | | 2 |
| | | | 1 | | | | | | | | | | | | | | | | | | 3 |
| | | | | | | | | | | | | | | | | | | | | | 4 |
| | | | | | | | | | | | | | | | | | | | | | 5 |
| | | | | | | | | | | | | | | | | | | | | | 6 |
| | | | | | | | | | | | | | | | | | | | | | 7 |
| | | | | | | | | | | | | | | | | | | | | | 8 |
| | | | | | | | | | | | | | | | | | | | | | 9 |
| | | | | | | | | | | | | | | | | | | | | | 10 |
| | | | | | | | | | | | | | | | | | | | | | 11 |
| | | | | | | | | | | | | | | | | | | | | | 12 |
| | 1 | | | | | | | | | | | | | | | | | | | | 1 |
| | 1 | | | | | | | | | | | | | | | | | | | | 2 |
| | 1 | | | | | | | | | | | | | | | | | | | | 3 |
| 3 | 3 | 3 | 6 | 3 | | | | | | | | | | | | | | | | | 4 |
| 27 | 22 | 7 | 16 | 45 | 4 | 1 | | | | | | | | | | | | | | | 5 |
| 27 | 21 | 22 | 12 | 40 | 50 | 4 | 2 | | | | | | | | | | | | | | 6 |
| 61 | 29 | 14 | 17 | 26 | 87 | 55 | 2 | | | | | | | | | | | | | | 7 |
| 16 | 7 | 7 | 12 | 6 | 28 | 55 | 11 | | | | | | | | | | | | | | 8 |
| 53 | 21 | 17 | 13 | 18 | 17 | 97 | 52 | 7 | 1 | | | | | | | | | | | | 9 |
| 30 | 7 | 7 | 6 | 7 | 7 | 23 | 81 | 13 | 2 | | | | | | | | | | | | 10 |
| 10 | 12 | 10 | 6 | 5 | 3 | 6 | 26 | 87 | 7 | 1 | | | | | | | | | | | 11 |
| 5 | 4 | 2 | 3 | | 4 | 2 | 5 | 19 | 7 | 1 | | | | | | | | | | | 12 |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Number of employ-ees. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|--|------------------|-----------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|---|--|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | |
| Blacksmiths (in 43 roads)—concluded. | 13 | 8 | \$3. 21- \$3. 40 | 4 | | | | | | | | 2 | 2 | |
| | 14 | 16 | 3. 41- 3. 60 | 3 | 2 | 2 | 1 | | | | 3 | 5 | | |
| | 15 | 2 | 3. 61- 3. 80 | 1 | | | | | | | | 1 | | |
| | | 1, 435 | | 157 | 93 | 132 | 93 | 85 | 88 | 460 | 315 | 12 | | |
| | 283 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | | | |
| | 1, 718 | | | | | | | | | | | | | |
| Blacksmiths' apprentices (in 7 roads). | 1 | 12 | . 61- . 80 | | | 1 | 2 | 1 | 1 | 3 | 4 | | | |
| | 2 | 11 | . 81- 1. 00 | 1 | 2 | 2 | 2 | 1 | 1 | 1 | 2 | | | |
| | 3 | 7 | 1. 21- 1. 40 | | | 2 | 2 | 1 | | 1 | 1 | | | |
| | 4 | 2 | 1. 41- 1. 60 | | | | 1 | | | | 1 | | | |
| | 5 | 2 | 1. 61- 1. 80 | | | 1 | 1 | | | | | | | |
| | | 34 | | 1 | 2 | 6 | 8 | 2 | 2 | 6 | 7 | | | |
| | 6 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | | | |
| | 40 | | | | | | | | | | | | | |
| Blacksmiths' helpers (in 36 roads). | 1 | 1 | . 21- . 40 | 1 | | | | | | | | | | |
| | 2 | 4 | . 41- . 60 | | 1 | 2 | 2 | | | | | | | |
| | 3 | 14 | . 61- . 80 | 5 | 3 | 2 | 1 | | 2 | 1 | 4 | | | |
| | 4 | 17 | . 81- 1. 00 | 2 | 2 | 5 | 1 | | | | 3 | | | |
| | 5 | 315 | 1. 01- 1. 20 | 56 | 35 | 62 | 43 | 22 | 12 | 41 | 38 | 6 | | |
| | 6 | 795 | 1. 21- 1. 40 | 178 | 100 | 125 | 86 | 59 | 42 | 118 | 85 | 2 | | |
| | 7 | 565 | 1. 41- 1. 60 | 69 | 50 | 76 | 52 | 46 | 39 | 126 | 106 | 1 | | |
| | 8 | 172 | 1. 61- 1. 80 | 11 | 15 | 31 | 20 | 21 | 14 | 30 | 30 | | | |
| | 9 | 12 | 1. 81- 2. 00 | | 1 | 2 | 1 | | | 2 | 6 | | | |
| | 10 | 1 | 2. 01- 2. 20 | | | | 1 | | | | | | | |
| | 11 | 18 | 2. 21- 2. 40 | 8 | 2 | 3 | | | 2 | 2 | 1 | | | |
| | 12 | 4 | 2. 41- 2. 60 | | 2 | | 1 | | | 1 | | | | |
| | 13 | 1 | 2. 61- 2. 80 | | 1 | | | | | | | | | |
| | 1, 919 | | 330 | 212 | 307 | 207 | 149 | 111 | 324 | 270 | 9 | | | |
| | 644 | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | | | |
| | 2, 563 | | | | | | | | | | | | | |
| Blacksmiths' shop boys (in 1 road). | 1 | 2 | . 61- . 80 | | | 1 | | | | 1 | | | | |
| | 2 | 1 | . 81- 1. 00 | | | | | | | 1 | | | | |
| | 3 | 2 | 1. 01- 1. 20 | | | 1 | 1 | | | | | | | |
| | 4 | 1 | 1. 21- 1. 40 | | 1 | | | | | | | | | |
| | 6 | | 1 | 2 | 1 | | | | 2 | | | | | |
| Boiler fitter (in 1 road).... | 1 | 1 | 2. 81- 3. 00 | | | | | 1 | | | | | | |
| | 1 | | | | | | | 1 | | | | | | |
| Boiler heaters (in 1 road) .. | 1 | 1 | 1. 21- 1. 40 | | 1 | | | | | | | | | |
| | 2 | 5 | 1. 41- 1. 60 | 2 | | | 1 | | | | 2 | | | |
| | | 6 | | 2 | 1 | | 1 | | | | 2 | | | |
| Boiler heaters and wipers (in 1 road). | 1 | 2 | 1. 21- 1. 40 | | 1 | | 1 | | | | | | | |
| | 2 | 1 | 1. 41- 1. 60 | | | | | | | | 1 | | | |
| | | 3 | | | 1 | | 1 | | | | 1 | | | |

a Rate and time cannot be stated, as they worked by the day and piece combined.

b Rate and time cannot be stated, as they worked by the piece.

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|-----------------------------------|----|
| 100 dolls. and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 doll | 401 to 500 doll | 501 to 600 doll | 601 to 700 doll | 701 to 800 doll | 801 to 900 doll | 901 to 1000 doll | 1001 to 1100 doll | 1101 to 1200 doll | 1201 to 1300 doll | 1301 to 1400 doll | 1401 to 1500 doll | 1501 to 1600 doll | 1601 to 1700 doll | 1701 to 1800 doll | 1801 to 1900 doll | 1901 to 2000 doll | 2001 to doll and over | |
| 4 | | | | | | | | 1 | 1 | 2 | | | | | | | | | | | 13 |
| 4 | 1 | 1 | 2 | | | | 2 | 1 | 4 | 1 | | | | | | | | | | | 14 |
| 1 | | | | | | | | | 1 | | | | | | | | | | | | 15 |
| 241 | 129 | 90 | 93 | 151 | 200 | 243 | 181 | 78 | 23 | 6 | | | | | | | | | | | |
| 37 | 17 | 22 | 26 | 14 | 23 | 40 | 43 | 35 | 11 | 7 | 5 | 3 | | | | | | | | | |
| 278 | 146 | 112 | 119 | 165 | 223 | 283 | 224 | 113 | 34 | 13 | 5 | 3 | | | | | | | | | |
| 3 | 3 | 6 | | | | | | | | | | | | | | | | | | | 1 |
| 5 | 2 | 2 | 2 | | | | | | | | | | | | | | | | | | 2 |
| 2 | 2 | 1 | 2 | | | | | | | | | | | | | | | | | | 3 |
| | | 1 | | 1 | | | | | | | | | | | | | | | | | 4 |
| | 1 | 1 | | | | | | | | | | | | | | | | | | | 5 |
| 10 | 8 | 11 | 4 | 1 | | | | | | | | | | | | | | | | | |
| 1 | 1 | | 2 | 1 | 1 | | | | | | | | | | | | | | | | |
| 11 | 9 | 11 | 6 | 2 | 1 | | | | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| 4 | | | | | | | | | | | | | | | | | | | | | 2 |
| 11 | 2 | 1 | | | | | | | | | | | | | | | | | | | 3 |
| 9 | 1 | 5 | 2 | | | | | | | | | | | | | | | | | | 4 |
| 141 | 70 | 29 | 67 | 8 | | | | | | | | | | | | | | | | | 5 |
| 339 | 148 | 76 | 127 | 103 | 2 | | | | | | | | | | | | | | | | 6 |
| 146 | 83 | 66 | 61 | 195 | 14 | | | | | | | | | | | | | | | | 7 |
| 29 | 35 | 23 | 24 | 24 | 34 | 3 | | | | | | | | | | | | | | | 8 |
| 1 | 2 | 1 | 1 | 3 | 5 | | | | | | | | | | | | | | | | 9 |
| | | 1 | | | | | | | | | | | | | | | | | | | 10 |
| 10 | 3 | | 1 | 2 | 1 | 1 | | | | | | | | | | | | | | | 11 |
| 2 | | 1 | | | | | | | | | | | | | | | | | | | 12 |
| 1 | | | | | | | | | | | | | | | | | | | | | 13 |
| 694 | 344 | 202 | 282 | 331 | 55 | 10 | 1 | | | | | | | | | | | | | | |
| 153 | 106 | 89 | 78 | 134 | 56 | 15 | 7 | 4 | 1 | 1 | | | | | | | | | | | |
| 847 | 450 | 291 | 360 | 465 | 111 | 25 | 8 | 4 | 1 | 1 | | | | | | | | | | | |
| 1 | 1 | | | | | | | | | | | | | | | | | | | | 1 |
| | | 1 | | | | | | | | | | | | | | | | | | | 2 |
| 1 | 1 | | | | | | | | | | | | | | | | | | | | 3 |
| 1 | | | | | | | | | | | | | | | | | | | | | 4 |
| 3 | 2 | 1 | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| 2 | 1 | | | | | | | | | | | | | | | | | | | | 2 |
| 3 | 1 | | | | | | | | | | | | | | | | | | | | |
| 1 | 1 | | | | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | | | | | 2 |
| 1 | 1 | | | | | | | | | | | | | | | | | | | | |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Number of employ-ees. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | |
|--|------------------|-----------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|----|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | |
| Boiler washers (in 13 roads) | 1 | 4 | \$1.01-\$1.20 | ..... | ..... | 1 | ..... | ..... | ..... | 1 | 1 | 1 | |
| | 2 | 42 | 1.21- 1.40 | 3 | 4 | 4 | 3 | 4 | 3 | 3 | 9 | 9 | |
| | 3 | 65 | 1.41- 1.60 | 3 | 3 | 7 | 3 | 4 | 4 | 7 | 18 | 16 | |
| | 4 | 14 | 1.61- 1.80 | ..... | ..... | 2 | 1 | 1 | 1 | 1 | 6 | 2 | |
| | 5 | 8 | 1.81- 2.00 | ..... | ..... | 3 | ..... | ..... | ..... | ..... | 4 | 1 | |
| | 6 | 3 | 2.01- 2.20 | ..... | ..... | 1 | ..... | ..... | 1 | ..... | 1 | ..... |  |
| | | | 136 | | 6 | 7 | 18 | 7 | 9 | 9 | 12 | 39 | 29 |
| Boiler washers' helpers (in 2 roads). | 1 | 5 | .61- .80 | 1 | 1 | 1 | 2 | ..... | ..... | ..... | ..... | ..... |  |
| | 2 | 12 | 1.21- 1.40 | 1 | 5 | 3 | 2 | ..... | 1 | ..... | ..... | ..... |  |
| | 3 | 3 | 1.41- 1.60 | ..... | 1 | 1 | ..... | 1 | ..... | ..... | ..... | ..... |  |
| | | 20 | ..... | 2 | 7 | 5 | 4 | 1 | 1 | ..... | ..... | ..... |  |
| Boilermakers (in 31 roads). | 1 | 14 | 1.21- 1.40 | 5 | 1 | 2 | ..... | ..... | 3 | 1 | 2 | ..... |  |
| | 2 | 48 | 1.41- 1.60 | 4 | 2 | 3 | 4 | 6 | 2 | 9 | 16 | 2 | |
| | 3 | 87 | 1.61- 1.80 | 6 | 2 | 9 | 5 | 10 | 9 | 25 | 16 | 5 | |
| | 4 | 128 | 1.81- 2.00 | 12 | 11 | 10 | 11 | 11 | 7 | 16 | 41 | 9 | |
| | 5 | 98 | 2.01- 2.20 | 5 | 2 | 11 | 2 | 2 | 6 | 27 | 32 | 11 | |
| | 6 | 254 | 2.21- 2.40 | 35 | 32 | 27 | 22 | 15 | 15 | 45 | 53 | 10 | |
| | 7 | 219 | 2.41- 2.60 | 39 | 14 | 15 | 11 | 11 | 17 | 48 | 54 | 10 | |
| | 8 | 116 | 2.61- 2.80 | 18 | 11 | 11 | 6 | 5 | 11 | 21 | 27 | 6 | |
| | 9 | 35 | 2.81- 3.00 | ..... | 7 | 3 | 4 | 1 | 5 | 4 | 11 | ..... |  |
| | 10 | 2 | 3.01- 3.20 | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 1 | ..... |  |
| | 11 | 3 | 3.21- 3.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 | ..... |  |
| | 12 | 4 | 3.41- 3.60 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 13 | 2 | 3.61- 3.80 | ..... | ..... | ..... | ..... | ..... | 1 | 1 | ..... | ..... |  |
| | | 1,010 | ..... | 125 | 82 | 91 | 65 | 61 | 77 | 200 | 256 | 53 | |
| | | 47 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | |
| | | 1,057 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Boilermakers' apprentices (in 11 roads). | 1 | 7 | .41- .60 | ..... | ..... | ..... | 1 | 1 | ..... | 3 | 2 | ..... |  |
| | 2 | 46 | .61- .80 | 7 | 6 | 4 | 7 | 3 | 4 | 4 | 11 | ..... |  |
| | 3 | 28 | .81- 1.00 | ..... | 1 | 3 | 2 | 5 | 2 | 9 | 6 | ..... |  |
| | 4 | 5 | 1.01- 1.20 | ..... | 1 | 1 | 2 | ..... | ..... | 1 | ..... | ..... |  |
| | 5 | 5 | 1.21- 1.40 | ..... | 1 | ..... | ..... | ..... | ..... | 3 | 1 | ..... |  |
| | 6 | 8 | 1.41- 1.60 | ..... | ..... | 1 | ..... | 1 | 2 | 3 | 1 | ..... |  |
| | 7 | 2 | 1.81- 2.00 | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 1 | ..... |  |
| | | 101 | ..... | 8 | 8 | 9 | 12 | 10 | 8 | 24 | 22 | ..... |  |
| Boilermakers' helpers (in 21 roads). | 1 | 9 | .41- .60 | 1 | 3 | ..... | 2 | 1 | 1 | 1 | ..... | ..... |  |
| | 2 | 17 | .61- .80 | 2 | ..... | 7 | 4 | ..... | 2 | 1 | 1 | ..... |  |
| | 3 | 32 | .81- 1.00 | 1 | 4 | 4 | 6 | 2 | 2 | 4 | 5 | 4 | |
| | 4 | 121 | 1.01- 1.20 | 8 | 11 | 18 | 9 | 14 | 12 | 17 | 25 | 7 | |
| | 5 | 396 | 1.21- 1.40 | 63 | 38 | 81 | 30 | 34 | 27 | 49 | 69 | 5 | |
| | 6 | 263 | 1.41- 1.60 | 30 | 32 | 39 | 36 | 19 | 11 | 37 | 52 | 7 | |
| | 7 | 52 | 1.61- 1.80 | 10 | 4 | 7 | 7 | 5 | 2 | 5 | 12 | ..... |  |
| | 8 | 14 | 1.81- 2.00 | 1 | ..... | ..... | ..... | ..... | 3 | 3 | 4 | 1 | |
| | 9 | 10 | 2.21- 2.40 | ..... | 1 | ..... | 2 | ..... | 1 | 1 | 4 | ..... |  |
| | 10 | 2 | 2.41- 2.60 | ..... | ..... | ..... | 1 | ..... | ..... | 1 | ..... | ..... |  |
| | | 916 | ..... | 117 | 92 | 158 | 95 | 79 | 60 | 122 | 169 | 24 | |
| | | 77 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | |
| | | 993 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Boilerman (in 1 road)..... | 1 | 1 | 1.21- 1.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |  |
| | | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |  |
| Boilerman, assistant (in 1 road). | 1 | 1 | 1.01- 1.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |  |
| | | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |  |

a Rate and time cannot be stated, as they worked by the day and piece combined.

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|-----------------------------|----|
| 100 dolls. and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 doll | 401 to 500 doll | 501 to 600 doll | 601 to 700 doll | 701 to 800 doll | 801 to 900 doll | 901 to 1000 doll | 1001 to 1100 doll | 1101 to 1200 doll | 1201 to 1300 doll | 1301 to 1400 doll | 1401 to 1500 doll | 1501 to 1600 doll | 1601 to 1700 doll | 1701 to 1800 doll | 1801 to 1900 doll | 1901 to 2000 doll | 2001 doll and over | |
| 1 | | | 2 | | 1 | | | | | | | | | | | | | | | | 1 |
| 7 | 7 | 7 | 2 | 14 | 4 | 1 | | | | | | | | | | | | | | | 2 |
| 9 | 7 | 5 | 4 | 12 | 20 | 8 | | | | | | | | | | | | | | | 3 |
| 1 | 1 | 1 | 1 | 2 | 4 | 3 | 1 | | | | | | | | | | | | | | 4 |
| 1 | 2 | | | | | 4 | 1 | | | | | | | | | | | | | | 5 |
| 1 | 1 | | | 1 | | | | 1 | | | | | | | | | | | | | 6 |
| 19 | 18 | 13 | 9 | 29 | 29 | 16 | 2 | 1 | | | | | | | | | | | | | |
| 4 | 1 | | | | | | | | | | | | | | | | | | | | 1 |
| 9 | 2 | | 1 | | | | | | | | | | | | | | | | | | 2 |
| 2 | | 1 | | | | | | | | | | | | | | | | | | | 3 |
| 15 | 3 | 1 | 1 | | | | | | | | | | | | | | | | | | |
| 7 | 1 | 1 | 2 | 2 | 1 | | | | | | | | | | | | | | | | 1 |
| 9 | 2 | 8 | 2 | 16 | 9 | 2 | | | | | | | | | | | | | | | 2 |
| 9 | 9 | 12 | 8 | 23 | 20 | 2 | 4 | | | | | | | | | | | | | | 3 |
| 23 | 10 | 12 | 10 | 7 | 17 | 35 | 11 | 3 | | | | | | | | | | | | | 4 |
| 7 | 11 | | 3 | 3 | 17 | 37 | 12 | 3 | 4 | | | | | | | | | | | | 5 |
| 59 | 25 | 26 | 14 | 10 | 14 | 45 | 42 | 11 | 4 | 1 | | | | | | | | | | | 6 |
| 49 | 13 | 10 | 9 | 9 | 14 | 14 | 60 | 28 | 11 | 2 | 2 | | | | | | | | | | 7 |
| 23 | 12 | 5 | 6 | 4 | 8 | 8 | 13 | 21 | 9 | 6 | 1 | | | | | | | | | | 8 |
| 5 | 4 | 2 | 3 | | 1 | 5 | 2 | 3 | 7 | 3 | | | | | | | | | | | 9 |
| | | | | | | | | 1 | 1 | | | | | | | | | | | | 10 |
| 1 | | | | | | | 1 | 1 | 1 | 1 | | | | | | | | | | | 11 |
| | | | | | | | | | | | 1 | | | | | | | | | | 12 |
| | | | | | | | | | | | | 1 | | | | | | | | | 13 |
| 192 | 87 | 76 | 57 | 74 | 101 | 148 | 145 | 71 | 38 | 16 | 4 | 1 | | | | | | | | | |
| 1 | 1 | 3 | | 2 | 6 | 12 | 11 | 9 | 1 | | 1 | | | | | | | | | | |
| 193 | 88 | 79 | 57 | 76 | 107 | 160 | 156 | 80 | 39 | 16 | 5 | 1 | | | | | | | | | |
| 1 | 5 | 1 | | | | | | | | | | | | | | | | | | | 1 |
| 22 | 11 | 13 | | | | | | | | | | | | | | | | | | | 2 |
| 3 | 9 | 12 | | | | | | | | | | | | | | | | | | | 3 |
| 2 | 2 | | 4 | | | | | | | | | | | | | | | | | | 4 |
| 1 | | | 1 | | | | | | | | | | | | | | | | | | 5 |
| | 1 | 1 | 2 | | | | | | | | | | | | | | | | | | 6 |
| | | 1 | 3 | | | 1 | | | | | | | | | | | | | | | 7 |
| 29 | 28 | 27 | 10 | 5 | 1 | 1 | | | | | | | | | | | | | | | |
| 6 | 3 | | | | | | | | | | | | | | | | | | | | 1 |
| 13 | 1 | 3 | | | | | | | | | | | | | | | | | | | 2 |
| 9 | 8 | 8 | 5 | 2 | | | | | | | | | | | | | | | | | 3 |
| 24 | 21 | 19 | 37 | 10 | | | | | | | | | | | | | | | | | 4 |
| 150 | 61 | 54 | 78 | 49 | 4 | | | | | | | | | | | | | | | | 5 |
| 75 | 50 | 31 | 15 | 58 | 31 | 3 | | | | | | | | | | | | | | | 6 |
| 16 | 9 | 7 | 2 | 5 | 12 | 1 | | | | | | | | | | | | | | | 7 |
| 1 | | 3 | 2 | 3 | 3 | 2 | | | | | | | | | | | | | | | 8 |
| 1 | 2 | | 2 | 1 | 3 | 3 | | | | | | | | | | | | | | | 9 |
| | | 1 | | | | 1 | | | | | | | | | | | | | | | 10 |
| 305 | 155 | 123 | 140 | 128 | 51 | 10 | 4 | | | | | | | | | | | | | | |
| 15 | 10 | 5 | 13 | 27 | 6 | | 1 | | | | | | | | | | | | | | |
| 320 | 165 | 128 | 153 | 155 | 57 | 10 | 5 | | | | | | | | | | | | | | |
| | | | | 1 | | | | | | | | | | | | | | | | | 1 |
| | | | | 1 | | | | | | | | | | | | | | | | | |
| | | | | 1 | | | | | | | | | | | | | | | | | 1 |
| | | | | 1 | | | | | | | | | | | | | | | | | |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Number of employ- ees. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | |
|-------------------------------|---|---------------------------|---|--|-------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|-----------------------------|-------|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | |
| Bolt changers (in 1 road) .. | 1 | 6 | \$0.81-\$1.00 | | | | 1 | | | | | 4 | 1 |
| | | 6 | | | | 1 | | | | | | 4 | 1 |
| Bolt cutters (in 18 roads) .. | 1 2 3 4 5 6 7 8 | 2 | .41- .60 | | | | | | 1 | 1 | | | |
| | | 44 | .61- .80 | 6 | 6 | 9 | 8 | 5 | 3 | 5 | | 2 | |
| | | 10 | .81- 1.00 | 1 | 2 | | | | 2 | 1 | 4 | | |
| | | 22 | 1.01- 1.20 | 1 | | | 1 | 3 | | 10 | 7 | | |
| | | 36 | 1.21- 1.40 | | 2 | 7 | 4 | 3 | | 4 | 8 | 8 | |
| | | 23 | 1.41- 1.60 | 1 | 1 | 1 | 3 | 1 | 2 | 10 | 4 | | |
| | | 5 | 1.61- 1.80 | | | 1 | | | 1 | 3 | | | |
| | | 2 | 1.81- 2.00 | | | | | | | 1 | 1 | | |
| | 1 | 144 | ..... | 8 | 10 | 20 | 16 | 12 | 13 | 39 | 26 | ..... |  |
| | | 8 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | |
| | 1 | 152 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | | 1 | 1.01- 1.20 | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... |  |
| | 1 | 1 | (a) | (a) | (a) | (a) | 1 | (a) | (a) | (a) | (a) | (a) | |
| | | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Bolt heaters (in 1 road) | 1 | 3 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | |
| | | 3 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Bolt repairers (in 1 road) .. | 1 2 3 | 1 | .81- 1.00 | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... |  |
| | | 1 | 1.01- 1.20 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... |  |  |
| | | 1 | 1.41- 1.60 | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... |  |  |
| | 1 | 3 | ..... | ..... | ..... | 1 | ..... | 1 | 1 | ..... | ..... |  |  |
| | | 2 | 1.21- 1.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 | ..... |  |
| | 1 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 | ..... |  |
| | | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |  |
| Boltmakers (in 3 roads) ... | 1 2 3 4 | 5 | 1.61- 1.80 | 1 | ..... | ..... | 1 | ..... | ..... | 1 | 2 | ..... |  |
| | | 5 | 1.81- 2.00 | ..... | ..... | 1 | 1 | ..... | ..... | ..... | 3 | ..... |  |
| | | 2 | 2.01- 2.20 | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 1 | ..... |  |
| | | 1 | 2.21- 2.40 | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... |  |
| | 1 | 13 | ..... | 1 | ..... | 1 | 2 | ..... | ..... | 3 | 6 | ..... |  |
| | | 4 | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | |
| | 1 | 17 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | | 2 | 1.81- 2.00 | ..... | 1 | ..... | 1 | ..... | ..... | ..... | ..... | ..... |  |
| | 1 | 2 | ..... | ..... | 1 | ..... | 1 | ..... | ..... | ..... | ..... | ..... |  |
| | | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Bookkeepers (in 10 roads) .. | 1 2 3 4 5 6 7 8 9 | 3 | 2.01- 2.20 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | 1 | 1 | |
| | | 3 | 2.61- 2.80 | 1 | ..... | ..... | 1 | ..... | ..... | ..... | 1 | ..... |  |
| | | 1 | 2.81- 3.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |  |
| | | 1 | 3.01- 3.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |  |
| | | 4 | 3.21- 3.40 | 1 | ..... | ..... | 1 | 1 | 1 | ..... | ..... | ..... |  |
| | | 2 | 3.61- 3.80 | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | 1 | |
| | | 2 | 3.81- 4.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 1 | |
| | | 3 | 4.01- 4.20 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | 2 | ..... |  |
| | | 1 | 5.41- 5.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | |
| | 1 | 20 | ..... | 2 | ..... | 2 | 2 | 1 | 2 | ..... | 7 | 4 | |

a Rate and time cannot be stated, as they worked by the day and piece combined.

b Rate and time cannot be stated, as they worked by the piece.

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|-----------------------------|---|
| 100 dolls. and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 doll | 401 to 500 doll | 501 to 600 doll | 601 to 700 doll | 701 to 800 doll | 801 to 900 doll | 901 to 1000 doll | 1001 to 1100 doll | 1101 to 1200 doll | 1201 to 1300 doll | 1301 to 1400 doll | 1401 to 1500 doll | 1501 to 1600 doll | 1601 to 1700 doll | 1701 to 1800 doll | 1801 to 1900 doll | 1901 to 2000 doll | 2001 doll and over | |
| | | | | | | | | | | | | | | | | | | | | | |
| | 1 | | 5 | | | | | | | | | | | | | | | | | | 1 |
| | 1 | | 5 | | | | | | | | | | | | | | | | | | |
| | 2 | | | | | | | | | | | | | | | | | | | | 1 |
| 26 | 14 | 4 | | | | | | | | | | | | | | | | | | | 2 |
| 3 | 1 | 3 | 3 | | | | | | | | | | | | | | | | | | 3 |
| 1 | 1 | 5 | 15 | | | | | | | | | | | | | | | | | | 4 |
| 5 | 8 | 5 | 14 | 4 | | | | | | | | | | | | | | | | | 5 |
| 2 | 3 | 2 | 4 | 12 | | | | | | | | | | | | | | | | | 6 |
| | 1 | | 1 | 3 | | | | | | | | | | | | | | | | | 7 |
| | | | | | 2 | | | | | | | | | | | | | | | | 8 |
| 37 | 30 | 19 | 37 | 19 | 2 | | | | | | | | | | | | | | | | |
| 1 | | | 2 | 3 | 2 | | | | | | | | | | | | | | | | |
| 38 | 30 | 19 | 39 | 22 | 4 | | | | | | | | | | | | | | | | |
| | 1 | | | | | | | | | | | | | | | | | | | | 1 |
| | 1 | | | | | 1 | | | | | | | | | | | | | | | |
| | 1 | | | | | 1 | | | | | | | | | | | | | | | |
| | | 1 | | 2 | | | | | | | | | | | | | | | | | 1 |
| | | 1 | | 2 | | | | | | | | | | | | | | | | | |
| | | 1 | | | | | | | | | | | | | | | | | | | 1 |
| | | 1 | | | | | | | | | | | | | | | | | | | 2 |
| | | 1 | | | | | | | | | | | | | | | | | | | 3 |
| | | 1 | 1 | | 1 | | | | | | | | | | | | | | | | 3 |
| | | | | | | | | | | | | | | | | | | | | | 4 |
| 1 | | 1 | | | 3 | | | | | | | | | | | | | | | | 1 |
| | 1 | 1 | | | 3 | | | | | | | | | | | | | | | | 2 |
| | | | | | | 2 | | | | | | | | | | | | | | | 3 |
| | | | | | | 1 | | | | | | | | | | | | | | | 4 |
| 1 | 1 | 2 | | 6 | 3 | | | | | | | | | | | | | | | | |
| | | | 1 | | | 1 | 1 | | | | | | | | | | | | | | |
| 2 | 1 | 2 | 1 | 6 | 3 | 1 | 1 | | | | | | | | | | | | | | |
| | 1 | | | | | | | | | | | | | | | | | | | | 1 |
| | 1 | | | | | | | | | | | | | | | | | | | | |
| | 1 | | 1 | | | 1 | 1 | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | | | | | 2 |
| | | | | | | | | | | | | | | | | | | | | | 3 |
| | | | | | | | | | | | | | | | | | | | | | 4 |
| | | | | | | | | | | | | | | | | | | | | | 5 |
| | | | | | | | | | | | | | | | | | | | | | 6 |
| | | | | | | | | | | | | | | | | | | | | | 7 |
| | | | | | | | | | | | | | | | | | | | | | 8 |
| | | | | | | | | | | | | | | | | | | | | | 9 |
| | | | | | | | | | | | | | | | | | | | | | |
| 2 | 1 | 2 | 1 | 1 | | 1 | 2 | 2 | | 2 | | | | 2 | 1 | 2 | | | | 1 | |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 162, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Number of employ- és. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|---|------------------|--------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|--|--|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 350 days | 356 days and over. | | |
| Brakemen (in 51 roads) .. | 1 | 28 | \$0.81-\$1.00 | 11 | 6 | 7 | ..... | 1 | ..... | 1 | 2 | ..... |  |  |
| | 2 | 47 | 1.01-1.20 | 14 | 10 | 5 | 4 | 1 | 4 | 4 | 6 | 2 | | |
| | 3 | 249 | 1.21-1.40 | 76 | 26 | 41 | 23 | 13 | 14 | 14 | 27 | 15 | | |
| | 4 | 1,682 | 1.41-1.60 | 640 | 247 | 270 | 156 | 107 | 70 | 69 | 104 | 19 | | |
| | 5 | 2,345 | 1.71-1.80 | 701 | 263 | 323 | 192 | 153 | 134 | 191 | 354 | 34 | | |
| | 6 | 954 | 1.81-2.00 | 258 | 97 | 123 | 78 | 56 | 63 | 102 | 159 | 18 | | |
| | 7 | 120 | 2.01-2.20 | 61 | 17 | 16 | 13 | 4 | 2 | 2 | 5 | ..... |  |  |
| | 8 | 24 | 2.21-2.40 | 9 | 4 | 4 | 1 | 3 | ..... | 1 | 2 | ..... |  |  |
| | 9 | 6 | 2.41-2.60 | 5 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | | |
| | 10 | 3 | 2.61-2.80 | 1 | 1 | ..... | 1 | ..... | ..... | ..... | ..... | ..... |  |  |
| | | 5,458 | ..... | 1,776 | 671 | 789 | 468 | 338 | 284 | 384 | 660 | 88 | | |
| | | 307 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | | |
| | | 5,765 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |  |
| Brakemen, avenue (in 1 road). | 1 | 11 | 1.41-1.60 | 2 | ..... | ..... | ..... | ..... | 1 | ..... | 7 | 1 | | |
| | 2 | 2 | 1.81-2.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 | ..... |  |  |
| | | 13 | ..... | 2 | ..... | ..... | ..... | ..... | 1 | ..... | 9 | 1 | | |
| Brakemen, coal train (in 1 road). | 1 | 262 | 1.61-1.80 | 51 | 33 | 46 | 34 | 20 | 25 | 26 | 26 | 1 | | |
| | 2 | 29 | 1.81-2.00 | 4 | 4 | 5 | 4 | 3 | 3 | 4 | 2 | ..... |  |  |
| | 3 | 2 | 2.01-2.20 | ..... | ..... | ..... | 2 | ..... | ..... | ..... | ..... | ..... |  |  |
| | 4 | 2 | 2.21-2.40 | ..... | 1 | ..... | 1 | ..... | ..... | ..... | ..... | ..... |  |  |
| | 5 | 2 | 2.41-2.60 | 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |  |
| | | 297 | ..... | 56 | 39 | 51 | 41 | 23 | 28 | 30 | 28 | 1 | | |
| | | 35 | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | | |
| | | 332 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |  |
| Brakemen, construction train (in 1 road). | 1 | 6 | 1.61-1.80 | 4 | ..... | 2 | ..... | ..... | ..... | ..... | ..... | ..... |  |  |
| | | 6 | ..... | 4 | ..... | 2 | ..... | ..... | ..... | ..... | ..... | ..... |  |  |
| Brakemen, freight (in 28 roads). | 1 | 1 | .61-.80 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... |  |  |
| | 2 | 76 | .81-1.00 | 40 | 12 | 9 | 6 | 2 | 2 | 3 | 2 | ..... |  |  |
| | 3 | 6 | 1.01-1.20 | 1 | ..... | 1 | ..... | ..... | ..... | 2 | 1 | ..... |  |  |
| | 4 | 39 | 1.21-1.40 | 22 | 7 | 4 | 3 | ..... | ..... | ..... | ..... | ..... |  |  |
| | 5 | 873 | 1.41-1.60 | 259 | 118 | 141 | 73 | 55 | 63 | 52 | 8 | 29 | | |
| | 6 | 3,403 | 1.61-1.80 | 1,104 | 475 | 571 | 314 | 205 | 172 | 185 | 268 | 109 | | |
| | 7 | 3,995 | 1.81-2.00 | 1,119 | 585 | 615 | 359 | 217 | 171 | 363 | 506 | 60 | | |
| | 8 | 146 | 2.01-2.20 | 56 | 15 | 24 | 9 | 9 | 7 | 14 | 12 | ..... |  |  |
| | 9 | 44 | 2.21-2.40 | 6 | 5 | 9 | 2 | 3 | 4 | 10 | 5 | ..... |  |  |
| | 10 | 21 | 2.41-2.60 | 6 | 3 | 1 | 1 | 1 | 3 | 2 | 1 | 3 | | |
| | 11 | 11 | 2.61-2.80 | 8 | 1 | ..... | 1 | ..... | ..... | ..... | ..... | 1 | | |
| | | 8,615 | ..... | 2,621 | 1,221 | 1,375 | 770 | 492 | 423 | 631 | 881 | 201 | | |
| | | 2,767 | (c) | (c) | (c) | (c) | (c) | (c) | (c) | (c) | (c) | (c) | | |
| | | 11,382 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |  |
| Brakemen, freight and passenger (in 5 roads). | 1 | 6 | 1.41-1.60 | 3 | 1 | ..... | ..... | 1 | ..... | 1 | ..... | ..... |  |  |
| | 2 | 9 | 1.61-1.80 | 1 | ..... | 1 | ..... | 3 | 2 | 1 | 1 | ..... |  |  |
| | 3 | 26 | 1.81-2.00 | 18 | 4 | 2 | 1 | ..... | ..... | 1 | ..... | ..... |  |  |
| | 4 | 3 | 2.21-2.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 | ..... |  |  |
| | | 44 | ..... | 22 | 5 | 3 | 1 | 4 | 2 | 3 | 4 | ..... |  |  |
| | | 134 | (d) | (d) | (d) | (d) | (d) | (d) | (d) | (d) | (d) | (d) | | |
| | | 178 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |  |

a Rate and time cannot be stated, as they worked by the day, mile, trip, and received commission.
 b Rate and time cannot be stated, as they worked by the day and trip combined.
 c Rate and time cannot be stated, as they worked by the day, mile, and trip.
 d Rate and time cannot be stated, as they worked by the trip.

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|--------------------------|--------------------------|--------------------------|----------------------------|--------------------------|--------------------------|--------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|-----------------------------|-------|
| 100 dolls. and under | 101 to 200 dolls. | 201 to 300 doll | 301 to 400 doll | 401 to 500 doll | 501 to 600 dolls. | 601 to 700 doll | 701 to 800 doll | 801 to 900 doll | 901 to 1000 doll | 1001 to 1100 doll | 1101 to 1200 doll | 1201 to 1300 doll | 1301 to 1400 doll | 1401 to 1500 doll | 1501 to 1600 doll | 1601 to 1700 doll | 1701 to 1800 doll | 1801 to 1900 doll | 1901 to 2000 doll | 2001 doll and over | |
| 24 | 1 | 1 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| 26 | 8 | 2 | 6 | 5 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 |
| 125 | 40 | 20 | 23 | 33 | 8 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 |
| 996 | 264 | 150 | 99 | 98 | 66 | 9 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 4 |
| 1,034 | 331 | 201 | 155 | 190 | 333 | 97 | 4 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 5 |
| 361 | 124 | 77 | 61 | 76 | 139 | 92 | 16 | 8 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 6 |
| 78 | 13 | 15 | 3 | 3 | 1 | 6 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 7 |
| 13 | 4 | ..... | 1 | 3 | ..... | 1 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 8 |
| 5 | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 9 |
| 1 | 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 10 |
| 2,663 | 786 | 467 | 350 | 408 | 547 | 205 | 23 | 9 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 78 | 41 | 24 | 41 | 52 | 29 | 17 | 25 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 2,741 | 827 | 491 | 391 | 460 | 576 | 222 | 48 | 9 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 2 | ..... | ..... | 1 | 1 | 7 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 |
| 2 | ..... | ..... | 1 | 1 | 7 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 93 | 47 | 35 | 22 | 28 | 31 | 6 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| 8 | 5 | 5 | 2 | 5 | 3 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 |
| 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 4 |
| 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 5 |
| 103 | 53 | 43 | 24 | 33 | 34 | 7 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 4 | 11 | 4 | 1 | 3 | 4 | 8 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 107 | 64 | 47 | 25 | 36 | 38 | 15 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 4 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| 4 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| 61 | 8 | 5 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 |
| 2 | 1 | 1 | 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 |
| 29 | 6 | 1 | 1 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 4 |
| 426 | 136 | 76 | 76 | 82 | 58 | 17 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 5 |
| 1,696 | 560 | 301 | 207 | 201 | 274 | 124 | 38 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 6 |
| 1,722 | 623 | 350 | 221 | 192 | 428 | 363 | 68 | 24 | 4 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 7 |
| 70 | 22 | 12 | 8 | 6 | 11 | 15 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 8 |
| 10 | 8 | 3 | 4 | 1 | 5 | 9 | 3 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 9 |
| 8 | 2 | 1 | 1 | ..... | 3 | 1 | 2 | ..... | 2 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 10 |
| 9 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 11 |
| 4,034 | 1,366 | 750 | 522 | 485 | 779 | 529 | 115 | 27 | 7 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 1,077 | 428 | 236 | 185 | 167 | 303 | 212 | 115 | 14 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 5,111 | 1,794 | 989 | 707 | 652 | 1,082 | 771 | 230 | 41 | 7 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 4 | ..... | 1 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| 1 | 1 | 1 | 2 | 2 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 |
| 22 | 2 | 1 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 4 |
| 27 | 3 | 3 | 2 | 4 | 2 | ..... | 1 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 30 | 19 | 14 | 14 | 11 | 26 | 12 | 8 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 57 | 22 | 17 | 16 | 15 | 28 | 12 | 9 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Number of employes. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|--|---|---------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|-------|-------|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | |
| Brakemen freight and work train (in 1 road). | 1 | 7 | \$1.81-\$2.00 | 4 | 2 | | 1 | | | | | | | |
| | | 7 | | 4 | 2 | | 1 | | | | | | | |
| Brakemen, freight yard (in 3 roads). | 1 2 3 4 5 | 15 | 1.41- 1.60 | 2 | 1 | 2 | 5 | 1 | 2 | | | | | |
| | | 52 | 1.61- 1.80 | 9 | 7 | 13 | 2 | 5 | 3 | 2 | | | | |
| | | 24 | 1.81- 2.00 | 5 | 2 | 2 | 4 | 1 | 3 | 1 | 6 | | | |
| | | 37 | 2.41- 2.60 | 13 | 3 | 5 | 4 | 1 | | | | | | |
| | | 48 | 2.61- 2.80 | 22 | 14 | 9 | 1 | 2 | | | | | | |
| | | 176 | ..... | 51 | 27 | 31 | 16 | 10 | 8 | 5 | 26 | 2 | ..... |  |
| Brakemen, gravel train (in 1 road). | 1 2 | 2 | 1.61- 1.80 | ..... | ..... | ..... | 3 | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | | 4 | 1.81- 2.00 | 1 | 2 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | | 6 | ..... | 1 | 2 | 3 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Brakemen, head (in 1 road). | 1 2 3 4 | 1 | 1.21- 1.40 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | | 15 | 1.61- 1.80 | 2 | 2 | 1 | 1 | 2 | 1 | ..... | ..... | ..... | ..... |  |
| | | 67 | 1.81- 2.00 | 8 | 7 | 5 | 1 | 3 | 4 | 8 | 26 | 4 | 2 | |
| | | 1 | 2.01- 2.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | | 84 | ..... | 11 | 9 | 7 | 2 | 5 | 5 | 8 | 30 | 7 | ..... |  |
| Brakemen, on pushers (in 1 road). | 1 2 3 | 1 | 1.41- 1.60 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | | 9 | 1.61- 1.80 | 7 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | | 6 | 1.81- 2.00 | 4 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | | 16 | ..... | 11 | ..... | ..... | 3 | 1 | ..... | ..... | ..... | ..... | ..... |  |
| Brakemen, passenger (in 23 roads). | 1 2 3 4 5 6 7 8 9 10 | 2 | .61- .80 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | | 30 | .81- 1.00 | 18 | ..... | ..... | 5 | 2 | ..... | ..... | ..... | ..... | ..... |  |
| | | 3 | 1.01- 1.20 | 1 | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... |  |
| | | 117 | 1.21- 1.40 | 21 | 6 | 17 | 14 | 13 | 8 | 10 | 22 | 6 | ..... |  |
| | | 355 | 1.41- 1.60 | 143 | 30 | 44 | 39 | 22 | 18 | 18 | 36 | 5 | ..... |  |
| | | 636 | 1.61- 1.80 | 321 | 42 | 59 | 36 | 26 | 26 | 33 | 82 | 11 | ..... |  |
| | | 271 | 1.81- 2.00 | 64 | 34 | 35 | 14 | 14 | 10 | 18 | 67 | 15 | ..... |  |
| | | 3 | 2.01- 2.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | | 8 | 2.41- 2.60 | 3 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | | 1 | 2.61- 2.80 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | | 1,426 | ..... | 574 | 112 | 161 | 107 | 77 | 63 | 82 | 210 | 40 | | |
| | | 215 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | | |
| | | 1,641 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |  |
| Brakemen, shifting (in 2 roads). | 1 2 3 | 180 | 1.40- 1.60 | 81 | 31 | 24 | 15 | 6 | 6 | 5 | 10 | 2 | ..... |  |
| | | 19 | 1.61- 1.80 | 11 | 1 | 4 | 1 | 1 | 1 | ..... | ..... | ..... | ..... |  |
| | | 3 | 1.81- 2.00 | 3 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | | 202 | ..... | 95 | 32 | 28 | 16 | 7 | 7 | 5 | 10 | 2 | | |
| Brakemen, suburban (in 1 road). | 1 2 | 4 | 1.41- 1.60 | 3 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |  |
| | | 12 | 1.61- 1.80 | 6 | 2 | 1 | 3 | ..... | ..... | ..... | ..... | ..... |  |  |
| | | 16 | ..... | 9 | 3 | 1 | 3 | ..... | ..... | ..... | ..... | ..... |  |  |
| Brakeman, tipple (in 1 road). | 1 | 1 | 1.41- 1.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |  |
| | | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |  |

a Rate and time cannot be stated, as they worked by the day, trip, and mile.

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range or 20 cents.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | | |
|---|---------------------------|---------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|-----------------------------|-------|-------|
| 100 dols. and under | 101 to 200 dols. | 201 to 300 dols. | 301 to 400 doll | 401 to 500 doll | 501 to 600 doll | 601 to 700 doll | 701 to 800 doll | 801 to 900 doll | 901 to 1000 doll | 1001 to 1100 doll | 1101 to 1200 doll | 1201 to 1300 doll | 1301 to 1400 doll | 1401 to 1500 doll | 1501 to 1600 doll | 1601 to 1700 doll | 1701 to 1800 doll | 1801 to 1900 doll | 1901 to 2000 doll | 2001 doll and over | | |
| 6 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | |
| 6 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| 3 | 5 | 3 | 2 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| 18 | 12 | 5 | 4 | 2 | 5 | 6 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 | |
| 7 | 3 | 3 | 2 | 3 | 1 | 5 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 | |
| 15 | 3 | 5 | 3 | ..... | ..... | 1 | 5 | 5 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 4 | |
| 28 | 11 | 7 | ..... | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 5 | |
| 71 | 34 | 23 | 11 | 9 | 6 | 12 | 5 | 5 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| 3 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 |
| 4 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| 4 | 1 | 1 | 3 | 1 | 4 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 |
| 15 | 5 | 2 | 3 | 5 | 7 | 20 | 10 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 |
| ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 4 |
| 20 | 7 | 3 | 6 | 6 | 11 | 21 | 10 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| 8 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 |
| 4 | 1 | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 |
| 12 | 3 | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | | | | | | | | | | | | | | | | | | | | | |
| 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| 23 | 2 | 3 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 |
| 1 | 1 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 |
| 38 | 22 | 14 | 15 | 24 | 4 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 4 |
| 184 | 62 | 32 | 21 | 24 | 20 | 2 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 5 |
| 378 | 55 | 42 | 27 | 32 | 72 | 29 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 6 |
| 102 | 33 | 13 | 13 | 11 | 21 | 56 | 13 | 8 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 7 |
| ..... | ..... | 1 | ..... | ..... | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 8 |
| 3 | 1 | ..... | 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 9 |
| 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 10 |
| 732 | 176 | 105 | 80 | 92 | 128 | 87 | 16 | 8 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 37 | 20 | 11 | 14 | 22 | 38 | 57 | 16 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 769 | 196 | 116 | 94 | 114 | 166 | 144 | 32 | 8 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 123 | 24 | 8 | 9 | 5 | 9 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 12 | 4 | 2 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 3 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 138 | 28 | 10 | 9 | 6 | 9 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 4 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 8 | 3 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 12 | 3 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | | | | | | | | | | | | | | | | | | | | | |
| ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Number of employ- és. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | | | | | | |
|--|------------------|--------------------------|---|--|-------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|-----------------------------|---|--|--|--|--|--|--|--|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | | | | | | | |
| Brakemen, work train (in 17 roads). | 1 | 1 | \$0.61-\$0.80 | | | 1 | | | | | | | | | | | | | | |
| | 2 | 1 | .81-1.00 | | | | | | | 1 | | | | | | | | | | |
| | 3 | 1 | 1.01-1.20 | | | | | | | | | | | | | | | | | |
| | 4 | 27 | 1.21-1.40 | 3 | 1 | | | 4 | 4 | 3 | 1 | 7 | 4 | | | | | | | |
| | 5 | 48 | 1.41-1.60 | 18 | 2 | 10 | 9 | 3 | 2 | | | 4 | | | | | | | | |
| | 6 | 105 | 1.61-1.80 | 51 | 10 | 13 | 12 | 5 | 4 | 3 | 7 | | | | | | | | | |
| | 7 | 96 | 1.81-2.00 | 40 | 13 | 17 | 6 | 1 | 9 | 5 | 5 | | | | | | | | | |
| | 279 | ..... |  | 113 | 26 | 41 | 31 | 13 | 19 | 9 | 23 | 4 | | | | | | | | |
| Brakemen, yard (in 13 roads). | 1 | 27 | 1.01-1.20 | 3 | 4 | 5 | 7 | 2 | 2 | | 4 | | | | | | | | | |
| | 2 | 17 | 1.21-1.40 | 3 | 2 | 2 | 1 | 3 | 1 | | 1 | 4 | | | | | | | | |
| | 3 | 355 | 1.41-1.60 | 102 | 45 | 47 | 35 | 18 | 14 | 16 | 43 | 35 | | | | | | | | |
| | 4 | 1,517 | 1.61-1.80 | 655 | 217 | 242 | 110 | 77 | 69 | 52 | 84 | 11 | | | | | | | | |
| | 5 | 1,167 | 1.81-2.00 | 417 | 148 | 181 | 86 | 72 | 60 | 53 | 132 | 18 | | | | | | | | |
| | 6 | 62 | 2.01-2.20 | 20 | 5 | 12 | 4 | 7 | 6 | 1 | 7 | | | | | | | | | |
| | 7 | 13 | 2.21-2.40 | 2 | 2 | | 2 | | 1 | | 6 | | | | | | | | | |
| | 8 | 166 | 2.41-2.60 | 40 | 22 | 19 | 14 | 17 | 14 | 18 | 20 | 2 | | | | | | | | |
| | 9 | 147 | 2.61-2.80 | 60 | 25 | 26 | 13 | 7 | 7 | 4 | 5 | | | | | | | | | |
| | 3,471 | ..... |  | 1,302 | 470 | 534 | 272 | 203 | 174 | 145 | 305 | 66 | | | | | | | | |
| | 19 | (a) | | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | | | | | | | | |
| | 105 | (b) | | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | | | | | | | | |
| | 3,595 | ..... |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Brakemen and conductors (in 5 roads). | 1 | 19 | 1.41-1.60 | | | 2 | 3 | 2 | 4 | 1 | 6 | 1 | | | | | | | | |
| | 2 | 61 | 1.61-1.80 | 1 | 3 | 4 | 6 | 7 | 10 | 8 | 17 | 5 | | | | | | | | |
| | 3 | 48 | 1.81-2.00 | 5 | 7 | 1 | 5 | 7 | 6 | 9 | 7 | 1 | | | | | | | | |
| | 4 | 22 | 2.01-2.20 | | | 4 | 3 | 3 | 2 | 2 | 8 | | | | | | | | | |
| | 5 | 20 | 2.21-2.40 | 2 | 3 | 1 | 4 | | 1 | 4 | 5 | | | | | | | | | |
| | 6 | 17 | 2.41-2.60 | | | 2 | | | | | 5 | 10 | | | | | | | | |
| | 7 | 21 | 2.61-2.80 | | 1 | 7 | 4 | 1 | | | 2 | 6 | | | | | | | | |
| | 208 | ..... |  | 8 | 14 | 21 | 25 | 20 | 23 | 31 | 59 | 7 | | | | | | | | |
| | 33 | (a) | | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | | | | | | | | |
| | 241 | ..... |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Brakemen and switchmen (in 2 roads). | 1 | 3 | 1.41-1.60 | | | | | 1 | | | | 2 | | | | | | | | |
| | 2 | 2 | 1.61-1.80 | | | | | 1 | | | | 1 | | | | | | | | |
| | 3 | 2 | 1.81-2.00 | | 1 | | | | | | | 1 | | | | | | | | |
| | 7 | ..... |  | 1 | | 1 | 1 | | | | | 4 | | | | | | | | |
| Branchmen (in 1 road).... | 1 | 2 | 1.21-1.40 | | 2 | | | | | | | | | | | | | | | |
| | 2 | 1 | 1.61-1.80 | | 1 | | | | | | | | | | | | | | | |
| | 3 | | | | 3 | | | | | | | | | | | | | | | |
| Brassborers (in 2 roads)... | 1 | 1 | 1.41-1.60 | | | | | | | | 1 | | | | | | | | | |
| | 2 | 1 | 1.81-2.00 | | | | | | | | | 1 | | | | | | | | |
| | 2 | | | | | | | | | | 1 | 1 | | | | | | | | |
| Brassfinishers (in 1 road).. | 1 | 5 | 1.41-1.60 | | | 2 | | | | | 3 | | | | | | | | | |
| | 2 | 4 | 1.61-1.80 | 1 | | 1 | | | | 1 | 1 | | | | | | | | | |
| | 3 | 1 | 1.81-2.00 | | | | | | | | 1 | | | | | | | | | |
| | 4 | 2 | 2.01-2.20 | | | | | | | | | 2 | | | | | | | | |
| | 5 | 2 | 2.21-2.40 | | 1 | | | | | | | 1 | | | | | | | | |
| | 14 | ..... |  | 1 | 1 | 3 | | | 1 | 5 | 3 | | | | | | | | | |
| | 10 | (c) | | (c) | (c) | (c) | (c) | (c) | (c) | (c) | (c) | (c) | | | | | | | | |
| | 24 | ..... |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

a Rate and time cannot be stated, as they worked by the day and trip combined.

b Rate and time not given.

c Rate and time cannot be stated, as they worked by the day and piece combined.

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 163, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|-----------------------------------|---|
| 100 dolls. and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 doll | 401 to 500 doll | 501 to 600 doll | 601 to 700 doll | 701 to 800 doll | 801 to 900 doll | 901 to 1000 doll | 1001 to 1100 doll | 1101 to 1200 doll | 1201 to 1300 doll | 1301 to 1400 doll | 1401 to 1500 doll | 1501 to 1600 doll | 1601 to 1700 doll | 1701 to 1800 doll | 1801 to 1900 doll | 1901 to 2000 doll | 2001 to doll and over | |
| 1 | | 1 | | | | | | | | | | | | | | | | | | | 1 |
| 1 | | | | | | | | | | | | | | | | | | | | | 2 |
| 4 | 5 | 5 | 2 | 10 | 1 | | | | | | | | | | | | | | | | 3 |
| 21 | 15 | 6 | 2 | 2 | 2 | | | | | | | | | | | | | | | | 4 |
| 62 | 13 | 11 | 8 | 4 | 7 | | | | | | | | | | | | | | | | 5 |
| 53 | 17 | 6 | 1 | 9 | 9 | 1 | | | | | | | | | | | | | | | 6 |
| 142 | 50 | 29 | 13 | 25 | 10 | 1 | | | | | | | | | | | | | | | 7 |
| 12 | 8 | 3 | 2 | 2 | | | | | | | | | | | | | | | | | 1 |
| 6 | 2 | 3 | 2 | 4 | | | | | | | | | | | | | | | | | 2 |
| 164 | 57 | 26 | 18 | 24 | 51 | 14 | 1 | | | | | | | | | | | | | | 3 |
| 917 | 239 | 104 | 84 | 63 | 86 | 19 | 5 | | | | | | | | | | | | | | 4 |
| 583 | 175 | 88 | 71 | 61 | 68 | 96 | 25 | | | | | | | | | | | | | | 5 |
| 24 | 12 | 5 | 7 | 3 | 3 | 6 | 2 | | | | | | | | | | | | | | 6 |
| 2 | 2 | 1 | 1 | | 1 | 1 | 5 | | | | | | | | | | | | | | 7 |
| 51 | 25 | 13 | 10 | 12 | 13 | 12 | 14 | 13 | 3 | | | | | | | | | | | | 8 |
| 73 | 29 | 16 | 5 | 4 | 6 | 6 | 3 | 2 | 3 | | | | | | | | | | | | 9 |
| 1,832 | 549 | 259 | 200 | 173 | 228 | 154 | 55 | 15 | 6 | | | | | | | | | | | | |
| 4 | 6 | 1 | 1 | 1 | 3 | 2 | | 1 | | | | | | | | | | | | | |
| 30 | 20 | 15 | 10 | 11 | 16 | 3 | | | | | | | | | | | | | | | |
| 1,866 | 575 | 275 | 211 | 185 | 247 | 159 | 55 | 16 | 6 | | | | | | | | | | | | |
| 1 | 3 | 3 | 4 | 2 | 6 | | | | | | | | | | | | | | | | 1 |
| 5 | 6 | 5 | 9 | 13 | 13 | 10 | | | | | | | | | | | | | | | 2 |
| 11 | 2 | 5 | 8 | 6 | 10 | 5 | 1 | | | | | | | | | | | | | | 3 |
| 4 | 4 | 3 | 3 | 1 | 3 | 4 | 4 | | | | | | | | | | | | | | 4 |
| 5 | 1 | 4 | | | 4 | 2 | 4 | | | | | | | | | | | | | | 5 |
| 1 | 1 | 1 | | | 2 | 2 | 8 | 3 | 2 | | | | | | | | | | | | 6 |
| 2 | 2 | 6 | 2 | 2 | 1 | 1 | 1 | 2 | 4 | | | | | | | | | | | | 7 |
| 22 | 19 | 27 | 26 | 24 | 37 | 24 | 18 | 5 | 6 | | | | | | | | | | | | |
| 2 | 2 | 2 | 2 | | 13 | 5 | 8 | | 1 | | | | | | | | | | | | |
| 22 | 21 | 27 | 28 | 26 | 37 | 37 | 23 | 13 | 7 | | | | | | | | | | | | |
| 1 | 1 | | | | 2 | | | | | | | | | | | | | | | | 1 |
| 1 | | | | | 1 | | | | | | | | | | | | | | | | 2 |
| 1 | 1 | 1 | | | 3 | 1 | | | | | | | | | | | | | | | 3 |
| 2 | | | | | | | | | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| 3 | | | | | | | | | | | | | | | | | | | | | 2 |
| 1 | 1 | | | | 1 | | | | | | | | | | | | | | | | 1 |
| 2 | | | | | 1 | | | | | | | | | | | | | | | | 2 |
| 1 | | | | | 1 | | | | | | | | | | | | | | | | |
| 1 | 1 | | | | 3 | | | | | | | | | | | | | | | | 1 |
| 2 | | | | | 2 | | | | | | | | | | | | | | | | 2 |
| 1 | | | | | 1 | | | | | | | | | | | | | | | | 3 |
| 1 | | | | | 1 | | | | | | | | | | | | | | | | 4 |
| 4 | 1 | | | | 5 | 1 | 2 | 1 | | | | | | | | | | | | | 1 |
| 4 | | | | | 2 | 5 | 1 | 1 | 1 | | | | | | | | | | | | 2 |
| 4 | 1 | | | | 5 | 3 | 7 | 2 | 1 | 1 | | | | | | | | | | | 3 |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Num-ber of employ-és. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|--|------------------|-----------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|-----|---|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | |
| Brassfinishers' helper (in 1 road). | 1 | 1 | \$1.01-\$1.20 | | | | | 1 | | | | | | |
| | | 1 | | | | | | 1 | | | | | | |
| Brassmoulders (in 8 roads). | 1 | 5 | 1.41- 1.60 | 1 | | 2 | 1 | | | | 1 | | | |
| | 2 | 4 | 1.61- 1.80 | | | | 1 | | | | 1 | 2 | | |
| | 3 | 3 | 1.81- 2.00 | | | | | | 1 | | 1 | 1 | | |
| | 4 | 1 | 2.01- 2.20 | | | | | | | | 1 | | | |
| | 5 | 8 | 2.21- 2.40 | | 2 | 3 | | 1 | | | | 1 | 1 | |
| | 6 | 3 | 2.41- 2.60 | | | | | | | | 2 | 1 | | |
| | 7 | 5 | 2.61- 2.80 | | | 1 | | | | | 3 | 1 | | |
| | 8 | 1 | 2.81- 3.00 | | | | | | | 1 | | | | |
| | 30 | | | 1 | 2 | 6 | 2 | 1 | 2 | 9 | 6 | 1 | | |
| Brassmoulders' apprentices (in 3 roads). | 1 | 1 | .81- 1.00 | | | | | 1 | | | | | | |
| | 2 | 2 | 1.21- 1.40 | 1 | | | | 1 | | | | | | |
| | 3 | 1 | 1.41- 1.60 | | | | | | | | | | 1 | |
| | | 4 | | | 1 | | | 1 | 1 | | | | | 1 |
| Brassmoulders' helpers (in 6 roads). | 1 | 2 | .81- 1.00 | | | 1 | | | | | 1 | | | |
| | 2 | 5 | 1.21- 1.40 | 1 | 1 | 1 | 1 | 1 | | | | | | |
| | 3 | 6 | 1.41- 1.60 | 1 | | | | | | 2 | 1 | 1 | | |
| | 4 | 1 | 1.61- 1.80 | | | | | | | | | | 1 | |
| | 5 | 1 | 1.81- 2.00 | | | | | | | | | 1 | | |
| | | 15 | | | 2 | 1 | 2 | 2 | 1 | 2 | 2 | 2 | 2 | 1 |
| | 3 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | |
| | 18 | | | | | | | | | | | | | |
| Brassturner (in 1 road)... | 1 | 1 | 1.21- 1.40 | | | | | | | | 1 | | | |
| | | 1 | | | | | | | | | 1 | | | |
| Brassworkers (in 1 road) .. | 1 | 1 | 1.21- 1.40 | | | | | 1 | | | | | | |
| | 2 | 1 | 2.41- 2.60 | | 1 | | | | | | | | | |
| | | 2 | | | 1 | | | 1 | | | | | | |
| Breakers (in 2 roads)..... | 1 | 3 | 1.01- 1.20 | | | 1 | | | | | 2 | | | |
| | 2 | 30 | 1.41- 1.60 | 6 | 2 | 5 | 5 | 1 | 3 | 2 | 6 | | | |
| | 3 | 1 | 1.61- 1.80 | | | 1 | | | | | | | | |
| | | 34 | | | 6 | 2 | 7 | 5 | 1 | 3 | 4 | 6 | | |
| Bricklayers (in 12 roads)... | 1 | 14 | 1.61- 1.80 | | | 1 | 3 | 6 | 3 | 1 | | | | |
| | 2 | 13 | 1.81- 2.00 | 2 | | 1 | | 3 | 1 | 1 | 5 | | | |
| | 3 | 2 | 2.21- 2.40 | | | | 1 | | | | 1 | | | |
| | 4 | 17 | 2.41- 2.60 | 14 | | 1 | | | | | 2 | | | |
| | 5 | 9 | 2.61- 2.80 | 1 | 1 | 3 | 2 | 2 | | | | | | |
| | 6 | 29 | 2.81- 3.00 | 16 | 2 | 2 | 1 | 3 | 2 | 2 | 1 | | | |
| | 7 | 1 | 3.21- 3.40 | 1 | | | | | | | | | | |
| | 8 | 6 | 3.41- 3.60 | 4 | 1 | 1 | | | | | | | | |
| | 9 | 21 | 3.81- 4.00 | 10 | 3 | 4 | 2 | 1 | 1 | | | | | |
| | 10 | 1 | 4.41- 4.60 | | 1 | | | | | | | | | |
| | 11 | 2 | 5.41- 5.60 | 2 | | | | | | | | | | |
| | 115 | | | 50 | 8 | 13 | 9 | 15 | 7 | 7 | 6 | | | |

a Rate and time cannot be stated, as they worked by the day and piece combined.

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|--------|--------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|----|
| 10) | 101 | 201 | 301 | 401 | 501 | 601 | 701 | 801 | 901 | 1001 | 1101 | 1201 | 1301 | 1401 | 1501 | 1601 | 1701 | 1801 | 1901 | 2001 | |
| dolls. | to | to | to | to | to | to | to | to | to | to | to | to | to | to | to | to | to | to | to | to | |
| and | 200 | 300 | 400 | 500 | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | and | |
| under | dolls. | dolls. | doll | doll | doll | doll | doll | doll | doll | doll | doll | doll | doll | doll | doll | doll | doll | doll | doll | over | |
| | 1 | | | | | | | | | | | | | | | | | | | 1 | |
| | 1 | | | | | | | | | | | | | | | | | | | | |
| 1 | 2 | 1 | | 1 | | | | | | | | | | | | | | | | | 1 |
| | | 1 | | 1 | 2 | | | | | | | | | | | | | | | | 2 |
| | | | | 1 | 2 | | | | | | | | | | | | | | | | 3 |
| | | | | | | 1 | | | | | | | | | | | | | | | 4 |
| 2 | 2 | 1 | | 1 | | | 1 | 1 | | | | | | | | | | | | | 5 |
| | | | | | | | | 2 | 1 | | | | | | | | | | | | 6 |
| | | 1 | | | | | | 1 | 2 | 1 | | | | | | | | | | | 7 |
| | | | | | | 1 | | | | | | | | | | | | | | | 8 |
| 3 | 4 | 4 | | 4 | 5 | 1 | 4 | 4 | 1 | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | | 1 | | | | | 1 | | | | | | | | | | | | | | 2 |
| | | | | | | | | | | | | | | | | | | | | | 3 |
| 2 | | 1 | | | | | 1 | | | | | | | | | | | | | | |
| 1 | | 1 | | | | | | | | | | | | | | | | | | | 1 |
| 2 | 2 | 1 | | 2 | 2 | | | | | | | | | | | | | | | | 2 |
| 1 | 1 | | | | | | | 1 | | | | | | | | | | | | | 3 |
| | | | | | | 1 | | | | | | | | | | | | | | | 4 |
| 4 | 3 | 2 | 2 | 2 | 1 | | 1 | | | | | | | | | | | | | | 5 |
| | | 1 | 1 | 1 | | 1 | | | | | | | | | | | | | | | |
| 4 | 3 | 3 | 2 | 3 | 1 | 1 | 1 | | | | | | | | | | | | | | |
| | | | | 1 | | | | | | | | | | | | | | | | | 1 |
| | | | 1 | | | | | | | | | | | | | | | | | | |
| | 1 | | 1 | | | | | | | | | | | | | | | | | | 1 |
| | 1 | | 1 | | | | | | | | | | | | | | | | | | 2 |
| 1 | | 1 | 1 | | | | | | | | | | | | | | | | | | 1 |
| 9 | 7 | 3 | 3 | 4 | 4 | | | | | | | | | | | | | | | | 2 |
| | 1 | | | | | | | | | | | | | | | | | | | | 3 |
| 10 | 8 | 4 | 4 | 4 | 4 | | | | | | | | | | | | | | | | |
| | 1 | 6 | 6 | 1 | | | | | | | | | | | | | | | | | 1 |
| 2 | 1 | | 3 | 1 | 2 | 3 | 1 | | | | | | | | | | | | | | 2 |
| | | 1 | | | | | | | | | | | | | | | | | | | 3 |
| 14 | 1 | | | | | | 1 | 1 | | | | | | | | | | | | | 4 |
| 1 | 3 | 1 | 2 | 2 | | | | | | | | | | | | | | | | | 5 |
| 16 | 2 | 2 | | 2 | 2 | 1 | 1 | 2 | 1 | | | | | | | | | | | | 6 |
| 1 | | | | | | | | | | | | | | | | | | | | | 7 |
| 4 | 1 | | 1 | | | | | | | | | | | | | | | | | | 8 |
| 10 | 3 | 3 | 1 | 1 | 1 | | 1 | 1 | | | | | | | | | | | | | 9 |
| | 1 | | | | | | | | | | | | | | | | | | | | 10 |
| 2 | | | | | | | | | | | | | | | | | | | | | 11 |
| 50 | 13 | 13 | 13 | 7 | 5 | 6 | 4 | 3 | 1 | | | | | | | | | | | | |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Num-ber of employ-és. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|--------------------------------------|------------------|-----------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|-----|--|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | |
| Bricklayers' helpers (in 3 roads). | 1 | 1 | \$0.81-\$1.00 | | | | 1 | | | | | | | |
| | 2 | 9 | 1.21- 1.40 | | | | | 2 | 3 | 4 | | | | |
| | 3 | 12 | 1.41- 1.60 | 4 | | 1 | 4 | 1 | 1 | 1 | | | | |
| | 4 | 5 | 1.61- 1.80 | 1 | | 1 | | | 2 | | | 1 | | |
| | 5 | 2 | 1.81- 2.00 | 2 | | | | | | | | | | |
| | | 29 | | 7 | | 2 | 5 | 3 | 6 | 5 | 1 | | | |
| Bridge hands (in 1 road)... | 1 | 2 | 1.61- 1.80 | 1 | 1 | | | | | | | | | |
| | 2 | 3 | 1.81- 2.00 | | | | | 1 | | 1 | 1 | | | |
| | 3 | 3 | 2.21- 2.40 | 2 | | 1 | | | | | | | | |
| | | 8 | | 3 | 1 | 1 | | 1 | | 1 | 1 | | | |
| Bridge tenders (in 8 roads) | 1 | 1 | .81- 1.00 | | | | 1 | | | | | | | |
| | 2 | 23 | 1.01- 1.20 | | 1 | 4 | 1 | 1 | 2 | 2 | 12 | | | |
| | 3 | 31 | 1.21- 1.40 | 4 | 1 | 2 | 2 | 3 | 7 | 4 | 7 | 1 | | |
| | 4 | 9 | 1.41- 1.60 | 1 | | 2 | 2 | 1 | 1 | | 2 | 6 | | |
| | 5 | 14 | 1.61- 1.80 | 2 | | 1 | 3 | | 2 | | 6 | 3 | | |
| | 6 | 3 | 1.81- 2.00 | | | | | | | | | 3 | | |
| | | 81 | | 7 | 2 | 9 | 9 | 5 | 12 | 6 | 30 | 1 | | |
| Bridge tenders' helpers (in 1 road). | 1 | 4 | 1.21- 1.40 | | 1 | | | | 1 | | 2 | | | |
| | 2 | 1 | 1.41- 1.60 | | | | | | | | 1 | | | |
| | | 5 | | | 1 | | | | 1 | | 3 | | | |
| Bridgemasters (in 2 roads). | 1 | 3 | .21- .40 | 1 | 1 | | 1 | | | | | | | |
| | 2 | 1 | 1.01- 1.20 | | 1 | | | | | | | | | |
| | 3 | 1 | 3.81- 4.00 | | | | | | | | 1 | | | |
| | | 5 | | 1 | 2 | | 1 | | | | 1 | | | |
| Bridgemen (in 8 roads)... | 1 | 2 | .21- .40 | | 1 | 1 | | | | | | | | |
| | 2 | 4 | .81- 1.00 | | | | | | | | | 4 | | |
| | 3 | 1 | 1.01- 1.20 | | | | | | | | 1 | 1 | | |
| | 4 | 12 | 1.21- 1.40 | 2 | | 4 | 3 | | | 1 | 1 | 1 | 1 | |
| | 5 | 14 | 1.41- 1.60 | 1 | 1 | 5 | | 1 | 1 | 4 | 1 | 1 | | |
| | 6 | 14 | 1.61- 1.80 | 4 | 1 | 4 | 4 | | | | 1 | 1 | | |
| | 7 | 65 | 1.81- 2.00 | 10 | 5 | 14 | 20 | 4 | 6 | 1 | 5 | 1 | | |
| | 8 | 14 | 2.21- 2.40 | 3 | 3 | 5 | 2 | | | | 1 | 1 | | |
| | 9 | 3 | 2.41- 2.60 | | 1 | | 1 | | | | 1 | | | |
| | | 129 | | 20 | 12 | 33 | 30 | 5 | 7 | 6 | 15 | 1 | | |
| Buggymen (in 1 road)..... | 1 | 12 | 1.01- 1.20 | 1 | | | 1 | 4 | 4 | 1 | 1 | | | |
| | 2 | 1 | 1.21- 1.40 | | | | | | | 1 | | | | |
| | | 13 | | 1 | | | 1 | 4 | 4 | 2 | 1 | | | |
| | 7 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | | |
| | | 20 | | | | | | | | | | | | |
| Cab builders (in 2 roads) .. | 1 | 1 | 2.01- 2.20 | | | | | | | | 1 | | | |
| | 2 | 2 | 2.21- 2.40 | | | | | | | 1 | 1 | | | |
| | 3 | | | | | | | | | | 1 | 2 | | |
| | 1 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | |
| | | 4 | | | | | | | | | | | | |

a Rate and time cannot be stated, as they worked by the day and piece combined.

TABLE II.—CLASSIFIED TIME AND EARNINGS.—Continued.

SUMMARY BY OCCUPATIONS.—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Number of employees. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|---|------------------|----------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|--|--|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | |
| Cabinetmakers (in 7 roads) | 1 | 9 | \$1.81-\$2.00 | ..... | 1 | ..... | 2 | 1 | 2 | 3 | ..... | ..... |  |  |
| | 2 | 34 | 2.01- 2.20 | ..... | 1 | ..... | 1 | 2 | 4 | 17 | 8 | ..... |  |  |
| | 3 | 7 | 2.21- 2.40 | ..... | ..... | 1 | ..... | ..... | ..... | 4 | 2 | ..... |  |  |
| | 4 | 12 | 2.41- 2.60 | ..... | 1 | 2 | ..... | 2 | ..... | 4 | 3 | ..... |  |  |
| | 5 | 4 | 2.61- 2.80 | ..... | ..... | ..... | ..... | ..... | ..... | 2 | 2 | ..... |  |  |
| | 6 | 2 | 2.81- 3.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 | ..... |  |  |
| | | 68 | | 2 | 3 | 2 | 5 | 3 | 6 | 30 | 17 | ..... |  |  |
| | | 32 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | | |
| | | 100 |  | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |  |
| Cabinetmakers' apprentices (in 1 road.) | 1 | 6 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | | |
| | | 6 |  | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |  |
| Cabinmen (in 1 road)..... | 1 | 30 | 1.21- 1.40 | ..... | ..... | 1 | 1 | ..... | 1 | 2 | 25 | ..... |  |  |
| | 2 | 3 | 1.41- 1.60 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | 1 | ..... |  |  |
| | 3 | 5 | 1.81- 2.00 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | 4 | ..... |  |  |
| | | 38 |  | ..... | ..... | 2 | 2 | ..... | 2 | 2 | 30 | ..... |  |  |
| Cablemen (in 1 road)..... | 1 | 16 | 1.41- 1.60 | 9 | 6 | 1 | ..... | ..... | ..... | ..... | ..... | ..... |  |  |
| | | 16 | | 9 | 6 | 1 | ..... | ..... | ..... | ..... | ..... | ..... |  |  |
| Call boys (in 8 roads).... | 1 | 1 | .21- .40 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... |  |  |
| | 2 | 8 | .41- .60 | 4 | ..... | 1 | 2 | ..... | ..... | ..... | 1 | ..... |  |  |
| | 3 | 12 | .61- .80 | ..... | 2 | 3 | 2 | ..... | ..... | ..... | 1 | 2 | | |
| | 4 | 25 | .81- 1.00 | 5 | 2 | 5 | 2 | 1 | 2 | 1 | 6 | 1 | | |
| | 5 | 4 | 1.21- 1.40 | ..... | 1 | ..... | ..... | ..... | ..... | 1 | 1 | 1 | | |
| | | 50 | | 9 | 5 | 10 | 6 | 1 | 3 | 3 | 9 | 4 | | |
| Call boys and clerks (in 1 road). | 1 | 1 | .41- .60 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... |  |  |
| | 2 | 1 | .81- 1.00 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... |  |  |
| | | 2 |  | ..... | ..... | 2 | ..... | ..... | ..... | ..... | ..... | ..... |  |  |
| Callers (in 13 roads)..... | 1 | 6 | .41- .60 | 1 | 2 | ..... | 1 | ..... | ..... | ..... | 2 | ..... |  |  |
| | 2 | 19 | .61- .80 | 4 | 1 | 5 | 2 | ..... | ..... | 2 | 4 | 1 | | |
| | 3 | 80 | .81- 1.00 | 12 | 9 | 11 | 12 | 9 | 6 | 11 | 7 | 3 | | |
| | 4 | 92 | 1.01- 1.20 | 16 | 12 | 18 | 7 | 6 | 5 | 5 | 7 | 16 | | |
| | 5 | 85 | 1.21- 1.40 | 9 | 5 | 12 | 8 | 7 | 7 | 5 | 17 | 15 | | |
| | 6 | 75 | 1.41- 1.60 | 4 | 13 | 5 | 8 | 10 | 5 | 6 | 21 | 3 | | |
| | 7 | 16 | 1.61- 1.80 | ..... | ..... | 4 | 2 | 1 | 1 | 2 | 4 | 2 | | |
| | 8 | 3 | 1.81- 2.00 | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 2 | ..... |  |  |
| | 9 | 3 | 2.01- 2.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 2 | | |
| | | 379 | | 46 | 42 | 55 | 40 | 33 | 24 | 32 | 65 | 42 | | |
| Captain of scow (in 1 road). | 1 | 1 | 3.41- 3.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |  |  |
| | | 1 |  | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |  |  |
| Captains of watch (in 2 roads). | 1 | 4 | 1.61- 1.80 | ..... | 2 | 2 | ..... | ..... | ..... | ..... | ..... | ..... |  |  |
| | 2 | 5 | 1.81- 2.00 | ..... | 1 | ..... | ..... | 1 | ..... | ..... | 2 | 1 | | |
| | 3 | 2 | 2.01- 2.20 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | 1 | ..... |  |  |
| | | 11 |  | ..... | 4 | 2 | ..... | ..... | 1 | ..... | 3 | 1 | | |

a Rate and time cannot be stated, as they worked by the day and piece combined.

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|-----------------------------|---|
| 100 dolls. and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 doll | 401 to 500 doll | 501 to 600 doll | 601 to 700 doll | 701 to 800 doll | 801 to 900 doll | 901 to 1000 doll | 1001 to 1100 doll | 1101 to 1200 doll | 1201 to 1300 doll | 1301 to 1400 doll | 1401 to 1500 doll | 1501 to 1600 doll | 1601 to 1700 doll | 1701 to 1800 doll | 1801 to 1900 doll | 1901 to 2000 doll | 2001 doll and over | |
| 1 | | 2 | 3 | 3 | | | | | | | | | | | | | | | | | 1 |
| 1 | 1 | 1 | 2 | 3 | 5 | 21 | | | | | | | | | | | | | | | 2 |
| | | 1 | 1 | 1 | 1 | 3 | 2 | | | | | | | | | | | | | | 3 |
| | | 1 | 1 | | | 3 | 3 | 1 | | | | | | | | | | | | | 4 |
| | | 1 | | | | 1 | 1 | 2 | | | | | | | | | | | | | 5 |
| | | | | | | | | 1 | 1 | | | | | | | | | | | | 6 |
| | | | | | | | | | | | | | | | | | | | | | |
| 5 | 1 | 5 | 6 | 3 | 9 | 28 | 6 | 4 | 1 | | | | | | | | | | | | |
| | 1 | 2 | 2 | 2 | 7 | 10 | 6 | 2 | | | | | | | | | | | | | |
| 5 | 2 | 7 | 8 | 5 | 16 | 38 | 12 | 6 | 1 | | | | | | | | | | | | |
| 1 | | 2 | 3 | | | | | | | | | | | | | | | | | | 1 |
| 1 | | 2 | 3 | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| | 2 | | 3 | 25 | | | | | | | | | | | | | | | | | 1 |
| | 1 | 1 | | | 1 | | | | | | | | | | | | | | | | 2 |
| | | | | | | 1 | 3 | | | | | | | | | | | | | | 3 |
| | 3 | 1 | 4 | 25 | 1 | 1 | 3 | | | | | | | | | | | | | | 1 |
| 16 | | | | | | | | | | | | | | | | | | | | | |
| 16 | | | | | | | | | | | | | | | | | | | | | |
| 1 | | | 1 | | | | | | | | | | | | | | | | | | 1 |
| 7 | | | 4 | | | | | | | | | | | | | | | | | | 2 |
| 7 | | | 5 | | | | | | | | | | | | | | | | | | 3 |
| 12 | 3 | | 5 | 5 | | | | | | | | | | | | | | | | | 4 |
| 1 | | | 1 | 1 | 1 | | | | | | | | | | | | | | | | 5 |
| 23 | 4 | 10 | 6 | 1 | 1 | | | | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | | | | | | | | | | | | | | | | | | | | | 2 |
| 2 | | | | | | | | | | | | | | | | | | | | | |
| 4 | 2 | | | | | | | | | | | | | | | | | | | | 1 |
| 12 | | | 6 | 1 | | | | | | | | | | | | | | | | | 2 |
| 35 | 10 | 17 | 9 | | | | | | | | | | | | | | | | | | 3 |
| 41 | 16 | 8 | 7 | 17 | 3 | | | | | | | | | | | | | | | | 4 |
| 22 | 13 | 10 | 8 | 25 | 7 | | | | | | | | | | | | | | | | 5 |
| 10 | 10 | 11 | 8 | 8 | 18 | 1 | | | | | | | | | | | | | | | 6 |
| | 5 | 2 | 1 | 2 | 3 | 2 | 1 | | | | | | | | | | | | | | 7 |
| | | | | 1 | | 1 | 1 | | | | | | | | | | | | | | 8 |
| | | | | | | 1 | 2 | | | | | | | | | | | | | | 9 |
| 133 | 65 | 54 | 34 | 53 | 31 | 5 | 4 | | | | | | | | | | | | | | |
| | | | | | | | | | | 1 | | | | | | | | | | | 1 |
| | | | | | | | | | | 1 | | | | | | | | | | | |
| 3 | 1 | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | | | | | 1 | | | 2 | 1 | | | | | | | | | | | | 2 |
| 1 | | | | | | | | 1 | 1 | | | | | | | | | | | | 3 |
| 5 | 1 | | | | 1 | | | 2 | 2 | | | | | | | | | | | | |

REPORT OF THE COMMISSIONER OF LABOR.

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Number of employ- ees. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|-------------------------------------|------------------|---------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | | | | | | | | | | | | |
| Car builders (in 4 roads) .. | 1 | 4 | \$1.21-\$1.40 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |  |  |
| | 2 | 12 | 1.41- 1.60 | ..... | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |  |  |
| | 3 | 85 | 1.61- 1.80 | ..... | 4 | 11 | 18 | 6 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |  |
| | 4 | 95 | 1.81- 2.00 | ..... | 10 | 2 | 9 | 5 | 8 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |  |
| | 5 | 72 | 2.01- 2.20 | ..... | 1 | 3 | 9 | 8 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |  |
| | 6 | 16 | 2.21- 2.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 7 | 8 | 2.41- 2.60 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 8 | 3 | 2.61- 2.80 | | | | | | | | | | | | | | | | | | | | | | |
| | | 295 | ..... | ..... | 18 | 17 | 37 | 21 | 27 | 28 | 107 | 40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | | 451 | (a) | ..... | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 746 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |  |
| Car builders' helpers (in 2 roads). | 1 | 1 | .41- .60 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |  |
| | 2 | 1 | .61- .80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |  |
| | 3 | 1 | 1.41- 1.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |  |
| | 3 | 1 | (b) | ..... | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | |
| | 4 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Car checkers (in 1 road) ... | 1 | 7 | 1.21- 1.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 2 | 3 | 1.41- 1.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 3 | 1 | 1.61- 1.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 11 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Car droppers (in 1 road) ... | 1 | 6 | 1.61- 1.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 2 | 4 | 1.81- 2.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 10 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 3 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Car markers (in 2 roads) .. | 1 | 1 | 1.01- 1.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 2 | 1 | 1.21- 1.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 3 | 2 | 1.61- 1.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 4 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 4 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Car recorders (in 5 roads) .. | 1 | 1 | .81- 1.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 2 | 2 | 1.01- 1.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 3 | 11 | 1.21- 1.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 4 | 12 | 1.41- 1.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 5 | 8 | 1.61- 1.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 6 | 9 | 1.81- 2.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 7 | 3 | 2.01- 2.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 8 | 2 | 2.41- 2.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | | 48 | | | | | | | | | | | | | | | | | | | | | | | |
| | | 3 | | | | | | | | | | | | | | | | | | | | | | | |
| | 6 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Car recorders, chief (in 1 road). | 1 | 2 | 1.21- 1.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 2 | 9 | 1.41- 1.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 3 | 3 | 1.61- 1.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 4 | 2 | 1.81- 2.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 16 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Car reporters (in 6 roads) .. | 1 | 1 | 1.21- 1.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 2 | 6 | 1.41- 1.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 3 | 13 | 1.61- 1.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 4 | 1 | 1.81- 2.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 5 | 1 | 2.41- 2.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | | 22 | | | | | | | | | | | | | | | | | | | | | | | |
| | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 14 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |

a Rate and time cannot be stated, as they worked by the day and piece combined.
 b Rate and time cannot be stated, as he worked by the piece.

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|-----------------------------------|---|
| 100 dolls, and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 doll | 401 to 500 doll | 501 to 600 doll | 601 to 700 doll | 701 to 800 doll | 801 to 900 doll | 901 to 1000 doll | 1001 to 1100 doll | 1101 to 1200 doll | 1201 to 1300 doll | 1301 to 1400 doll | 1401 to 1500 doll | 1501 to 1600 doll | 1601 to 1700 doll | 1701 to 1800 doll | 1801 to 1900 doll | 1901 to 2000 doll | 2001 to doll and over | |
| 1 | | | 2 | 1 | | | | | | | | | | | | | | | | | 1 |
| 2 | | | 2 | 1 | 5 | | | | | | | | | | | | | | | | 2 |
| 16 | 21 | 5 | 7 | 13 | 23 | | | | | | | | | | | | | | | | 3 |
| 12 | 10 | 4 | 11 | 12 | 41 | 5 | | | | | | | | | | | | | | | 4 |
| 4 | 8 | 9 | 5 | 5 | 15 | 25 | 1 | | | | | | | | | | | | | | 5 |
| | | | 2 | 2 | | 9 | 2 | 1 | | | | | | | | | | | | | 6 |
| 1 | | 1 | | | | 1 | 5 | 2 | 1 | | | | | | | | | | | | 7 |
| | | | | | | | 2 | 1 | | | | | | | | | | | | | 8 |
| 36 | 39 | 21 | 28 | 38 | 81 | 40 | 8 | 3 | 1 | | | | | | | | | | | | |
| 78 | 52 | 46 | 27 | 36 | 72 | 103 | 32 | 5 | | | | | | | | | | | | | |
| 114 | 91 | 67 | 55 | 74 | 153 | 143 | 40 | 8 | 1 | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | | | | | | | | | | | | | | | | | | | | | 2 |
| | 1 | | | | | | | | | | | | | | | | | | | | 3 |
| 2 | 1 | | | | | | | | | | | | | | | | | | | | |
| | | 1 | | | | | | | | | | | | | | | | | | | |
| 2 | 1 | 1 | | | | | | | | | | | | | | | | | | | |
| 2 | | | 2 | 3 | | | | | | | | | | | | | | | | | 1 |
| | 1 | 1 | | | 1 | | | | | | | | | | | | | | | | 2 |
| 2 | 1 | 1 | 2 | 3 | 2 | | | | | | | | | | | | | | | | 3 |
| 3 | | 2 | 1 | | | | | | | | | | | | | | | | | | 1 |
| | | 1 | 2 | 1 | | | | | | | | | | | | | | | | | 2 |
| 3 | | 3 | 3 | 1 | | | | | | | | | | | | | | | | | |
| | | | | | | 1 | | | | | | | | | | | | | | | 1 |
| | | | | | | 1 | | | | | | | | | | | | | | | 2 |
| | | | | | | 2 | | | | | | | | | | | | | | | 3 |
| | | | | | | 4 | | | | | | | | | | | | | | | |
| | | 1 | | | | | | | | | | | | | | | | | | | 1 |
| 4 | 1 | 1 | 1 | 1 | 4 | | | | | | | | | | | | | | | | 2 |
| 3 | 2 | | | | 6 | 1 | | | | | | | | | | | | | | | 3 |
| 3 | 1 | | | | 3 | 1 | | | | | | | | | | | | | | | 4 |
| | 2 | 1 | 1 | 2 | 2 | 1 | | | | | | | | | | | | | | | 5 |
| | | | | | 2 | 1 | 3 | | | | | | | | | | | | | | 6 |
| | | | | | | | 2 | | | | | | | | | | | | | | 7 |
| 10 | 7 | 3 | 2 | 7 | 11 | 3 | 3 | 2 | | | | | | | | | | | | | 8 |
| | | | | | 2 | | | | | | | | | | | | | | | | |
| 4 | 1 | | 3 | | 1 | | | | | | | | | | | | | | | | 1 |
| 1 | 1 | | | | 1 | | | | | | | | | | | | | | | | 2 |
| | | | 1 | | | 1 | | | | | | | | | | | | | | | 3 |
| | | | | | | | 1 | | | | | | | | | | | | | | 4 |
| 5 | 2 | | 4 | 2 | 2 | 1 | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| | 2 | 2 | | | | | | | | | | | | | | | | | | | 1 |
| | 2 | 1 | | | 10 | | | | | | | | | | | | | | | | 2 |
| | | | | | | | | | | | | | | | | | | | | | 3 |
| | | | | | | | | | | | | | | | | | | | | | 4 |
| | | | | | | | | | | | | | | | | | | | | | 5 |
| | | | | | | | | | | | | | | | | | | | | | |
| | 4 | 3 | 1 | | 12 | | 2 | | | | | | | | | | | | | | |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Number of employ-ees. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | |
|---------------------------------------|------------------|-----------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|----|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | |
| Car tracers (in 4 roads)... | 1 | 1 | \$0.61-\$0.80 | | | | | | | | | | 1 |
| | 2 | 4 | 1.81- 2.00 | | 1 | | 1 | 1 | | | | | 1 |
| | 3 | 1 | 2.41- 2.60 | | | 1 | | | | | | | |
| | 4 | 4 | 2.81- 3.00 | | | 1 | | | | 2 | | | 1 |
| | 5 | 2 | 3.21- 3.40 | | | | 1 | | | | | | 1 |
| | 12 | | | | 1 | 2 | 2 | 1 | 2 | | | 4 | |
| Car washers (in 3 roads) .. | 1 | 1 | .61- .80 | | | | | | | | | | 1 |
| | 2 | 1 | .81- 1.00 | | | | | | | | | | 1 |
| | 3 | 114 | 1.21- 1.40 | 34 | 23 | 33 | 3 | 6 | 2 | 11 | 1 | 1 | 1 |
| | 116 | | | 34 | 23 | 33 | 3 | 6 | 2 | 11 | 3 | 1 | |
| Carders (in 4 roads) | 1 | 1 | .81- 1.00 | | | | 1 | | | | | | |
| | 2 | 7 | 1.21- 1.40 | | 2 | 2 | | | | | | 3 | |
| | 3 | 6 | 1.41- 1.60 | 1 | | | | | | 1 | 2 | 2 | |
| | 4 | 1 | 1.61- 1.80 | | | | | | | | | 1 | |
| | 5 | 1 | 2.21- 2.40 | | | | | | | | | 1 | |
| | 16 | | | 3 | | 2 | 1 | | | 1 | 6 | 3 | |
| Carders and sealers (in 1 road). | 1 | 1 | 1.41- 1.60 | | | | | | | | | | 1 |
| | 2 | 1 | 1.61- 1.80 | | | | | | | | | | 1 |
| | 2 | | | | | | | | | | | 2 | |
| Caretaker (in 1 road) | 1 | 1 | 1.41- 1.60 | | | | | | | | | | 1 |
| | 1 | | | | | | | | | | | | 1 |
| Carmen (in 1 road) | 1 | 5 | 1.41- 1.60 | | | 1 | | | 1 | | | 3 | |
| | 5 | | | | | 1 | | | 1 | | | 3 | |
| Carpenters (in 51 roads)... | 1 | 4 | .81- 1.00 | 1 | 2 | | | | | | 1 | | |
| | 2 | 8 | 1.01- 1.20 | | 6 | | | | | | | | 1 |
| | 3 | 111 | 1.21- 1.40 | 26 | 21 | 19 | 7 | 7 | 6 | 15 | 10 | | |
| | 4 | 779 | 1.41- 1.60 | 169 | 92 | 127 | 83 | 66 | 63 | 96 | 75 | | 8 |
| | 5 | 1,225 | 1.61- 1.80 | 222 | 138 | 193 | 106 | 89 | 70 | 213 | 152 | | 42 |
| | 6 | 2,028 | 1.81- 2.00 | 293 | 228 | 282 | 201 | 144 | 132 | 431 | 309 | | 8 |
| | 7 | 375 | 2.01- 2.20 | 24 | 21 | 37 | 20 | 23 | 25 | 125 | 97 | | 3 |
| | 8 | 1,183 | 2.21- 2.40 | 189 | 160 | 152 | 113 | 74 | 88 | 210 | 191 | | 8 |
| | 9 | 354 | 2.41- 2.60 | 94 | 30 | 48 | 33 | 21 | 17 | 56 | 53 | | 2 |
| | 10 | 69 | 2.61- 2.80 | 6 | 11 | 5 | 10 | | 6 | 16 | 14 | | 1 |
| | 11 | 146 | 2.81- 3.00 | 55 | 9 | 29 | 19 | 6 | 9 | 11 | 8 | | |
| | 12 | 24 | 3.21- 3.40 | 3 | 4 | 2 | 4 | 2 | 1 | 7 | 1 | | |
| | 13 | 8 | 3.41- 3.60 | | 1 | 1 | 2 | 1 | 1 | 2 | | | |
| | 14 | 1 | 3.61- 3.80 | | | | | | | 1 | | | |
| | 15 | 2 | 3.81- 4.00 | | 1 | | | | | 1 | | | |
| | 6,317 | | | 1,088 | 718 | 896 | 598 | 433 | 416 | 1,185 | 911 | 72 | |
| | 221 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | |
| | 6,538 | | | | | | | | | | | | |
| Carpenters' apprentices (in 5 roads). | 1 | 1 | .41- .60 | | 1 | | | | | | | | |
| | 2 | 12 | .61- .80 | 2 | 5 | 1 | 3 | | 1 | | | | |
| | 3 | 19 | .81- 1.00 | 1 | 1 | 1 | 1 | 2 | 4 | 6 | 3 | | |
| | 4 | 1 | 1.01- 1.20 | | | | | | | | | 1 | |
| | 5 | 1 | 1.21- 1.40 | | | | | | | | | | 1 |
| | 6 | 3 | 1.41- 1.60 | | | 1 | | | 2 | | | | |
| | 37 | | | 3 | 7 | 3 | 4 | 3 | 7 | 6 | 4 | | |
| | 17 | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | |
| | 54 | | | | | | | | | | | | |

a Rate and time cannot be stated, as they worked by the piece and contract combined.

b Rate and time cannot be stated, as they worked by the day and piece combined.

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 16, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|---------------------|--|
| 100 dolls. and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 doll | 401 to 500 doll | 501 to 600 doll | 601 to 700 doll | 701 to 800 doll | 801 to 900 doll | 901 to 1000 doll | 1001 to 1100 doll | 1101 to 1200 doll | 1201 to 1300 doll | 1301 to 1400 doll | 1401 to 1500 doll | 1501 to 1600 doll | 1601 to 1700 doll | 1701 to 1800 doll | 1801 to 1900 doll | 1901 to 2009 doll | 2010 and over | |
| 1 | | 1 | 1 | | | 1 | | | | | | | | | | | | | | | |
| | 1 | | | | | 2 | | | | 1 | | | | | | | | | | | |
| | | | | 1 | | | | | | | 1 | | | | | | | | | | |
| 1 | 1 | 3 | 1 | 1 | | 3 | | | | 1 | 1 | | | | | | | | | | |
| | | | 1 | | | | | | | | | | | | | | | | | | |
| | 89 | 5 | 7 | 11 | 2 | | | | | | | | | | | | | | | | |
| | 89 | 5 | 8 | 12 | 2 | | | | | | | | | | | | | | | | |
| | | 1 | | | | | | | | | | | | | | | | | | | |
| 4 | | | | | 3 | | | | | | | | | | | | | | | | |
| 1 | | | | 1 | | 4 | | | | | | | | | | | | | | | |
| | | | | | | | 1 | | | 1 | | | | | | | | | | | |
| | 5 | 1 | | 1 | 3 | 4 | 1 | | 1 | | | | | | | | | | | | |
| | | | | | | | | 1 | | | | | | | | | | | | | |
| | | | | | | | | 1 | | | | | | | | | | | | | |
| | | | | | | | | 2 | | | | | | | | | | | | | |
| | | | | | | | | | 1 | | | | | | | | | | | | |
| | | | | | | | | | | 1 | | | | | | | | | | | |
| 1 | | | | 1 | 3 | | | | | | | | | | | | | | | | |
| 1 | | | | 1 | 3 | | | | | | | | | | | | | | | | |
| | | | 1 | | | | | | | | | | | | | | | | | | |
| 3 | | | | | | | | | | | | | | | | | | | | | |
| 7 | | | | | | | | | | | | | | | | | | | | | |
| 56 | 16 | 10 | 17 | 12 | | | | | | | | | | | | | | | | | |
| 296 | 149 | 89 | 83 | 128 | 32 | 2 | | | | | | | | | | | | | | | |
| 395 | 196 | 107 | 90 | 154 | 228 | 33 | 22 | | | | | | | | | | | | | | |
| 520 | 287 | 209 | 148 | 137 | 470 | 253 | 11 | 2 | | | | | | | | | | | | | |
| 42 | 37 | 18 | 19 | 24 | 49 | 163 | 20 | 3 | | | | | | | | | | | | | |
| 314 | 153 | 107 | 84 | 66 | 75 | 235 | 132 | 16 | 1 | | | | | | | | | | | | |
| 113 | 45 | 27 | 28 | 12 | 12 | 26 | 60 | 26 | 4 | 1 | | | | | | | | | | | |
| 6 | 14 | 3 | 7 | 2 | 4 | 3 | 9 | 17 | 3 | 1 | | | | | | | | | | | |
| 61 | 10 | 22 | 16 | 5 | 4 | 6 | 5 | 9 | 7 | 1 | | | | | | | | | | | |
| 3 | 4 | | 3 | 3 | 1 | 1 | 1 | 4 | 3 | 1 | | | | | | | | | | | |
| | 1 | | 1 | 1 | | 1 | 1 | | 2 | 1 | | | | | | | | | | | |
| | | | | | | | | | | 1 | | | | | | | | | | | |
| | | | | | | | | | | | 1 | | | | | | | | | | |
| 1,816 | 913 | 585 | 496 | 544 | 876 | 723 | 261 | 77 | 21 | 5 | | | | | | | | | | | |
| 21 | 27 | 18 | 10 | 17 | 38 | 58 | 22 | 8 | 2 | | | | | | | | | | | | |
| 1,837 | 940 | 603 | 506 | 561 | 914 | 781 | 283 | 85 | 23 | 5 | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | |
| 11 | | 1 | | | | | | | | | | | | | | | | | | | |
| 3 | | 3 | 12 | 1 | | | | | | | | | | | | | | | | | |
| | | 1 | | | | | | | | | | | | | | | | | | | |
| | | | | | 1 | | | | | | | | | | | | | | | | |
| 1 | | | | 2 | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| 16 | 5 | 12 | 3 | 1 | | | | | | | | | | | | | | | | | |
| 1 | | 10 | 4 | 2 | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| 17 | 5 | 22 | 7 | 3 | | | | | | | | | | | | | | | | | |

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REPORT OF THE COMMISSIONER OF LABOR.

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Num-ber of em-ploy-ees. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | | | |
|--|------------------|-------------------------|--|--|----------------|-----------------|------------------|------------------|------------------|------------------|------------------|--------------------|--|--|--|--|--|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days. | 151 to 200 days. | 201 to 250 days. | 251 to 300 days. | 301 to 365 days. | 366 days and over. | | | | | |
| Carpenters, bridge (in 4 roads). | 1 | 4 | \$1.21-\$1.40 | 3 | 1 | | | | | | | | | | | | |
| | 2 | 19 | 1.41-1.60 | 6 | 2 | 3 | 3 | 2 | 1 | 2 | | | | | | | |
| | 3 | 17 | 1.61-1.80 | 4 | 1 | 2 | 1 | 5 | 1 | 1 | 2 | | | | | | |
| | 4 | 132 | 1.81-2.00 | 39 | 25 | 23 | 16 | 17 | 6 | 6 | 6 | | | | | | |
| | 5 | 50 | 2.01-2.20 | 6 | 5 | 1 | 8 | 6 | 8 | 5 | 11 | | | | | | |
| | 6 | 171 | 2.21-2.40 | 16 | 16 | 46 | 28 | 10 | 11 | 25 | 19 | | | | | | |
| | 7 | 7 | 2.41-2.60 | 3 | | 1 | | | 1 | 1 | 1 | | | | | | |
| | 8 | 2 | 2.61-2.80 | 2 | | | | | | | | | | | | | |
| | 9 | 2 | 2.81-3.00 | | 1 | | | | | | | | | | | | |
| | 10 | 1 | 3.41-3.60 | | | 1 | | | | | | | | | | | |
| | 405 | | | 79 | 51 | 77 | 56 | 40 | 28 | 40 | 34 | | | | | | |
| | 2 | (a) | | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | | | | | | |
| | 407 | | | | | | | | | | | | | | | | |
| Carpenters, bridge and building (in 1 road). | 1 | 2 | 1.41-1.60 | | | 1 | | | 1 | | | | | | | | |
| | 2 | 1 | 1.61-1.80 | | | | | | 1 | | | | | | | | |
| | 3 | 19 | 1.81-2.00 | 3 | 1 | 4 | 4 | 2 | 4 | 1 | | | | | | | |
| | 4 | 138 | 2.21-2.40 | 27 | 32 | 13 | 6 | 14 | 17 | 11 | 18 | | | | | | |
| | 5 | 2 | 2.41-2.60 | | | | | | | | | | | | | | |
| | 6 | 1 | 2.61-2.80 | | | | | | 1 | | | | | | | | |
| | 163 | | | 30 | 33 | 18 | 10 | 16 | 24 | 12 | 20 | | | | | | |
| Carpenters, car works (in 6 roads). | 1 | 1 | .81-1.00 | | | 1 | | | | | | | | | | | |
| | 2 | 3 | 1.21-1.40 | | | 1 | | 1 | | | | | | | | | |
| | 3 | 36 | 1.41-1.60 | 3 | 4 | 2 | 3 | 3 | 3 | 8 | 8 | | | | | | |
| | 4 | 81 | 1.61-1.80 | 16 | 5 | 16 | 12 | 3 | 6 | 15 | 8 | | | | | | |
| | 5 | 254 | 1.81-2.00 | 15 | 15 | 38 | 19 | 16 | 22 | 70 | 58 | | | | | | |
| | 6 | 113 | 2.01-2.20 | 5 | 2 | 13 | 2 | 3 | 4 | 45 | 38 | | | | | | |
| | 7 | 78 | 2.21-2.40 | 1 | 12 | 15 | 1 | 5 | 5 | 17 | 22 | | | | | | |
| | 8 | 23 | 2.41-2.60 | 2 | | 1 | 3 | 2 | 1 | 10 | 4 | | | | | | |
| | 9 | 4 | 2.61-2.80 | | | | | | | 1 | 3 | | | | | | |
| | 10 | 3 | 2.81-3.00 | | | | | | | 2 | 1 | | | | | | |
| | 596 | | | 42 | 38 | 87 | 40 | 30 | 41 | 168 | 143 | | | | | | |
| Carpenters, coal car works (in 1 road). | 1 | 1 | 1.21-1.40 | | | | | | | | | | | | | | |
| | 2 | 45 | 1.41-1.60 | 2 | 2 | 4 | 4 | 6 | 1 | 26 | | | | | | | |
| | 3 | 129 | 1.61-1.80 | 4 | 7 | 6 | 7 | 7 | 15 | 79 | | | | | | | |
| | 4 | 20 | 1.81-2.00 | | | 2 | | 1 | 3 | 13 | | | | | | | |
| | 5 | 1 | 2.01-2.20 | | | | | | | | | | | | | | |
| | 196 | | | 6 | 9 | 12 | 11 | 14 | 19 | 119 | 6 | | | | | | |
| Carpenters, dock (in 1 road). | 1 | 2 | 1.21-1.40 | | | 2 | | | | | | | | | | | |
| | 2 | 9 | 1.61-1.80 | 1 | 1 | 4 | 2 | 1 | | | | | | | | | |
| | 3 | 11 | 1.81-2.00 | | | 3 | 1 | | | | | | | | | | |
| | 22 | | | 1 | 1 | 9 | 3 | 1 | | | | | | | | | |
| Carpenters, fence (in 3 roads). | 1 | 1 | 1.21-1.40 | | | 1 | | | | | | | | | | | |
| | 2 | 55 | 1.41-1.60 | 11 | 8 | 11 | 4 | 14 | 5 | 2 | | | | | | | |
| | 3 | 44 | 1.61-1.80 | 12 | 3 | 8 | 2 | 4 | 11 | 4 | | | | | | | |
| | 4 | 6 | 1.81-2.00 | 2 | | | | 2 | | 1 | | | | | | | |
| | 5 | 1 | 2.21-2.40 | 1 | | | | | | | | | | | | | |
| | 107 | | | 26 | 11 | 20 | 6 | 20 | 16 | 7 | 1 | | | | | | |
| Carpenters' helpers (in 18 roads). | 1 | 1 | .41-.60 | | | 1 | | | | | | | | | | | |
| | 2 | 6 | .61-.80 | 1 | | 1 | 2 | 1 | | 1 | | | | | | | |
| | 3 | 11 | .81-1.00 | 4 | 2 | 1 | | | | 1 | | | | | | | |
| | 4 | 74 | 1.01-1.20 | 14 | 15 | 11 | 12 | 7 | 6 | 5 | 3 | | | | | | |
| | 5 | 86 | 1.21-1.40 | 26 | 7 | 18 | 11 | 4 | 5 | 7 | 8 | | | | | | |
| | 6 | 140 | 1.41-1.60 | 33 | 31 | 23 | 11 | 10 | 10 | 12 | 10 | | | | | | |
| | 7 | 19 | 1.61-1.80 | 7 | 8 | | 1 | 1 | | | | | | | | | |
| | 8 | 30 | 1.81-2.00 | 17 | 4 | 2 | 1 | 2 | | 2 | | | | | | | |

a Rate and time cannot be stated, as they worked by contract.

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|-----------------------------|----|
| 100 dolls. and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 doll | 401 to 500 doll | 501 to 600 doll | 601 to 700 doll | 701 to 800 doll | 801 to 900 doll | 901 to 1000 doll | 1001 to 1100 doll | 1101 to 1200 doll | 1201 to 1300 doll | 1301 to 1400 doll | 1401 to 1500 doll | 1501 to 1600 doll | 1601 to 1700 doll | 1701 to 1800 doll | 1801 to 1900 doll | 1901 to 2000 doll | 2001 doll and over | |
| 4 | | | | | | | | | | | | | | | | | | | | | 1 |
| 9 | 4 | 3 | 1 | 2 | | | | | | | | | | | | | | | | | 2 |
| 5 | 2 | 3 | 3 | 1 | 3 | | | | | | | | | | | | | | | | 3 |
| 64 | 23 | 16 | 17 | 6 | 6 | | | | | | | | | | | | | | | | 4 |
| 8 | 4 | 6 | 7 | 9 | 3 | 7 | 6 | | | | | | | | | | | | | | 5 |
| 28 | 41 | 29 | 13 | 10 | 8 | 29 | 12 | 1 | | | | | | | | | | | | | 6 |
| 3 | | 1 | | | | 2 | 1 | | | | | | | | | | | | | | 7 |
| 2 | | | | | | | | | | | | | | | | | | | | | 8 |
| | 1 | | | | | | | 1 | | | | | | | | | | | | | 9 |
| | 1 | | | | | | | | | | | | | | | | | | | | 10 |
| 123 | 76 | 58 | 41 | 28 | 20 | 38 | 19 | 2 | | | | | | | | | | | | | |
| 2 | | | | | | | | | | | | | | | | | | | | | |
| 125 | 76 | 58 | 41 | 28 | 20 | 38 | 19 | 2 | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| 1 | | | 1 | | | | | | | | | | | | | | | | | | 1 |
| | | | 1 | | | | | | | | | | | | | | | | | | 2 |
| 4 | 4 | 4 | 2 | 4 | 1 | | | | | | | | | | | | | | | | 3 |
| 56 | 11 | 11 | 2 | 18 | 13 | 10 | 16 | 1 | | | | | | | | | | | | | 4 |
| | | | | | 1 | | 1 | 1 | | | | | | | | | | | | | 5 |
| | | | | | | | | | | | | | | | | | | | | | 6 |
| 61 | 15 | 15 | 6 | 22 | 15 | 10 | 17 | 2 | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| | 1 | 1 | | 12 | 5 | 2 | 1 | | | | | | | | | | | | | | 2 |
| 8 | 3 | 1 | 4 | 9 | 13 | 3 | | | | | | | | | | | | | | | 3 |
| 23 | 18 | 9 | 6 | 9 | 13 | 3 | | | | | | | | | | | | | | | 4 |
| 30 | 39 | 20 | 18 | 20 | 83 | 43 | 1 | | | | | | | | | | | | | | 5 |
| 5 | 13 | 4 | 2 | 4 | 17 | 65 | 3 | | | | | | | | | | | | | | 6 |
| 11 | 15 | 2 | 5 | 2 | 4 | 23 | 13 | 3 | | | | | | | | | | | | | 7 |
| 2 | 1 | 2 | 2 | 1 | 1 | 3 | 11 | | | | | | | | | | | | | | 8 |
| | | | | | | | | 1 | 2 | 1 | | | | | | | | | | | 9 |
| | | | | | | | | 1 | 1 | 1 | | | | | | | | | | | 10 |
| 80 | 90 | 39 | 38 | 48 | 123 | 139 | 31 | 6 | 2 | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| 6 | 2 | 8 | 4 | 25 | | | | | | | | | | | | | | | | | 1 |
| 11 | 8 | 6 | 17 | 64 | 23 | | | | | | | | | | | | | | | | 2 |
| | 2 | | 1 | 5 | 12 | | | | | | | | | | | | | | | | 3 |
| | | | | | 1 | | | | | | | | | | | | | | | | 4 |
| | | | | | | | | | | | | | | | | | | | | | 5 |
| 17 | 12 | 14 | 22 | 95 | 35 | 1 | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| 2 | | | | | | | | | | | | | | | | | | | | | |
| 3 | 4 | 2 | | | | | | | | | | | | | | | | | | | 1 |
| | 3 | 1 | | | | 7 | | | | | | | | | | | | | | | 2 |
| | | | | | | | | | | | | | | | | | | | | | 3 |
| 5 | 7 | 3 | | | 7 | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| 23 | 9 | 16 | 5 | 2 | | | | | | | | | | | | | | | | | 2 |
| 18 | 5 | 2 | 10 | 6 | 3 | | | | | | | | | | | | | | | | 3 |
| 2 | | 1 | 1 | | 1 | 1 | | | | | | | | | | | | | | | 4 |
| 1 | | | | | | | | | | | | | | | | | | | | | 5 |
| 45 | 14 | 19 | 16 | 8 | 4 | 1 | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| 4 | 1 | 1 | | | | | | | | | | | | | | | | | | | 2 |
| 7 | | 3 | 1 | | | | | | | | | | | | | | | | | | 3 |
| 39 | 16 | 11 | 7 | 1 | | | | | | | | | | | | | | | | | 4 |
| 39 | 23 | 6 | 12 | 6 | | | | | | | | | | | | | | | | | 5 |
| 73 | 23 | 12 | 13 | 14 | 5 | | | | | | | | | | | | | | | | 6 |
| 15 | | 1 | 1 | | 2 | | | | | | | | | | | | | | | | 7 |
| 21 | 2 | 1 | 2 | | 4 | | | | | | | | | | | | | | | | 8 |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Number of employ- ees. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|--|------------------|---------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|-------|-------|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | |
| Carpenters' helpers (in 18 roads)—concluded. | 9 | 1 | \$2.01-\$2.20 | 1 | | | | | | | | | | |
| | 8 | 8 | 2.21- 2.40 | 5 | 2 | | 1 | | | | | | | |
| | 11 | 4 | 2.41- 2.60 | 4 | | | | | | | | | | |
| | 12 | 1 | 2.61- 2.80 | | 1 | | | | | | | | | |
| | | 381 | ..... | 112 | 70 | 57 | 39 | 25 | 22 | 20 | 26 | 1 | ..... |  |
| | | 20 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | |
| | | 401 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Carpenters, house (in 1 road). | 1 | 3 | 1.81- 2.00 | 2 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 2 | 11 | 2.21- 2.40 | ..... | 4 | ..... | 1 | 1 | 3 | 1 | 1 | ..... | ..... |  |
| | | 14 | ..... | 2 | 4 | 1 | 1 | 1 | 3 | 1 | 1 | ..... | ..... |  |
| Carpenters, locomotive works (in 4 roads). | 1 | 1 | 1.41- 1.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | |
| | 2 | 1 | 1.61- 1.80 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 3 | 18 | 1.81- 2.00 | 2 | ..... | 2 | ..... | ..... | 1 | 5 | 7 | 1 | ..... |  |
| | 4 | 6 | 2.01- 2.20 | ..... | ..... | ..... | ..... | ..... | 1 | 3 | 1 | 1 | ..... |  |
| | 5 | 16 | 2.21- 2.40 | 2 | 3 | 2 | 1 | 1 | ..... | 4 | 2 | 1 | ..... |  |
| | 6 | 10 | 2.41- 2.60 | 1 | 1 | 2 | 2 | ..... | ..... | 1 | 2 | 1 | ..... |  |
| | 7 | 1 | 2.61- 2.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... |  |
| | | 53 | ..... | 6 | 4 | 6 | 3 | 1 | 2 | 13 | 13 | 5 | ..... |  |
| Carpenters, machine shop (in 4 roads). | 1 | 6 | 1.21- 1.40 | 1 | 1 | 2 | 2 | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 2 | 34 | 1.41- 1.60 | 3 | 1 | 4 | 3 | 5 | ..... | 13 | 5 | ..... | ..... |  |
| | 3 | 98 | 1.61- 1.80 | 8 | 6 | 8 | 3 | 10 | 16 | 31 | 16 | ..... | ..... |  |
| | 4 | 70 | 1.81- 2.00 | 4 | 5 | 3 | 5 | 3 | 8 | 31 | 11 | ..... | ..... |  |
| | 5 | 17 | 2.01- 2.20 | 1 | ..... | ..... | ..... | ..... | 1 | 10 | 5 | ..... | ..... |  |
| | 6 | 15 | 2.21- 2.40 | 1 | ..... | 1 | 2 | ..... | ..... | 3 | 8 | ..... | ..... |  |
| | 7 | 20 | 2.41- 2.60 | 2 | ..... | ..... | 1 | ..... | ..... | 7 | 10 | ..... | ..... |  |
| | 8 | 3 | 2.61- 2.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 | ..... | ..... |  |
| | | 263 | ..... | 20 | 13 | 18 | 16 | 18 | 25 | 95 | 58 | ..... | ..... |  |
| Carpenters', machineshop, helpers (in 1 road). | 1 | 1 | 1.01- 1.20 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 2 | 21 | 1.21- 1.40 | 3 | 2 | 6 | 1 | 2 | 1 | 6 | ..... | ..... | ..... |  |
| | 3 | 6 | 1.41- 1.60 | ..... | 1 | ..... | ..... | ..... | 4 | 1 | ..... | ..... | ..... |  |
| | | 28 | ..... | 3 | 3 | 6 | 2 | 2 | 5 | 7 | ..... | ..... | ..... |  |
| Carpenters, passenger car works (in 1 road). | 1 | 1 | 1.61- 1.80 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 2 | 1 | 1.81- 2.00 | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... |  |
| | 3 | 5 | 2.01- 2.20 | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 4 | ..... | ..... |  |
| | | 7 | ..... | ..... | ..... | ..... | 1 | ..... | ..... | 2 | 4 | ..... | ..... |  |
| Carpenters, roundhouse (in 1 road). | 1 | 10 | 1.41- 1.60 | 1 | 3 | ..... | ..... | ..... | 2 | 2 | 2 | ..... | ..... |  |
| | 2 | 1 | 1.61- 1.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... |  |
| | 3 | 1 | 1.81- 2.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... |  |
| | 4 | 1 | 2.01- 2.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... |  |
| | 5 | 1 | 2.21- 2.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... |  |
| | 14 | ..... | 1 | 3 | ..... | ..... | ..... | 2 | 2 | 6 | ..... | ..... |  |  |
| Carpenters, shop (in 2 roads). | 1 | 8 | 1.41- 1.60 | 1 | ..... | ..... | ..... | 2 | ..... | ..... | 4 | 1 | ..... |  |
| | 2 | 34 | 1.61- 1.80 | 4 | 1 | 3 | 3 | 4 | ..... | 10 | 9 | ..... | ..... |  |
| | 3 | 9 | 1.81- 2.00 | 1 | 1 | ..... | ..... | ..... | ..... | 3 | 4 | ..... | ..... |  |
| | 4 | 1 | 2.21- 2.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... |  |
| | 5 | 2 | 2.41- 2.60 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... |  |
| | 54 | ..... | 6 | 3 | 3 | 3 | 6 | ..... | 13 | 19 | 1 | ..... |  |  |
| | 83 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | ..... |  |
| | 137 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |

a Rate and time cannot be stated, as they worked by the day and piece combined.

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|-----------------------------------|----|
| 100 dolls. and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 doll | 401 to 500 doll | 501 to 600 doll | 601 to 700 doll | 701 to 800 doll | 801 to 900 doll | 901 to 1000 doll | 1001 to 1100 doll | 1101 to 1200 doll | 1201 to 1300 doll | 1301 to 1400 doll | 1401 to 1500 doll | 1501 to 1600 doll | 1601 to 1700 doll | 1701 to 1800 doll | 1801 to 1900 doll | 1901 to 2000 doll | 2001 to doll and over | |
| 1 | | | | | | | | | | | | | | | | | | | | | 9 |
| 7 | | | | | | | | | | | | | | | | | | | | | 10 |
| 4 | | 1 | | | | | | | | | | | | | | | | | | | 11 |
| 1 | | | | | | | | | | | | | | | | | | | | | 12 |
| 212 | 65 | 36 | 36 | 21 | 11 | | | | | | | | | | | | | | | | |
| 2 | 2 | 3 | 4 | 6 | 2 | 1 | | | | | | | | | | | | | | | |
| 214 | 67 | 39 | 40 | 27 | 13 | 1 | | | | | | | | | | | | | | | |
| 2 | 1 | | | | | | | | | | | | | | | | | | | | 1 |
| 2 | 2 | 1 | 1 | 3 | 1 | 1 | | | | | | | | | | | | | | | 2 |
| 4 | 3 | 1 | 1 | 3 | 1 | 1 | | | | | | | | | | | | | | | |
| | | | | | | | 1 | | | | | | | | | | | | | | 1 |
| 1 | | | | | | | | | | | | | | | | | | | | | 2 |
| 2 | 2 | | | 2 | 5 | 5 | 2 | | | | | | | | | | | | | | 3 |
| | | | | 1 | 1 | 3 | 1 | | | | | | | | | | | | | | 4 |
| 3 | 4 | | 1 | 1 | 2 | 2 | 2 | 1 | | | | | | | | | | | | | 5 |
| 1 | 1 | 3 | 1 | | | | 3 | | 1 | | | | | | | | | | | | 6 |
| | | | | | | | | | 1 | | | | | | | | | | | | 7 |
| | | | | | | | | | 1 | | | | | | | | | | | | |
| 7 | 7 | 3 | 2 | 4 | 8 | 11 | 7 | 2 | 2 | | | | | | | | | | | | |
| 2 | 4 | | | | | | | | | | | | | | | | | | | | 1 |
| 6 | 3 | 7 | 2 | 14 | 2 | | | | | | | | | | | | | | | | 2 |
| 16 | 7 | 10 | 12 | 27 | 25 | 32 | 7 | 1 | | | | | | | | | | | | | 3 |
| 9 | 4 | 4 | 3 | 10 | 10 | 7 | 1 | | | | | | | | | | | | | | 4 |
| 1 | | | | 1 | 5 | 9 | 1 | | | | | | | | | | | | | | 5 |
| 1 | 1 | 1 | 1 | | | 8 | 2 | 1 | | | | | | | | | | | | | 6 |
| 2 | | | 1 | | | 2 | 13 | 2 | | | | | | | | | | | | | 7 |
| | | | | | | | | 3 | | | | | | | | | | | | | 8 |
| 37 | 19 | 22 | 19 | 52 | 64 | 27 | 17 | 6 | | | | | | | | | | | | | |
| | 1 | | | | | | | | | | | | | | | | | | | | 1 |
| 8 | 4 | 2 | 7 | | | | | | | | | | | | | | | | | | 2 |
| 1 | | | 4 | 1 | | | | | | | | | | | | | | | | | 3 |
| 9 | 5 | 2 | 11 | 1 | | | | | | | | | | | | | | | | | |
| | | 1 | | | | | | | | | | | | | | | | | | | 1 |
| | | | | | 1 | | | | | | | | | | | | | | | | 2 |
| | | | | | 1 | 4 | | | | | | | | | | | | | | | 3 |
| | | 1 | | | 2 | 4 | | | | | | | | | | | | | | | |
| 4 | | | 3 | 2 | 1 | | | | | | | | | | | | | | | | 1 |
| | | | | | 1 | | | | | | | | | | | | | | | | 2 |
| | | | | | 1 | | | 1 | | | | | | | | | | | | | 3 |
| | | | | | | | | 1 | | | | | | | | | | | | | 4 |
| 4 | | | 3 | 2 | 3 | | 2 | | | | | | | | | | | | | | 5 |
| 1 | | 1 | | | | | | | | | | | | | | | | | | | |
| 6 | 4 | 3 | 1 | 1 | 4 | | | | | | | | | | | | | | | | 1 |
| 2 | | | 2 | 8 | 11 | | | | | | | | | | | | | | | | 2 |
| | | | | 3 | 4 | | | | | | | | | | | | | | | | 3 |
| | | | | | | | | 1 | | | | | | | | | | | | | 4 |
| 1 | | | | | | | | 1 | | | | | | | | | | | | | 5 |
| 10 | 4 | 4 | 3 | 9 | 18 | 4 | 2 | | | | | | | | | | | | | | |
| 6 | 11 | 9 | 11 | 3 | 17 | 16 | 5 | 5 | | | | | | | | | | | | | |
| 16 | 15 | 13 | 14 | 12 | 35 | 20 | 7 | 5 | | | | | | | | | | | | | |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Num-ber of em-ploy-és. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|---|------------------|------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|-------|-------|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | |
| Carpenters, work train (in 1 road). | 1 | 6 | \$1.61-\$1.80 | 1 | 3 | ..... | ..... | ..... | ..... | ..... | ..... | 2 | ..... | ..... |
| | 2 | 7 | 1.81- 2.00 | 3 | 2 | 1 | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... |
| | 3 | 46 | 2.21- 2.40 | 3 | 4 | 12 | 1 | 5 | 7 | 12 | 2 | ..... | ..... | ..... |
| | 4 | 5 | 2.41- 2.60 | 2 | 3 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 5 | 2 | 2.61- 2.80 | 1 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | 66 | ..... | 10 | 12 | 14 | 1 | 5 | 7 | 15 | 2 | ..... | ..... | ..... |
| Carvers (in 2 roads) | 1 | 5 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) |
| | | 5 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Carvers' apprentices (in 1 road.) | 1 | 4 | .61- .80 | ..... | ..... | 3 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... |
| | | 4 | ..... | ..... | ..... | 3 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... |
| | | 2 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) |
| | | 6 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Cashiers (in 22 roads) | 1 | 3 | .81- 1.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 |
| | 2 | 2 | 1.21- 1.40 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| | 3 | 3 | 1.41- 1.60 | ..... | ..... | ..... | ..... | 1 | 1 | ..... | ..... | ..... | ..... | 1 |
| | 4 | 6 | 1.61- 1.80 | ..... | ..... | 3 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | 1 |
| | 5 | 32 | 1.81- 2.00 | ..... | ..... | 2 | 1 | 1 | ..... | 2 | 15 | 10 | ..... | 1 |
| | 6 | 11 | 2.01- 2.20 | 1 | 1 | 1 | ..... | ..... | ..... | 2 | 5 | 1 | ..... | 1 |
| | 7 | 7 | 2.21- 2.40 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | 4 | 2 | ..... | ..... |
| | 8 | 15 | 2.41- 2.60 | ..... | 1 | 1 | 1 | ..... | 1 | 1 | 1 | 9 | 1 | ..... |
| | 9 | 20 | 2.61- 2.80 | ..... | ..... | 2 | ..... | 1 | ..... | 1 | 1 | 12 | 4 | ..... |
| | 10 | 12 | 2.81- 3.00 | ..... | 1 | 1 | ..... | 1 | 1 | ..... | 1 | 6 | 2 | ..... |
| | 11 | 7 | 3.01- 3.20 | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 1 | 5 | ..... | ..... |
| | 12 | 18 | 3.21- 3.40 | 1 | 1 | 1 | ..... | ..... | ..... | ..... | ..... | 14 | 1 | ..... |
| | 13 | 7 | 3.61- 3.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 7 | ..... | ..... |
| | 14 | 3 | 3.81- 4.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 | ..... | ..... |
| 15 | 6 | 4.01- 4.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 6 | ..... | ..... |  |
| 16 | 1 | 4.61- 4.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... |  |
| 17 | 5 | 4.81- 5.00 | ..... | ..... | 1 | 1 | ..... | ..... | ..... | ..... | 3 | ..... | ..... |  |
| 18 | 1 | 5.41- 5.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... |  |
| 19 | 1 | 5.61- 5.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... |  |
| 20 | 1 | 6.81- 7.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... |  |
| | | 161 | ..... | 2 | 4 | 14 | 4 | 3 | 8 | 6 | 98 | 22 | ..... | ..... |
| Cashiers' assistant (in 7 roads). | 1 | 1 | 1.01- 1.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... |
| | 2 | 2 | 1.81- 2.00 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | 1 | ..... | ..... |
| | 3 | 2 | 2.01- 2.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 | ..... | ..... |
| | 4 | 5 | 2.21- 2.40 | 1 | ..... | ..... | ..... | ..... | ..... | 1 | 1 | 2 | ..... | ..... |
| | 5 | 1 | 2.41- 2.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... |
| | 6 | 1 | 2.61- 2.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... |
| | | 12 | ..... | 1 | ..... | ..... | 1 | ..... | 1 | 1 | 8 | ..... | ..... | ..... |
| Cashiers and paymasters (in 3 roads). | 1 | 1 | 2.61- 2.80 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 2 | 1 | 5.41- 5.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| | 3 | 1 | 6.61- 6.81 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| | | | 3 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | 2 |
| Cashier and paymaster, assistant (in 1 road). | 1 | 1 | 1.61- 1.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| | | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| Casting chippers (in 1 road) | 1 | 2 | 1.01- 1.20 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... |
| | | 2 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... |

α Rate and time cannot be stated, as they worked by the day and piece combined.

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|----------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|----|
| 100 dolls. and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 doll. | 401 to 500 doll. | 501 to 600 doll. | 601 to 700 doll. | 701 to 800 doll. | 801 to 900 doll. | 901 to 1000 doll. | 1001 to 1100 doll. | 1101 to 1200 doll. | 1201 to 1300 doll. | 1301 to 1400 doll. | 1401 to 1500 doll. | 1501 to 1600 doll. | 1601 to 1700 doll. | 1701 to 1800 doll. | 1801 to 1900 doll. | 1901 to 2000 doll. | 2001 doll and over | |
| 4 | | | | | 2 | | | | | | | | | | | | | | | | 1 |
| 5 | 1 | | | | 1 | | | | | | | | | | | | | | | | 2 |
| 8 | 11 | 1 | 3 | 6 | 6 | 10 | 1 | | | | | | | | | | | | | | 3 |
| 4 | 1 | | | | | | | | | | | | | | | | | | | | 4 |
| 1 | 1 | | | | | | | | | | | | | | | | | | | | 5 |
| 22 | 14 | 1 | 3 | 6 | 9 | 10 | 1 | | | | | | | | | | | | | | |
| | 1 | | 1 | | 2 | 1 | | | | | | | | | | | | | | | 1 |
| | 1 | | 1 | | 2 | 1 | | | | | | | | | | | | | | | |
| 3 | 1 | | | | | | | | | | | | | | | | | | | | 1 |
| 3 | 1 | | | | | | | | | | | | | | | | | | | | |
| | 1 | | | | | | | | | | | | | | | | | | | | |
| 3 | 2 | 1 | | | | | | | | | | | | | | | | | | | |
| | | | 3 | | | | | | | | | | | | | | | | | | 1 |
| 1 | | | | 1 | | | | | | | | | | | | | | | | | 2 |
| | 1 | | 1 | 1 | | | | | | | | | | | | | | | | | 3 |
| 2 | 1 | | | | 2 | | | | | | | | | | | | | | | | 4 |
| 2 | 2 | 1 | 1 | 2 | 3 | 9 | 14 | | | | | | | | | | | | | | 5 |
| | 1 | | | | 1 | | | 4 | | | | | | | | | | | | | 6 |
| | 2 | 1 | | | 2 | | | 7 | 1 | | | | | | | | | | | | 7 |
| | 2 | | | | 1 | | | 2 | 11 | 3 | | | | | | | | | | | 8 |
| 1 | 1 | | | | 2 | | | 1 | 1 | 1 | | | | | | | | | | | 9 |
| | | | | | | | | 1 | 1 | 3 | | | | | | | | | | | 10 |
| 1 | 1 | 1 | | | | | | | | 1 | 1 | | | | | | | | | | 11 |
| | | | | | | | | | | 2 | 11 | | | | | | | | | | 12 |
| | | | | | | | | | | | 2 | 1 | 6 | | | | | | | | 13 |
| | | | | | | | | | | | | | 1 | 6 | | | | | | | 14 |
| | | | | | | | | | | | | | 1 | 1 | | | | | | | 15 |
| | | | 1 | | | | 1 | | | | | | | | | | | | | | 16 |
| | | | | | | | | | | | | | | | | | 2 | | | | 17 |
| | | | | | | | | | | | | | | | | | 1 | | | | 18 |
| | | | | | | | | | | | | | | | | | | 1 | | | 19 |
| | | | | | | | | | | | | | | | | | | | a1 | | 20 |
| 7 | 10 | 5 | 7 | 5 | 10 | 12 | 25 | 15 | 16 | 12 | 14 | 3 | 6 | 9 | | | 3 | | 1 | 1 | |
| | | | | 1 | | | | 1 | | | | | | | | | | | | | 1 |
| | 1 | | | | | | 1 | | 1 | | | | | | | | | | | | 2 |
| | | | | | | | | 1 | | | | | | | | | | | | | 3 |
| | | | | | | | | | 1 | | | | | | | | | | | | 4 |
| | | | | | | | | | | 1 | | | | | | | | | | | 5 |
| 1 | 1 | | | 2 | 1 | | 4 | 2 | 1 | | | | | | | | | | | | 6 |
| | | | 1 | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | | | | 1 | 1 |
| | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| 1 | | | | 1 | | | | | | | | | | | | | | | | | 1 |
| 1 | | | | 1 | | | | | | | | | | | | | | | | | |

a \$2,400.

b \$2,400.

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Number of employ- és. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | |
|-----------------------------------|---|--------------------------|---|--|-------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|-----------------------------|-----|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | |
| Catchers (in 1 road) | 1 | 8 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) |
| | | 8 | | | | | | | | | | | |
| Catchers' helpers (in 1 road). | 1 | 6 | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) |
| | | 6 | | | | | | | | | | | |
| Caulkers (in 2 roads) | 1 2 3 | 2 | \$1.61-\$1.80 | | | | | | | | 1 | | 1 |
| | | 1 | 1.81-2.00 | | | | | | | | | 1 | |
| | | 23 | 2.41-2.60 | 17 | 6 | | | | | | | | |
| | | 26 | | 17 | 6 | | | | | 1 | 1 | 1 | |
| Chainmen (in 12 roads).... | 1 2 3 4 5 6 7 8 9 | 4 | .81-1.00 | 3 | | | | 1 | | | | | |
| | | 1 | 1.01-1.20 | | | | 1 | | | | | | |
| | | 20 | 1.21-1.40 | 5 | 3 | 6 | 2 | 1 | | | | | |
| | | 14 | 1.41-1.60 | 7 | 2 | | 1 | 1 | | | 1 | 2 | |
| | | 16 | 1.61-1.80 | 11 | 2 | 2 | | 1 | | | | | |
| | | 10 | 1.81-2.00 | 7 | 1 | 1 | 1 | | | | | | |
| | | 1 | 2.01-2.20 | | | | | | | | | | |
| | | 3 | 2.41-2.60 | | | | 2 | 1 | | | | | |
| | | 1 | 2.61-2.80 | | | | | 1 | | | | | |
| | | 70 | | 33 | 8 | 13 | 6 | 4 | | 3 | 3 | | |
| Chalkers (in 1 road)..... | 1 | 2 | 1.61-1.80 | | 1 | | | | | | | 1 | |
| | | 2 | | | 1 | | | | | | | 1 | |
| Chargers (in 1 road)..... | 1 | 3 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | |
| | | 3 | | | | | | | | | | | |
| Check boys (in 1 road) | 1 | 3 | .41-.60 | 1 | | 1 | | | | 1 | | | |
| | | 3 | | 1 | | 1 | | | | 1 | | | |
| Checkers (in 9 roads)..... | 1 2 3 4 5 6 7 8 | 6 | .61-.80 | 1 | 1 | 2 | 1 | | | | | | 1 |
| | | 6 | .81-1.00 | 1 | | 1 | 1 | 1 | 1 | 1 | | | 2 |
| | | 4 | 1.01-1.20 | | | 1 | | | | | 1 | | |
| | | 51 | 1.21-1.40 | 12 | 5 | 8 | 3 | 1 | 4 | 3 | 6 | 9 | |
| | | 35 | 1.41-1.60 | 2 | 1 | 2 | 2 | 3 | 3 | 2 | 14 | 6 | |
| | | 67 | 1.61-1.80 | 4 | 7 | 11 | 4 | 3 | 4 | 4 | 22 | 8 | |
| | | 38 | 1.81-2.00 | 1 | 3 | 4 | 2 | 2 | | 1 | 18 | 7 | |
| | | 2 | 2.01-2.20 | | | | | | | | 2 | | |
| | | 209 | | 21 | 17 | 29 | 13 | 10 | 12 | 12 | 62 | 33 | |
| Checkmon (in 3 roads) | 1 2 3 4 5 6 7 8 | 2 | .81-1.00 | | | | 1 | | | | | 1 | |
| | | 4 | 1.01-1.20 | 3 | | 1 | | | | | | | |
| | | 21 | 1.21-1.40 | 5 | 2 | 1 | 1 | | 1 | 1 | 10 | | |
| | | 16 | 1.41-1.60 | | 1 | 3 | 1 | | | 1 | 10 | | |
| | | 21 | 1.61-1.80 | 2 | 3 | | 1 | 1 | 1 | 4 | 8 | 1 | |
| | | 18 | 1.81-2.00 | 1 | | 2 | 1 | | | 1 | 12 | 1 | |
| | | 3 | 2.01-2.20 | | | | | | | | 3 | | |
| | | 1 | 2.41-2.60 | | | | | | | | 1 | | |
| | | 86 | | 11 | 6 | 7 | 5 | 1 | 2 | 7 | 45 | 2 | |
| Cinder cleaners (in 2 roads) | 1 | 13 | 1.01-1.20 | | | 1 | | 2 | 2 | 1 | 7 | | |
| | | 4 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | |
| | | 17 | | | | | | | | | | | |

a Rate and time cannot be stated, as they worked by the day and piece combined.
 b Rate and time cannot be stated, as they worked by the piece.

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|-----------------------------|-------|
| 100 dolls. and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 doll | 401 to 500 doll | 501 to 600 doll | 601 to 700 doll | 701 to 800 doll | 801 to 900 doll | 901 to 1000 doll | 1001 to 1100 doll | 1101 to 1200 doll | 1201 to 1300 doll | 1301 to 1400 doll | 1401 to 1500 doll | 1501 to 1600 doll | 1601 to 1700 doll | 1701 to 1800 doll | 1801 to 1900 doll | 1901 to 2000 doll | 2001 doll and over | |
| ..... | 1 | 1 | 1 | 2 | ..... | 2 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| ..... | 1 | 1 | 1 | 2 | ..... | 2 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| 1 | ..... | ..... | 3 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| 1 | ..... | ..... | 3 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| ..... | ..... | ..... | ..... | 1 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 |
| 23 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 |
| 23 | ..... | ..... | ..... | 1 | 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 |
| 3 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 |
| 10 | 6 | 1 | 1 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 |
| 9 | ..... | 2 | ..... | 2 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 4 |
| 14 | 1 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 5 |
| 8 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 6 |
| ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 7 |
| ..... | 2 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 8 |
| ..... | 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 9 |
| 45 | 13 | 5 | 2 | 4 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 1 | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| 1 | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| ..... | ..... | 1 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| ..... | ..... | 1 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| 2 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| 2 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| 5 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| 2 | 3 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 |
| 1 | ..... | ..... | 1 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 |
| 21 | 6 | 3 | 6 | 13 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 4 |
| 3 | 4 | 3 | 3 | 2 | 20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 5 |
| 12 | 12 | 4 | 4 | 6 | 18 | 11 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 6 |
| 4 | 4 | 3 | 1 | ..... | 2 | 21 | 2 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 7 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 8 |
| 48 | 29 | 15 | 15 | 23 | 42 | 32 | 4 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | 1 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| 4 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 |
| 7 | 2 | 1 | 1 | 10 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 |
| 1 | 4 | ..... | 1 | 10 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 4 |
| 5 | 1 | 1 | 1 | 1 | 10 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 5 |
| 1 | 2 | 1 | ..... | ..... | 2 | 3 | 9 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 6 |
| ..... | ..... | ..... | ..... | ..... | 1 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 7 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 8 |
| 18 | 10 | 3 | 3 | 12 | 22 | 6 | 11 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 1 | 1 | 4 | 7 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| 1 | 1 | 4 | 7 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 2 | ..... | ..... | ..... | ..... | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 3 | 1 | 4 | 7 | ..... | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Number of employes. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | |
|--|------------------|---------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|-----|--|---|--|--|--|---|---|---|--|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | | | | | | | | | |
| City poster (in 1 road).... | 1 | 1 | \$1.21-\$1.40 | | | | | | | | | | | | | | | | 1 | | | |
| | | 1 | | | | | | | | | | | | | | | | | | 1 | | |
| Civil engineers (in 13 roads) | 1 | 1 | 1.61- 1.80 | | 1 | | | | | | | | | | | | | | | 1 | | |
| | 2 | 3 | 1.81- 2.00 | | 1 | | | | | | | | | | | | | | 1 | 1 | | |
| | 3 | 1 | 2.01- 2.20 | | | | 1 | | | | | | | | | | | | | | | |
| | 4 | 3 | 2.21- 2.40 | | | | 1 | | | | | | | | | | | | 1 | 1 | | |
| | 5 | 1 | 2.41- 2.60 | | 1 | | | | | | | | | | | | | | | | | |
| | 6 | 2 | 2.61- 2.80 | | | | | | | | | | | | 1 | | | | 1 | | | |
| | 7 | 11 | 3.21- 3.40 | | 1 | 1 | 1 | | | | | | | | 2 | | | | 2 | | 4 | |
| | 8 | 1 | 3.41- 3.60 | | | | | | | | | | | | | | | | | | 1 | |
| | 9 | 3 | 3.61- 3.80 | | | | 1 | 1 | | | | | | | | | | | | | 9 | |
| | 10 | 11 | 4.01- 4.20 | | 1 | 1 | | | | | | | | | | | | | | | 1 | |
| | 11 | 1 | 4.21- 4.40 | | | | | | | | | | | | | | | | | | | |
| | 12 | 6 | 4.81- 5.00 | | | 1 | | | | 2 | | | | | | | | | | | 3 | |
| | 13 | 3 | 5.41- 5.60 | | | | | | | | | | | | | | | | | | 1 | |
| | 14 | 1 | 5.61- 5.80 | | | | | | | | | | | | | | | | | | 1 | |
| | 15 | 1 | 6.01- 6.20 | | | | | | | | | | | | | | | | | | 1 | |
| | 16 | 3 | 6.41- 6.60 | | | | | | | | | | | | | | | | | 1 | 2 | |
| | | 52 | | | 3 | 5 | 3 | 4 | 1 | 3 | 6 | 27 | | | | | | | | | | |
| Civil engineers, assistant (in 8 roads). | 1 | 1 | .61- .80 | | | | | | 1 | | | | | | | | | | | | | |
| | 2 | 1 | 1.01- 1.20 | | | | | | | | 1 | | | | | | | | | | | |
| | 3 | 2 | 1.21- 1.40 | | | | 2 | | | | | | | | | | | | | | | |
| | 4 | 1 | 1.41- 1.60 | | | | 1 | | | | | | | | | | | | | | | |
| | 5 | 4 | 1.61- 1.80 | | | | 1 | | | | | | | | | | | | | 2 | | |
| | 6 | 4 | 1.81- 2.00 | | | 1 | | | | 1 | | | | | | | | | 1 | 1 | | |
| | 7 | 1 | 2.01- 2.20 | | | | | | | | | | | | | | | | | 1 | | |
| | 8 | 3 | 2.41- 2.60 | | | | | | | 1 | 1 | | | | | | | | | | | |
| | 9 | 3 | 2.61- 2.80 | | | | | | | | | 2 | | | | | | | | 1 | | |
| | 10 | 3 | 2.81- 3.00 | | | 1 | | | | | | | | | | | | | | 2 | | |
| | 11 | 11 | 3.21- 3.40 | | 1 | 1 | 1 | 2 | 1 | | | 2 | 3 | | | | | | | 1 | | |
| | 12 | 1 | 3.61- 3.80 | | | | | | | | | | | | | | | | | | 1 | |
| | 13 | 3 | 3.81- 4.00 | | 1 | | | | | 1 | 1 | | | | | | | | | | | |
| | 14 | 2 | 4.01- 4.20 | | | 1 | | | | | | | | | | | | | | | 1 | |
| | 15 | 1 | 4.61- 4.80 | | | | | | | | 1 | | | | | | | | | | | |
| | 16 | 3 | 4.81- 5.00 | | | | | | | | 1 | 1 | | | | | | | | | 1 | |
| | 17 | 4 | 5.61- 5.80 | | | 1 | | | 1 | 1 | | | | | | | | | | 1 | | |
| | | 48 | | | 2 | 5 | 5 | 4 | 8 | 5 | 6 | 13 | | | | | | | | | | |
| Cleaners (in 8 roads)..... | 1 | 1 | Under .21 | | | | | | | | | | | | | | | | | 1 | | |
| | 2 | 1 | .21- .40 | | | | | | | | | | | | | | | | | 1 | | |
| | 3 | 2 | .41- .60 | | | | 1 | | | | | | | | | | | | | 1 | | |
| | 4 | 9 | .61- .80 | | 1 | | | 1 | | | | | | | | | | | | 6 | | |
| | 5 | 59 | .81- 1.00 | | 12 | 7 | 8 | 4 | 3 | 4 | 11 | 10 | | | | | | | | | | |
| | 6 | 37 | 1.01- 1.20 | | 7 | 2 | 7 | 3 | 6 | 2 | 1 | 8 | 1 | | | | | | | | | |
| | 7 | 192 | 1.21- 1.40 | | 27 | 15 | 22 | 20 | 16 | 16 | 10 | 37 | 29 | | | | | | | | | |
| | 8 | 25 | 1.41- 1.60 | | 10 | 1 | | | 1 | 3 | | 5 | 4 | | | | | | | | | |
| | | 326 | | | 57 | 26 | 37 | 29 | 26 | 26 | 22 | 69 | 34 | | | | | | | | | |
| | | 7 | (a) | | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | | | | | | | | | |
| | | 333 | | | | | | | | | | | | | | | | | | | | |
| Cleaners, boiler (in 3 roads) | 1 | 1 | 1.21- 1.40 | | 1 | | | | | | | | | | | | | | | | | |
| | 2 | 2 | 1.41- 1.60 | | | | | | | | | | | | | | | | 1 | | 1 | |
| | 3 | 1 | 1.61- 1.80 | | | | | | | | | | | | | | | | | | 1 | |
| | | 4 | | | 1 | | | | | | | | | | | | | | 1 | | 2 | |
| Cleaners, brick (in 1 road). | 1 | 4 | .41- .60 | | 4 | | | | | | | | | | | | | | | | | |
| | | 4 | | | 4 | | | | | | | | | | | | | | | | | |

a Rate and time cannot be stated, as they worked by the piece.

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Number of employ-és. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|---------------------------------|------------------|----------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|-------|--|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | |
| Cleaners, car (in 35 roads) .. | 1 | 5 | Under\$.21 | ..... | 1 | ..... | ..... | 1 | ..... | ..... | ..... | 3 | ..... |  |
| | 2 | 20 | \$.21- .40 | 1 | ..... | 2 | 2 | ..... | 2 | 1 | ..... | 12 | ..... |  |
| | 3 | 34 | .41- .60 | 5 | 3 | 1 | 6 | 4 | 1 | ..... | ..... | 13 | 1 | |
| | 4 | 82 | .61- .80 | 10 | 3 | 10 | 4 | 5 | 4 | 5 | ..... | 36 | 5 | |
| | 5 | 330 | .81- 1.00 | 42 | 26 | 48 | 20 | 35 | 20 | 22 | ..... | 98 | 19 | |
| | 6 | 334 | 1.01- 1.20 | 55 | 32 | 50 | 27 | 21 | 16 | 19 | ..... | 95 | 19 | |
| | 7 | 527 | 1.21- 1.40 | 76 | 53 | 74 | 50 | 43 | 27 | 28 | ..... | 143 | 33 | |
| | 8 | 332 | 1.41- 1.60 | 39 | 32 | 57 | 30 | 26 | 25 | 17 | ..... | 91 | 15 | |
| | 9 | 12 | 1.61- 1.80 | ..... | ..... | 2 | ..... | 1 | 1 | ..... | ..... | 6 | 1 | |
| | 10 | 3 | 1.81- 2.00 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | 1 | 1 | |
| | 11 | 1 | 2.21- 2.40 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | | 1,680 | ..... | 228 | 150 | 245 | 140 | 136 | 96 | 93 | 498 | 94 | | |
| | | 21 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | | |
| | | 1,701 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |  |
| Cleaners, engine (in 12 roads). | 1 | 18 | .41- .60 | 6 | ..... | 3 | 3 | 1 | 4 | 1 | ..... | ..... | ..... |  |
| | 2 | 59 | .61- .80 | 10 | 7 | 9 | 8 | 8 | 4 | 6 | ..... | 5 | 2 | |
| | 3 | 55 | .81- 1.00 | 3 | 4 | 9 | 5 | 5 | 4 | 5 | ..... | 7 | 13 | |
| | 4 | 413 | 1.01- 1.20 | 56 | 42 | 44 | 41 | 29 | 27 | 30 | ..... | 96 | 48 | |
| | 5 | 240 | 1.21- 1.40 | 36 | 26 | 38 | 23 | 17 | 11 | 18 | ..... | 55 | 17 | |
| | 6 | 11 | 1.41- 1.60 | 3 | 2 | 1 | 1 | ..... | ..... | ..... | ..... | 3 | ..... |  |
| | 7 | 1 | 1.61- 1.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |  |
| | 8 | 2 | 2.21- 2.40 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | |
| | | 799 | ..... | 115 | 81 | 104 | 80 | 60 | 50 | 61 | 167 | 81 | | |
| | | 6 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | | |
| | | 805 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |  |
| Cleaners, grate (in 1 road). | 1 | 37 | 1.21- 1.40 | 4 | 11 | 4 | 3 | 5 | 4 | ..... | ..... | 2 | 4 | |
| | 2 | 9 | 1.41- 1.60 | 1 | 7 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | | 46 | ..... | 5 | 18 | 5 | 3 | 5 | 4 | ..... | ..... | 2 | 4 | |
| Cleaners, house (in 1 road). | 1 | 2 | 1.41- 1.60 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | | 2 | ..... | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Cleaners, lamp (in 3 roads) | 1 | 1 | .61- .80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |  |
| | 2 | 2 | 1.21- 1.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 | ..... |  |
| | 3 | 1 | 1.41- 1.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |  |
| | | 4 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 4 | ..... |  |
| Cleaners, office (in 5 roads) | 1 | 2 | Under .21 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 | ..... |  |
| | 2 | 3 | .21- .40 | ..... | ..... | ..... | 1 | ..... | 1 | ..... | ..... | 1 | ..... |  |
| | 3 | 2 | .41- .60 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 4 | 7 | .61- .80 | ..... | 1 | 1 | ..... | 2 | 1 | 1 | ..... | 1 | ..... |  |
| | 5 | 3 | .81- 1.00 | 3 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 6 | 1 | 1.01- 1.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |  |
| | 7 | 2 | 1.21- 1.40 | 1 | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... |  |
| | 8 | 5 | 1.41- 1.60 | 4 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |  |
| | | 25 | ..... | 9 | 1 | 1 | 2 | 3 | 2 | 1 | 6 | ..... |  |  |
| Cleaners, pit (in 3 roads) .. | 1 | 13 | 1.01- 1.20 | 1 | 2 | 4 | 2 | 1 | 2 | 1 | ..... | 1 | ..... |  |
| | 2 | 6 | 1.21- 1.40 | ..... | 1 | 1 | ..... | 2 | ..... | ..... | ..... | 1 | 1 | |
| | | 19 | ..... | 1 | 3 | 5 | 2 | 3 | 2 | 1 | ..... | 1 | 1 | |
| | | 3 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | |
| | | 22 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |

α Rate and time cannot be stated, as they worked by the day and piece combined.

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS —Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|-----------------------------|----|
| 100 dolls. and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 doll | 401 to 500 doll | 501 to 600 doll | 601 to 700 doll | 701 to 800 doll | 801 to 900 doll | 901 to 1000 doll | 1001 to 1100 doll | 1101 to 1200 doll | 1201 to 1300 doll | 1301 to 1400 doll | 1401 to 1500 doll | 1501 to 1600 doll | 1601 to 1700 doll | 1701 to 1800 doll | 1801 to 1900 doll | 1901 to 2000 doll | 2001 doll and over | |
| 5 | | | | | | | | | | | | | | | | | | | | | 1 |
| 10 | 10 | | | | | | | | | | | | | | | | | | | | 2 |
| 19 | 12 | 3 | | | | | | | | | | | | | | | | | | | 3 |
| 27 | 11 | 40 | 4 | | | | | | | | | | | | | | | | | | 4 |
| 119 | 57 | 62 | 92 | | | | | | | | | | | | | | | | | | 5 |
| 118 | 59 | 28 | 74 | 55 | | | | | | | | | | | | | | | | | 6 |
| 176 | 81 | 54 | 52 | 147 | 17 | | | | | | | | | | | | | | | | 7 |
| 95 | 59 | 35 | 25 | 54 | 62 | 1 | 1 | | | | | | | | | | | | | | 8 |
| | 2 | 1 | 1 | 1 | 5 | 2 | | | | | | | | | | | | | | | 9 |
| | 1 | | | | | 1 | 1 | | | | | | | | | | | | | | 10 |
| | | | 1 | | | | | | | | | | | | | | | | | | 11 |
| 509 | 292 | 223 | 249 | 257 | 84 | 4 | 2 | | | | | | | | | | | | | | |
| | 4 | 6 | 1 | 3 | 7 | | | | | | | | | | | | | | | | |
| 560 | 296 | 229 | 250 | 260 | 91 | 4 | 2 | | | | | | | | | | | | | | |
| 13 | 5 | | | | | | | | | | | | | | | | | | | | 1 |
| 30 | 19 | 9 | 1 | | | | | | | | | | | | | | | | | | 2 |
| 17 | 11 | 9 | 10 | 7 | 1 | | | | | | | | | | | | | | | | 3 |
| 134 | 60 | 52 | 81 | 82 | 4 | | | | | | | | | | | | | | | | 4 |
| 92 | 33 | 21 | 25 | 60 | 9 | | | | | | | | | | | | | | | | 5 |
| 6 | 1 | | 1 | | 3 | | | | | | | | | | | | | | | | 6 |
| | | | | | 1 | | | | | | | | | | | | | | | | 7 |
| 1 | | | | | | | | 1 | | | | | | | | | | | | | 8 |
| 293 | 129 | 91 | 118 | 149 | 18 | | | 1 | | | | | | | | | | | | | |
| | 1 | | | 2 | | 3 | | | | | | | | | | | | | | | |
| 293 | 130 | 91 | 118 | 151 | 18 | 3 | | 1 | | | | | | | | | | | | | |
| 17 | 5 | 9 | | 3 | 3 | | | | | | | | | | | | | | | | 1 |
| 8 | 1 | | | | | | | | | | | | | | | | | | | | 2 |
| 25 | 6 | 9 | | 3 | 3 | | | | | | | | | | | | | | | | |
| 2 | | | | | | | | | | | | | | | | | | | | | 1 |
| 2 | | | | | | | | | | | | | | | | | | | | | |
| | | 1 | | | | | | | | | | | | | | | | | | | 1 |
| | | | | 2 | | | | | | | | | | | | | | | | | 2 |
| | | | | 1 | | | | | | | | | | | | | | | | | 3 |
| | | 1 | | 3 | | | | | | | | | | | | | | | | | |
| 2 | | | | | | | | | | | | | | | | | | | | | 1 |
| 2 | 1 | | | | | | | | | | | | | | | | | | | | 2 |
| 2 | | | | | | | | | | | | | | | | | | | | | 3 |
| 2 | 4 | 1 | | | | | | | | | | | | | | | | | | | 4 |
| 3 | | | | | | | | | | | | | | | | | | | | | 5 |
| | | | | 1 | | | | | | | | | | | | | | | | | 6 |
| 1 | | 1 | | | | | | | | | | | | | | | | | | | 7 |
| 4 | | | | | 1 | | | | | | | | | | | | | | | | 8 |
| 16 | 5 | 2 | | 1 | 1 | | | | | | | | | | | | | | | | |
| 6 | 4 | 3 | | | | | | | | | | | | | | | | | | | 1 |
| 1 | 1 | 2 | | 2 | | | | | | | | | | | | | | | | | 2 |
| 7 | 5 | 5 | | 2 | | | | | | | | | | | | | | | | | |
| | 1 | 1 | 1 | | | | | | | | | | | | | | | | | | |
| 7 | 6 | 6 | 1 | 2 | | | | | | | | | | | | | | | | | |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Number of employ- ees. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|--|------------------|---------------------------|---|--|-------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|-----------------------------|-------|-------|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | |
| Cleaners, reservoir (in 1 road). | 1 | 1 | \$0.61-\$0.80 | ----- | 1 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| | 3 | 3 | .81-1.00 | ----- | 2 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| | 3 | 15 | 1.01-1.20 | ----- | 6 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| | 4 | 144 | 1.21-1.40 | ----- | 70 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| | 5 | 2 | 1.41-1.60 | ----- | ----- | ----- | 2 | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| | | 165 | ----- | 76 | 44 | 45 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Cleaners, shop (in 3 roads). | 1 | 12 | .81-1.00 | 3 | 1 | 1 | ----- | 3 | ----- | ----- | ----- | ----- | ----- | 4 |
| | 2 | 12 | 1.21-1.40 | 1 | 4 | 2 | ----- | 2 | ----- | 1 | ----- | ----- | ----- | 2 |
| | 3 | 3 | 1.41-1.60 | 2 | ----- | ----- | 1 | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| | | 27 | ----- | 6 | 5 | 4 | ----- | 5 | 1 | ----- | ----- | ----- | 6 | ----- |
| Cleaners, station (in 9 roads). | 1 | 15 | Under .21 | ----- | 1 | 1 | ----- | ----- | 2 | 1 | ----- | ----- | ----- | 10 |
| | 2 | 12 | .21- .40 | ----- | ----- | ----- | 4 | 1 | 2 | ----- | ----- | ----- | ----- | 5 |
| | 3 | 2 | .41- .60 | ----- | ----- | ----- | ----- | 1 | ----- | ----- | ----- | ----- | ----- | 1 |
| | 4 | 4 | .61- .80 | 1 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 2 |
| | 5 | 4 | .81-1.00 | ----- | 1 | 1 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 2 |
| | 6 | 6 | 1.01-1.20 | 1 | ----- | ----- | ----- | 1 | 1 | ----- | ----- | ----- | ----- | 2 |
| | 7 | 7 | 1.21-1.40 | 3 | 1 | 1 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 2 |
| | 8 | 5 | 1.41-1.60 | 2 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 1 | ----- | ----- |
| | 9 | 1 | 1.81-2.00 | 1 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 2 |
| | | 56 | ----- | 8 | 3 | 3 | 6 | 6 | 4 | 2 | ----- | ----- | 24 | ----- |
| Cleaners, station, and attendants (in 1 road). | 1 | 3 | Under .21 | ----- | ----- | ----- | 1 | ----- | ----- | ----- | ----- | ----- | ----- | 2 |
| | 2 | 3 | .21- .40 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 3 |
| | 3 | 1 | .61- .80 | 1 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| | 4 | 8 | .81-1.00 | 1 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 7 |
| | | 15 | ----- | 2 | ----- | ----- | 1 | ----- | ----- | ----- | ----- | ----- | 12 | ----- |
| Cleaners, waiting room (in 2 roads). | 1 | 2 | Under .21 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 2 |
| | 2 | 1 | .21- .40 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 1 |
| | 3 | 5 | .61- .80 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 5 |
| | 4 | 9 | .81-1.00 | 2 | ----- | 1 | ----- | 1 | 1 | ----- | ----- | ----- | ----- | 4 |
| | 5 | 1 | 1.01-1.20 | 1 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 4 |
| | | 18 | ----- | 3 | ----- | 1 | ----- | 1 | 1 | ----- | ----- | ----- | 12 | ----- |
| Cleaners, yard (in 4 roads). | 1 | 2 | .81-1.00 | ----- | ----- | ----- | ----- | 1 | ----- | ----- | ----- | ----- | ----- | 1 |
| | 2 | 25 | 1.01-1.20 | 1 | 3 | 2 | ----- | ----- | 1 | 1 | 6 | 9 | 3 | |
| | 3 | 11 | 1.21-1.40 | 5 | 1 | 2 | ----- | 1 | ----- | ----- | 1 | 1 | ----- | |
| | | 38 | ----- | 6 | 4 | 4 | ----- | 2 | 1 | 7 | 11 | 3 | ----- | |
| Cleaters (in 1 road)..... | 1 | 11 | .81-1.00 | 3 | 5 | 1 | ----- | 1 | 1 | ----- | ----- | ----- | ----- | ----- |
| | | 11 | ----- | 3 | 5 | 1 | ----- | 1 | 1 | ----- | ----- | ----- | ----- | ----- |
| Clerks (in 46 roads) | 1 | 4 | Under .21 | ----- | ----- | ----- | 1 | ----- | ----- | ----- | ----- | ----- | ----- | 3 |
| | 2 | 43 | .21- .40 | ----- | 10 | 3 | 6 | 5 | 3 | 2 | 14 | ----- | ----- | |
| | 3 | 115 | .41- .60 | 10 | 15 | 18 | 15 | 12 | 16 | 5 | 17 | 7 | ----- | |
| | 4 | 144 | .61- .80 | 7 | 15 | 22 | 19 | 15 | 12 | 8 | 37 | 9 | ----- | |
| | 5 | 515 | .81-1.00 | 54 | 57 | 80 | 54 | 58 | 29 | 34 | 123 | 26 | ----- | |
| | 6 | 498 | 1.01-1.20 | 49 | 46 | 60 | 58 | 51 | 42 | 24 | 150 | 18 | ----- | |
| | 7 | 958 | 1.21-1.40 | 88 | 66 | 112 | 98 | 89 | 73 | 55 | 321 | 56 | ----- | |
| | 8 | 928 | 1.41-1.60 | 84 | 53 | 85 | 74 | 67 | 61 | 49 | 416 | 39 | ----- | |
| | 9 | 1,389 | 1.61-1.80 | 128 | 107 | 162 | 105 | 92 | 79 | 81 | 578 | 57 | ----- | |
| | 10 | 1,313 | 1.81-2.00 | 107 | 92 | 134 | 94 | 69 | 62 | 80 | 620 | 55 | ----- | |
| | 11 | 397 | 2.01-2.20 | 16 | 18 | 28 | 24 | 26 | 15 | 22 | 230 | 18 | ----- | |
| | 12 | 339 | 2.21-2.40 | 25 | 20 | 24 | 21 | 21 | 13 | 19 | 185 | 11 | ----- | |
| | 13 | 401 | 2.41-2.60 | 24 | 19 | 35 | 20 | 21 | 23 | 20 | 226 | 13 | ----- | |
| | 14 | 230 | 2.61-2.80 | 5 | 15 | 11 | 6 | 11 | 7 | 6 | 154 | 15 | ----- | |
| | 15 | 127 | 2.81-3.00 | 5 | 6 | 6 | 12 | 11 | 9 | 6 | 63 | 3 | ----- | |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|-----------------------------|-------|
| 100' dolls and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 doll | 401 to 500 doll | 501 to 600 doll | 601 to 700 doll | 701 to 800 doll | 801 to 900 doll | 901 to 1000 doll | 1001 to 1100 doll | 1101 to 1200 doll | 1201 to 1300 doll | 1301 to 1400 doll | 1401 to 1500 doll | 1501 to 1600 doll | 1601 to 1700 doll | 1701 to 1800 doll | 1801 to 1900 doll | 1901 to 2000 doll | 2001 doll and over | |
| 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| 3 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 |
| 15 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 |
| 137 | ..... | 7 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 4 |
|  | ..... | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 5 |
| 156 | 9 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 5 | 3 | ..... | 4 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| 7 | ..... | 3 | ..... | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 |
| 2 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 |
| 14 | 4 | 3 | 4 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 15 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 10 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| 1 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 |
| 2 | ..... | ..... | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 |
| 2 | ..... | ..... | 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 4 |
| 1 | ..... | 2 | ..... | 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 5 |
| 1 | ..... | ..... | 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 6 |
| 5 | ..... | ..... | 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 7 |
| 2 | ..... | ..... | ..... | 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 8 |
| 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 9 |
| 39 | 5 | 5 | 4 | 2 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 3 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 2 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 |
| 1 | ..... | ..... | ..... | 7 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 |
| 7 | 1 | ..... | 7 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 4 |
| 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 3 | 2 | 5 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 |
| 7 | 2 | 7 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 |
| 6 | 1 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 6 | ..... | 2 | 11 | 6 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| 6 | 2 | 1 | 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 |
| 12 | 3 | 3 | 13 | 7 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 |
| 9 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 9 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 4 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 32 | 11 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| 69 | 38 | 8 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 |
| 65 | 33 | 46 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 |
| 205 | 106 | 97 | 107 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 4 |
| 142 | 103 | 69 | 59 | 125 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 5 |
| 213 | 166 | 118 | 98 | 335 | 28 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 6 |
| 174 | 112 | 77 | 71 | 137 | 353 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 7 |
| 291 | 158 | 114 | 101 | 100 | 501 | 124 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 8 |
| 200 | 147 | 93 | 66 | 69 | 116 | 343 | 279 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 9 |
| 34 | 25 | 26 | 24 | 14 | 22 | 43 | 207 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 10 |
| 42 | 20 | 19 | 19 | 16 | 11 | 22 | 54 | 134 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 11 |
| 40 | 30 | 20 | 13 | 15 | 19 | 18 | 48 | 175 | 23 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 12 |
| 15 | 10 | 7 | 5 | 10 | 6 | 3 | 6 | 30 | 97 | 41 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 13 |
| 8 | 5 | 4 | 9 | 6 | 9 | 5 | 4 | 18 | 11 | 45 | 3 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 14 |

REPORT OF THE COMMISSIONER OF LABOR.

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Number of employ- ees. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | |
|--|------------------|---------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|-----|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | |
| Clerks (in 46 roads)—con- cluded. | 16 | 36 | \$3.01-\$3.20 | --- | --- | 3 | 3 | --- | 2 | 1 | 27 | --- | |
| | 17 | 132 | 3.21- 3.40 | 1 | 2 | 12 | 4 | 4 | 4 | 5 | 92 | 8 | |
| | 18 | 11 | 3.41- 3.60 | --- | --- | --- | 2 | --- | 1 | --- | 8 | --- | |
| | 19 | 44 | 3.61- 3.80 | --- | 3 | 2 | 2 | 1 | 2 | 1 | 30 | 3 | |
| | 20 | 31 | 3.81- 4.00 | 1 | --- | --- | 2 | 1 | 1 | 2 | 21 | 3 | |
| | 21 | 48 | 4.01- 4.20 | 1 | 2 | 2 | 3 | 3 | 4 | 2 | 29 | 2 | |
| | 22 | 4 | 4.21- 4.40 | --- | --- | --- | --- | --- | --- | --- | 4 | --- | |
| | 23 | 19 | 4.41- 4.60 | --- | --- | 1 | 2 | 3 | 2 | --- | 11 | --- | |
| | 24 | 6 | 4.61- 4.80 | --- | --- | 1 | --- | --- | 2 | --- | 3 | --- | |
| | 25 | 23 | 4.81- 5.00 | --- | 1 | 2 | 1 | 1 | 1 | 2 | 14 | 1 | |
| | 26 | 1 | 5.01- 5.20 | --- | --- | --- | --- | --- | --- | --- | 1 | --- | |
| | 27 | 6 | 5.41- 5.60 | --- | --- | --- | --- | 1 | --- | --- | 5 | --- | |
| | 28 | 3 | 5.61- 5.80 | --- | --- | 1 | --- | --- | --- | --- | 2 | --- | |
| | 29 | 1 | 6.21- 6.40 | --- | --- | --- | --- | --- | --- | --- | 1 | --- | |
| | 30 | 4 | 6.41- 6.60 | --- | --- | --- | --- | 1 | --- | --- | 3 | --- | |
| | | | 7,770 | ----- | 605 | 547 | 804 | 626 | 563 | 463 | 424 | 3,394 | 344 |
| Clerk and cashier (in 1 road). | 1 | 1 | 2.61- 2.80 | --- | --- | --- | --- | --- | --- | --- | 1 | --- | |
| | | 1 | ----- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | |
| Clerks and passenger agents (in 1 road). | 1 | 2 | 2.21- 2.40 | --- | 1 | --- | --- | --- | --- | --- | 1 | --- | |
| | | 2 | ----- | --- | 1 | --- | --- | --- | --- | --- | 1 | --- | |
| Clerks and telegraph oper- ators (in 18 roads). | 1 | 1 | Under .21 | --- | --- | --- | --- | 1 | --- | --- | --- | --- | |
| | 2 | 2 | .21- .40 | --- | --- | --- | 1 | --- | 1 | --- | --- | --- | |
| | 3 | 6 | .41- .60 | --- | 1 | 1 | --- | 1 | --- | 1 | 1 | --- | |
| | 4 | 9 | .61- .80 | 3 | --- | --- | 1 | 1 | 3 | --- | 1 | --- | |
| | 5 | 38 | .81- 1.00 | 7 | 8 | 5 | 2 | 3 | 3 | 2 | 8 | --- | |
| | 6 | 25 | 1.01- 1.20 | 2 | 4 | 2 | 2 | 2 | 3 | 1 | 8 | 1 | |
| | 7 | 38 | 1.21- 1.40 | 6 | 3 | 3 | 4 | 2 | 2 | 1 | 15 | 2 | |
| | 8 | 57 | 1.41- 1.60 | 10 | 3 | 5 | 6 | 5 | 2 | 2 | 24 | --- | |
| | 9 | 63 | 1.61- 1.80 | 8 | 6 | 5 | 5 | 4 | 3 | 5 | 27 | --- | |
| | 10 | 47 | 1.81- 2.00 | 6 | 10 | 3 | --- | 1 | --- | 2 | 22 | 8 | |
| | 11 | 14 | 2.01- 2.20 | 1 | --- | 2 | --- | 1 | 1 | 4 | 5 | --- | |
| | 12 | 6 | 2.21- 2.40 | --- | 1 | --- | 1 | 1 | --- | --- | 3 | --- | |
| | 13 | 10 | 2.41- 2.60 | 1 | 1 | 1 | --- | --- | --- | --- | 7 | --- | |
| | 14 | 1 | 2.81- 3.00 | --- | --- | 1 | --- | --- | --- | --- | --- | --- | |
| | | 317 | ----- | 44 | 37 | 29 | 22 | 24 | 15 | 18 | 121 | 7 | |
| | | 1 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | |
| | | 318 | ----- | --- | --- | --- | --- | --- | --- | --- | --- | --- | |
| Clerks and ticket agents (in 2 roads). | 1 | 1 | 1.21- 1.40 | --- | --- | --- | --- | --- | 1 | --- | --- | --- | |
| | 2 | 1 | 2.01- 2.20 | --- | --- | --- | --- | --- | --- | --- | 1 | --- | |
| | | 2 | ----- | --- | --- | --- | --- | --- | 1 | --- | 1 | --- | |
| Clerks and timekeepers (in 2 roads). | 1 | 1 | 1.21- 1.40 | --- | --- | --- | --- | --- | --- | --- | 1 | --- | |
| | 2 | 1 | 1.61- 1.80 | --- | --- | --- | --- | --- | --- | --- | 1 | --- | |
| | 3 | 1 | 1.81- 2.00 | --- | --- | --- | --- | --- | --- | --- | 1 | --- | |
| | 4 | 1 | 2.21- 2.40 | --- | --- | --- | --- | --- | --- | --- | 1 | --- | |
| | 5 | 1 | 2.41- 2.60 | --- | --- | --- | --- | --- | --- | --- | 1 | --- | |
| | | 5 | ----- | --- | --- | --- | --- | --- | --- | 5 | --- | | |
| Clerk and weighmaster (in 1 road). | 1 | 1 | 1.21- 1.40 | --- | --- | 1 | --- | --- | --- | --- | --- | --- | |
| | | 1 | ----- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | |

a Rate and time cannot be stated, as he worked by the day and received commission.

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Num-ber of em-ploy-ees. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | | | |
|---------------------------------|------------------|-------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|---|---|---|--|--|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | | | | |
| Climbers (in 5 roads) | 1 | 5 | \$1.21-\$1.40 | 3 | 2 | | | | | | | | | | | | |
| | 2 | 2 | 1.41- 1.60 | | | 2 | | | | | | | | | | | |
| | 3 | 17 | 1.61- 1.80 | 2 | 2 | 7 | 5 | 1 | | | | | | | | | |
| | 4 | 22 | 1.81- 2.00 | 10 | 3 | 2 | 2 | 2 | 3 | | | | | | | | |
| | | 46 | | 15 | 7 | 11 | 7 | 3 | 3 | | | | | | | | |
| Coal dumpers (in 1 road) | 1 | 1 | .81- 1.00 | | 1 | | | | | | | | | | | | |
| | 2 | 20 | 1.01- 1.20 | 9 | 3 | 2 | 1 | | 1 | | | | | | 4 | | |
| | 3 | 4 | 1.21- 1.40 | 1 | | | | | | | | 1 | | 2 | | | |
| | | 25 | | 10 | 4 | 2 | 1 | | 1 | 1 | 6 | | | | | | |
| Coalers (in 6 roads) | 1 | 3 | .81- 1.00 | 2 | | | | | | | | | | | 1 | | |
| | 2 | 44 | 1.01- 1.20 | 21 | 4 | 9 | 1 | 2 | 2 | 1 | 4 | | | | | | |
| | 3 | 46 | 1.21- 1.40 | 16 | 5 | 2 | 2 | 4 | 4 | 2 | 5 | 6 | | | | | |
| | 4 | 15 | 1.41- 1.60 | | 2 | 2 | 2 | | | 1 | 6 | 2 | | | | | |
| | 5 | 1 | 1.61- 1.80 | | 1 | | | | | | | | | | | | |
| | 109 | | 39 | 12 | 13 | 5 | 6 | 6 | 4 | 16 | 8 | | | | | | |
| Coalers and wipers (in 1 road). | 1 | 23 | 1.01- 1.20 | 8 | 2 | 6 | 3 | 3 | | 2 | 3 | 1 | | | | | |
| | 2 | 98 | 1.21- 1.40 | 33 | 11 | 27 | 8 | 5 | 3 | 2 | 3 | 1 | | | | | |
| | | 126 | | 46 | 13 | 33 | 11 | 8 | 3 | 4 | 6 | 2 | | | | | |
| Coal handlers (in 4 roads) | 1 | 7 | .81- 1.00 | 3 | 2 | 2 | | | | | | | | | | | |
| | 2 | 52 | 1.01- 1.20 | 19 | 11 | 10 | 1 | 2 | 3 | 2 | 2 | 2 | | | | | |
| | 3 | 154 | 1.21- 1.40 | 65 | 27 | 15 | 11 | 7 | 5 | 3 | 17 | 4 | | | | | |
| | 4 | 6 | 1.41- 1.60 | 4 | 1 | | | | | | 1 | | | | | | |
| | 5 | 258 | 1.81- 2.00 | 109 | 42 | 45 | 33 | 24 | 4 | 1 | | | | | | | |
| | 6 | 1 | 2.61- 2.80 | 1 | | | | | | | | | | | | | |
| | 7 | 18 | 2.81- 3.00 | | 1 | 4 | 9 | 4 | | | | | | | | | |
| | 496 | | 201 | 84 | 76 | 54 | 37 | 12 | 6 | 20 | 6 | | | | | | |
| Coal heavers (in 11 roads) | 1 | 2 | .41- .60 | | 1 | | | | | | | 1 | | | | | |
| | 2 | 58 | .81- 1.00 | 24 | 7 | 15 | 4 | 1 | | | | 5 | 1 | | | | |
| | 3 | 263 | 1.01- 1.20 | 90 | 37 | 43 | 18 | 11 | 14 | 13 | 24 | 13 | | | | | |
| | 4 | 267 | 1.21- 1.40 | 118 | 42 | 37 | 17 | 18 | 6 | 5 | 18 | 6 | | | | | |
| | 5 | 156 | 1.41- 1.60 | 54 | 20 | 20 | 6 | 11 | 7 | 5 | 26 | 7 | | | | | |
| | 6 | 36 | 1.61- 1.80 | 16 | 2 | 4 | 4 | 4 | 2 | 1 | 3 | 2 | | | | | |
| | 7 | 35 | 1.81- 2.00 | 18 | 4 | 9 | | 2 | | | 2 | | | | | | |
| | 817 | | 320 | 113 | 126 | 49 | 47 | 29 | 26 | 78 | 29 | | | | | | |
| | 47 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | | | | | | |
| | 864 | | | | | | | | | | | | | | | | |
| Coal passers (in 1 road) ... | 1 | 13 | .41- .60 | 7 | 4 | 1 | | | | | | | | | | | |
| | 2 | 1 | .61- .80 | | | | | | 1 | | | | | | | | |
| | | 14 | | 7 | 4 | 1 | | | 1 | 1 | | | | | | | |
| Coal shovellers (in 6 roads) | 1 | 1 | 1.01- 1.20 | | | | | | | | | | | | 1 | | |
| | 2 | 9 | 1.21- 1.40 | | 4 | | | | | | | | | | 1 | | |
| | 3 | 159 | 1.41- 1.60 | 85 | 10 | 16 | 5 | 8 | 5 | 4 | 22 | 4 | | | | | |
| | 4 | 9 | 1.61- 1.80 | 1 | | 3 | 5 | | | | | | | | | | |
| | 5 | 9 | 1.81- 2.00 | 9 | | | | | | | | | | | | | |
| | 187 | | 95 | 14 | 19 | 10 | 8 | 6 | 4 | 24 | 7 | | | | | | |

(a) Rate and time cannot be stated, as they worked by the day and piece combined.

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|---------------------|---|
| 100 dolls. and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 doll | 401 to 500 doll | 501 to 600 doll | 601 to 700 doll | 701 to 800 doll | 801 to 900 doll | 901 to 1000 doll | 1001 to 1100 doll | 1101 to 1200 doll | 1201 to 1300 doll | 1301 to 1400 doll | 1401 to 1500 doll | 1501 to 1600 doll | 1601 to 1700 doll | 1701 to 1800 doll | 1801 to 1900 doll | 1901 to 2000 doll | 2001 and over | |
| 5 | | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | 1 | | | | | | | | | | | | | | | | | | | | 2 |
| 5 | 6 | 5 | 1 | | | | | | | | | | | | | | | | | | 3 |
| 13 | 2 | 2 | 2 | 3 | | | | | | | | | | | | | | | | | 4 |
| 24 | 9 | 7 | 3 | 3 | | | | | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| 14 | 1 | 1 | 3 | 1 | | | | | | | | | | | | | | | | | 2 |
| 1 | | | 2 | 1 | | | | | | | | | | | | | | | | | 3 |
| 16 | 1 | 1 | 5 | 2 | | | | | | | | | | | | | | | | | |
| 2 | | | 1 | | | | | | | | | | | | | | | | | | 1 |
| 33 | 2 | 4 | 3 | 2 | | | | | | | | | | | | | | | | | 2 |
| 23 | 2 | 7 | 3 | 9 | 2 | | | | | | | | | | | | | | | | 3 |
| 3 | 3 | | | 4 | 3 | 2 | | | | | | | | | | | | | | | 4 |
| 1 | | | | | | | | | | | | | | | | | | | | | 5 |
| 62 | 7 | 11 | 7 | 15 | 5 | 2 | | | | | | | | | | | | | | | |
| 13 | 7 | 2 | 3 | 3 | | | | | | | | | | | | | | | | | 1 |
| 66 | 18 | 8 | 2 | 4 | | | | | | | | | | | | | | | | | 2 |
| 79 | 25 | 10 | 5 | 7 | | | | | | | | | | | | | | | | | |
| 7 | | | | | | | | | | | | | | | | | | | | | 1 |
| 37 | 4 | 5 | 4 | 2 | | | | | | | | | | | | | | | | | 2 |
| 100 | 19 | 11 | 4 | 17 | 3 | | | | | | | | | | | | | | | | 3 |
| 5 | | | | | 1 | | | | | | | | | | | | | | | | 4 |
| 151 | 43 | 33 | 23 | 7 | 1 | | | | | | | | | | | | | | | | 5 |
| 1 | | | | | | | | | | | | | | | | | | | | | 6 |
| | 2 | 3 | 6 | 7 | | | | | | | | | | | | | | | | | 7 |
| 301 | 68 | 52 | 37 | 33 | 5 | | | | | | | | | | | | | | | | |
| 1 | 1 | | | | | | | | | | | | | | | | | | | | 1 |
| 46 | 5 | 2 | 4 | 1 | | | | | | | | | | | | | | | | | 2 |
| 160 | 36 | 22 | 24 | 22 | 1 | | | | | | | | | | | | | | | | 3 |
| 180 | 37 | 20 | 8 | 19 | 3 | | | | | | | | | | | | | | | | 4 |
| 86 | 11 | 14 | 7 | 25 | 13 | | | | | | | | | | | | | | | | 5 |
| 18 | 2 | 4 | 5 | 1 | 2 | 2 | | 1 | 1 | | | | | | | | | | | | 6 |
| 22 | 8 | 1 | 2 | | | | | 2 | | | | | | | | | | | | | 7 |
| 513 | 100 | 63 | 48 | 68 | 19 | 2 | 3 | 1 | | | | | | | | | | | | | |
| 28 | 7 | 3 | 1 | 2 | 6 | | | | | | | | | | | | | | | | |
| 541 | 107 | 66 | 49 | 70 | 25 | 2 | 3 | 1 | | | | | | | | | | | | | |
| 12 | 1 | | | | | | | | | | | | | | | | | | | | 1 |
| | 1 | | | | | | | | | | | | | | | | | | | | 2 |
| 12 | 2 | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| | | | 1 | | | | | | | | | | | | | | | | | | 1 |
| 4 | | | 1 | 4 | | | | | | | | | | | | | | | | | 2 |
| 99 | 16 | 9 | 6 | 10 | 19 | | | | | | | | | | | | | | | | 3 |
| 3 | 2 | 4 | | | | | | | | | | | | | | | | | | | 4 |
| 9 | | | | | | | | | | | | | | | | | | | | | 5 |
| 115 | 18 | 13 | 8 | 14 | 19 | | | | | | | | | | | | | | | | |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 163, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Number of employ-ees. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|--------------------------------------|------------------|-----------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|----|---|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | |
| Collectors (in 14 roads).... | 1 | 2 | \$0.61-\$0.80 | | | | | | | | 1 | 1 | | |
| | 2 | 2 | .81-1.00 | | | | | 1 | | | | | | |
| | 3 | 3 | 1.01-1.20 | | 1 | | | | 1 | | | | 1 | |
| | 4 | 35 | 1.21-1.40 | 2 | 4 | 2 | 2 | 12 | 5 | | | | 6 | 2 |
| | 5 | 12 | 1.41-1.60 | | | | 1 | | | 1 | 3 | | 4 | 1 |
| | 6 | 2 | 1.61-1.80 | | | | | | | | | | 2 | |
| | 7 | 9 | 1.81-2.00 | | 1 | | | | 1 | | | | 6 | 1 |
| | 8 | 8 | 2.01-2.20 | | | 1 | | | | | | | 6 | |
| | 9 | 1 | 2.21-2.40 | | | | | | | 1 | | | | |
| | 10 | 2 | 2.61-2.80 | | | | | | | | | | 1 | 1 |
| | 11 | 1 | 2.81-3.00 | | | | | | 1 | | | | | |
| | 12 | 1 | 3.01-3.20 | | | | | | | | | | 1 | |
| | 13 | 1 | 3.61-3.80 | | | | | | | | | | 1 | |
| | | | 79 | | 2 | 8 | 3 | 3 | 15 | 10 | 4 | | 29 | 5 |
| Collectors, ticket (in 1 road). | 1 | 12 | 1.21-1.40 | 2 | | 2 | 5 | 2 | | | | | 1 | |
| | 2 | 2 | 1.41-1.60 | | | | 1 | | | | | | 1 | |
| | | 14 | | 2 | | 2 | 6 | 2 | | | | | 2 | |
| Collectors, tollgate (in 2 roads). | 1 | 1 | 1.01-1.20 | | | | | | | | | | 1 | |
| | 2 | 1 | 2.81-3.00 | | | | | | | | 1 | | | |
| | | 2 | | | | | | | | | 1 | 1 | | |
| Comptrollers, track (in 1 road). | 1 | 1 | 1.21-1.40 | | | | | | | | | | 1 | |
| | 2 | 1 | 2.41-2.60 | | | | | | | | | | 1 | |
| | | 2 | | | | | | | | | | | 2 | |
| Conductors (in 48 roads) .. | 1 | 2 | 1.21-1.40 | | | 1 | | | | | | | 1 | |
| | 2 | 13 | 1.41-1.60 | 2 | 2 | 3 | 2 | | 2 | | | | 2 | |
| | 3 | 25 | 1.61-1.80 | 2 | 6 | 3 | 5 | 1 | 2 | 1 | 3 | | 2 | |
| | 4 | 82 | 1.81-2.00 | 16 | 7 | 10 | 9 | 5 | 6 | 7 | 22 | | | |
| | 5 | 50 | 2.01-2.20 | 4 | 6 | 4 | 1 | 6 | 2 | 7 | 15 | | 5 | |
| | 6 | 144 | 2.21-2.40 | 21 | 9 | 12 | 17 | 8 | 6 | 10 | 59 | | 2 | |
| | 7 | 219 | 2.41-2.60 | 32 | 13 | 19 | 23 | 12 | 13 | 42 | 62 | | 3 | |
| | 8 | 174 | 2.61-2.80 | 32 | 13 | 21 | 10 | 7 | 8 | 21 | 55 | | 7 | |
| | 9 | 165 | 2.81-3.00 | 31 | 7 | 5 | 10 | 10 | 9 | 16 | 63 | | 14 | |
| | 10 | 45 | 3.01-3.20 | 5 | | 1 | 1 | 1 | | 1 | 35 | | 1 | |
| | 11 | 33 | 3.21-3.40 | 6 | 1 | 1 | 1 | | 2 | 7 | 15 | | | |
| | 12 | 34 | 3.41-3.60 | 2 | | 4 | | 1 | | 6 | 21 | | | |
| | 13 | 8 | 3.61-3.80 | | | | | | | 5 | 3 | | | |
| | 14 | 34 | 3.81-4.00 | 1 | | | 1 | | 1 | 13 | 18 | | | |
| | 15 | 12 | 4.41-4.60 | | | | | | | 5 | 7 | | | |
| | | 1,040 | | 154 | 64 | 84 | 80 | 51 | 51 | 141 | 381 | 34 | | |
| | | 42 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | | |
| | | 1,082 | | | | | | | | | | | | |
| Conductors, coal train (in 1 road). | 1 | 2 | 1.81-2.00 | 1 | 1 | | | | | | | | | |
| | 2 | 4 | 2.21-2.40 | | 1 | | 1 | | | | | | | |
| | 3 | 50 | 2.41-2.60 | | 3 | 5 | 6 | 1 | 2 | 11 | 19 | 3 | | |
| | 4 | 1 | 2.61-2.80 | | | | | | | 1 | | | | |
| | | 57 | | 1 | 5 | 5 | 7 | 2 | 2 | 13 | 19 | 3 | | |
| | 8 | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | | | |
| | 65 | | | | | | | | | | | | | |
| Conductors, dining car (in 2 roads). | 1 | 2 | 1.81-2.00 | | | | 1 | | 1 | | | | | |
| | 2 | 5 | 2.41-2.60 | 2 | | | 1 | 1 | | | | 1 | | |
| | | 7 | | 2 | | | 2 | 1 | 1 | | | 1 | | |

a Rate and time cannot be stated, as they worked by the day, mile, and trip.

b Rate and time cannot be stated, as they worked by the day and trip combined.

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Number of employ- ees. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | | | |
|---|------------------|---------------------------|---|--|-------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|-----------------------------|-----|-----|-----|-----|-----|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | | | | |
| Conductors, freight (in 26 roads). | 1 | 1 | \$0.81-\$1.00 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| | 2 | 3 | 1.41-1.60 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| | 3 | 11 | 1.61-1.80 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| | 4 | 109 | 1.81-2.00 | 22 | 13 | 13 | 13 | 7 | 13 | 16 | 12 | 16 | 12 | 16 | 12 | 16 | 12 |
| | 5 | 60 | 2.01-2.20 | 9 | 3 | 3 | 1 | 7 | 14 | 7 | 16 | 50 | 6 | 15 | 25 | 5 | 6 |
| | 6 | 151 | 2.21-2.40 | 19 | 10 | 21 | 8 | 7 | 14 | 16 | 50 | 6 | 15 | 25 | 5 | 6 | 15 |
| | 7 | 585 | 2.41-2.60 | 48 | 29 | 41 | 47 | 27 | 46 | 88 | 178 | 81 | 178 | 81 | 178 | 81 | 178 |
| | 8 | 671 | 2.61-2.80 | 89 | 52 | 84 | 50 | 42 | 50 | 131 | 149 | 24 | 131 | 149 | 24 | 131 | 149 |
| | 9 | 404 | 2.81-3.00 | 46 | 32 | 43 | 25 | 20 | 38 | 52 | 121 | 22 | 52 | 121 | 22 | 52 | 121 |
| | 10 | 27 | 3.01-3.20 | 3 | 3 | 3 | 2 | 2 | 4 | 5 | 6 | 2 | 5 | 6 | 2 | 5 | 6 |
| | 11 | 22 | 3.21-3.40 | 8 | 1 | 8 | 2 | 1 | 1 | 3 | 3 | 1 | 3 | 3 | 1 | 3 | 3 |
| | 12 | 1 | 3.41-3.60 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| | 13 | 11 | 3.61-3.80 | 4 | 4 | 4 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| | | 2,056 | | 253 | 142 | 226 | 151 | 115 | 167 | 317 | 545 | 140 | 317 | 545 | 140 | 317 | |
| | | 696 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | |
| | | 2,752 | | | | | | | | | | | | | | | |
| Conductors, freight and passenger (in 6 roads). | 1 | 1 | 2.01-2.20 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |
| | 2 | 1 | 2.41-2.60 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |
| | 3 | 3 | 2.61-2.80 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |
| | 4 | 7 | 2.81-3.00 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |
| | 5 | 3 | 3.21-3.40 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |
| | | 15 | | 1 | 3 | 1 | 1 | 1 | 2 | 4 | 1 | 1 | 2 | 4 | 1 | 1 | |
| | | 15 | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | |
| | | 30 | | | | | | | | | | | | | | | |
| Conductors, passenger (in 27 roads). | 1 | 1 | .41-.60 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |
| | 2 | 1 | .81-1.00 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |
| | 3 | 1 | 1.21-1.40 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |
| | 4 | 2 | 1.41-1.60 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |
| | 5 | 11 | 1.61-1.80 | 5 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |
| | 6 | 14 | 1.81-2.00 | 6 | 1 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |
| | 7 | 18 | 2.01-2.20 | 4 | 1 | 3 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |
| | 8 | 23 | 2.21-2.40 | 6 | 4 | 1 | 3 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |
| | 9 | 104 | 2.41-2.60 | 16 | 1 | 4 | 2 | 10 | 5 | 8 | 43 | 15 | 8 | 43 | 15 | 8 | |
| | 10 | 97 | 2.61-2.80 | 13 | 8 | 4 | 6 | 9 | 3 | 10 | 37 | 7 | 10 | 37 | 7 | 10 | |
| | 11 | 252 | 2.81-3.00 | 79 | 16 | 14 | 19 | 10 | 9 | 16 | 78 | 11 | 16 | 78 | 11 | 16 | |
| | 12 | 136 | 3.01-3.20 | 3 | 3 | 2 | 1 | 9 | 10 | 12 | 82 | 14 | 12 | 82 | 14 | 12 | |
| | 13 | 155 | 3.21-3.40 | 16 | 5 | 9 | 7 | 12 | 3 | 11 | 92 | 4 | 11 | 92 | 4 | 11 | |
| | 14 | 23 | 3.41-3.60 | 3 | 1 | 6 | 1 | 1 | 4 | 3 | 4 | 1 | 3 | 4 | 1 | 3 | |
| | 15 | 2 | 3.61-3.80 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |
| | 16 | 45 | 3.81-4.00 | 2 | 2 | 2 | 1 | 1 | 13 | 27 | 1 | 13 | 27 | 1 | 13 | 27 | |
| | | 885 | | 153 | 41 | 44 | 54 | 37 | 74 | 381 | 52 | 153 | 41 | 44 | 54 | 37 | |
| | | 179 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | |
| | | 1,064 | | | | | | | | | | | | | | | |
| Conductors, shifting (in 1 road). | 1 | 1 | 1.81-2.00 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |
| | 2 | 3 | 2.01-2.20 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |
| | 3 | 23 | 2.21-2.40 | 3 | 1 | 7 | 2 | 1 | 7 | 7 | 2 | 7 | 7 | 2 | 7 | 7 | |
| | 4 | 1 | 2.41-2.60 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |
| | 5 | 1 | 2.81-3.00 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |
| | 6 | 2 | 3.41-3.60 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | |
| | | 31 | | 7 | 1 | 7 | 2 | 1 | 7 | 10 | 3 | 7 | 10 | 3 | 7 | 10 | |

a Rate and time cannot be stated, as they worked by the day, mile, and trip.
 b Rate and time cannot be stated, as they worked by the day and trip combined.

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|-----------------------------|----|
| 100 dolls. and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 doll | 401 to 500 doll | 501 to 600 doll | 601 to 700 doll | 701 to 800 doll | 801 to 900 doll | 901 to 1000 doll | 1001 to 1100 doll | 1101 to 1200 doll | 1201 to 1300 doll | 1301 to 1400 doll | 1401 to 1500 doll | 1501 to 1600 doll | 1601 to 1700 doll | 1701 to 1800 doll | 1801 to 1900 doll | 1901 to 2000 doll | 2001 doll and over | |
| 1 | | | | 1 | | | | | | | | | | | | | | | | | 1 |
| 2 | | | | 3 | | | | | | | | | | | | | | | | | 2 |
| 3 | 1 | 4 | | 3 | | | | | | | | | | | | | | | | | 3 |
| 35 | 13 | 6 | 14 | 17 | 8 | 3 | | | | | | | | | | | | | | | 4 |
| 12 | 2 | 7 | | 19 | 13 | 3 | 2 | | | | | | | | | | | | | | 5 |
| 26 | 21 | 10 | 4 | 9 | 12 | 18 | 28 | 21 | 1 | 1 | | | | | | | | | | | 6 |
| 65 | 34 | 39 | 31 | 20 | 37 | 54 | 96 | 115 | 63 | 20 | 4 | 6 | 1 | | | | | | | | 7 |
| 120 | 62 | 52 | 41 | 33 | 23 | 48 | 90 | 111 | 63 | 21 | 7 | 3 | 2 | | | | | | | | 8 |
| 63 | 40 | 23 | 21 | 9 | 19 | 26 | 25 | 56 | 73 | 34 | 10 | 3 | 2 | | | | | | | | 9 |
| 3 | 1 | 2 | 2 | | 2 | 1 | 3 | 1 | 9 | 1 | 2 | | | | | | | | | | 10 |
| 9 | 1 | 6 | 1 | | 2 | 1 | 1 | 1 | 1 | 1 | 1 | | | | | | | | | | 11 |
| 1 | | | | | | | | | | | | | | | | | | | | | 12 |
| 4 | 1 | 2 | 1 | 2 | | 1 | | | | | | | | | | | | | | | 13 |
| 344 | 176 | 153 | 114 | 91 | 110 | 176 | 259 | 308 | 211 | 78 | 24 | 9 | 3 | | | | | | | | |
| 44 | 46 | 39 | 48 | 37 | 35 | 33 | 49 | 115 | 132 | 81 | 27 | 10 | | | | | | | | | |
| 388 | 222 | 192 | 162 | 128 | 145 | 209 | 308 | 423 | 343 | 159 | 51 | 19 | 3 | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| | 1 | | | | | | 1 | | | | | | | | | | | | | | 2 |
| 1 | | 1 | | 1 | | | | 1 | 2 | | | | | | | | | | | | 3 |
| 1 | | | | | | 2 | | | 2 | | | | | | | | | | | | 4 |
| 3 | 1 | 1 | | 1 | | 2 | 1 | 1 | 3 | 2 | | | | | | | | | | | 5 |
| 1 | 1 | | 1 | | 1 | 1 | 1 | 1 | 3 | 4 | 2 | | | | | | | | | | |
| 4 | 2 | 1 | 1 | 1 | | 3 | 2 | 2 | 6 | 6 | 2 | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | | | | | | | | | | | | | | | | | | | | | 2 |
| 2 | | 1 | | | | | | | | | | | | | | | | | | | 3 |
| 6 | | 1 | | | 1 | 1 | 2 | | | | | | | | | | | | | | 4 |
| 6 | 3 | 1 | | | | 1 | 2 | | | | | | | | | | | | | | 5 |
| 4 | 2 | 3 | | | | 3 | 6 | | | | | | | | | | | | | | 6 |
| 8 | 2 | 4 | | 2 | | 3 | 6 | | | | | | | | | | | | | | 7 |
| 17 | 2 | 3 | | 2 | | 3 | 8 | 2 | 38 | 15 | 2 | 1 | | | | | | | | | 8 |
| 10 | 4 | 3 | 2 | 11 | 3 | 8 | 7 | 13 | 24 | 6 | 1 | 1 | | | | | | | | | 9 |
| 88 | 13 | 8 | 13 | 9 | 8 | 6 | 7 | 22 | 38 | 36 | 1 | 3 | | | | | | | | | 10 |
| 5 | 2 | 1 | 4 | 4 | 3 | 10 | 4 | 6 | 25 | 59 | 15 | 1 | | 1 | | | | | | | 11 |
| 17 | 7 | 6 | 4 | 4 | 7 | 4 | 2 | 5 | 9 | 26 | 63 | 1 | | | | | | | | | 12 |
| 3 | 2 | 2 | 4 | | 1 | | 4 | | 1 | 6 | | | | | | | | | | | 13 |
| | 1 | | 1 | 1 | | 1 | | 1 | | 7 | 17 | 13 | 3 | 1 | | | | | | | 14 |
| | | 1 | 1 | | | | | | | | | | | | | | | | | | 15 |
| 177 | 38 | 34 | 29 | 38 | 29 | 38 | 4 | 89 | 112 | 142 | 97 | 19 | 3 | 2 | | | | | | | 16 |
| 5 | 8 | 4 | 5 | 5 | 2 | 10 | 38 | 4 | 10 | 23 | 42 | 17 | 5 | 6 | | | | | | | |
| 182 | 46 | 44 | 33 | 43 | 31 | 48 | 42 | 99 | 135 | 184 | 116 | 36 | 8 | 8 | 9 | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | | | | | | | 2 | | | | | | | | | | | | | | 2 |
| 3 | 4 | 5 | 1 | | 1 | | 4 | 4 | 1 | | | | | | | | | | | | 3 |
| | | | | | | | | | 1 | | | | | | | | | | | | 4 |
| | | | | | | | | | 1 | | | | | | | | | | | | 5 |
| 2 | | | | | | | | | 1 | | | | | | | | | | | | 6 |
| 7 | 4 | 5 | 1 | | 1 | | 6 | 4 | 3 | | | | | | | | | | | | |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Number of employ-és. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | | | |
|---------------------------------------|------------------|----------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|---|--|----|---|---|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | | | | |
| Conductors, suburban (in 1 road). | 1 | 2 | \$2.41-\$2.60 | 1 | | | | 1 | | | | | | | | | |
| | | 2 | | 1 | | | | 1 | | | | | | | | | |
| Conductors, work train (in 18 roads). | 1 | 1 | 1.61- 1.80 | | | | | | | | | | | | | 1 | |
| | 2 | 22 | 1.81- 2.00 | | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | | | 14 | 2 | |
| | 3 | 9 | 2.01- 2.20 | 3 | | | | | | | | | | | | | |
| | 4 | 22 | 2.21- 2.40 | 2 | 1 | 3 | 2 | 1 | 3 | 2 | 2 | | | | 8 | | |
| | 5 | 31 | 2.41- 2.60 | 15 | 1 | 3 | 1 | 2 | 3 | 1 | 5 | | | | | | |
| | 6 | 26 | 2.61- 2.80 | 11 | 1 | 3 | 3 | 2 | 3 | 2 | 1 | | | | | | |
| | 7 | 13 | 2.81- 3.00 | 2 | 1 | 4 | | 2 | 1 | | 3 | | | | | | |
| | 8 | 3 | 3.01- 3.20 | | 1 | 1 | | | | | | | | | | 1 | |
| | 9 | 1 | 3.21- 3.40 | | | | 1 | | | | | | | | | | |
| | | 128 | | | 33 | 6 | 16 | 10 | 9 | 11 | 6 | 35 | 2 | | | | |
| | 3 | (a) | | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | | | | | |
| | 131 | | | | | | | | | | | | | | | | |
| Conductors, yard (in 13 roads). | 1 | 1 | .41- .60 | 1 | | | | | | | | | | | | | |
| | 2 | 3 | .81- 1.00 | 1 | | | 2 | | | | | | | | | | |
| | 3 | 1 | 1.01- 1.20 | | | | | | | | | | | | | | 1 |
| | 4 | 8 | 1.21- 1.40 | 2 | | 1 | 1 | | | 1 | 1 | | | | 1 | | |
| | 5 | 2 | 1.41- 1.60 | | 1 | | | 1 | | | | | | | | | |
| | 6 | 32 | 1.61- 1.80 | 3 | 1 | 1 | 2 | | 3 | 2 | 12 | 8 | | | | | |
| | 7 | 202 | 1.81- 2.00 | 24 | 16 | 17 | 13 | 8 | 10 | 14 | 81 | 19 | | | | | |
| | 8 | 128 | 2.01- 2.20 | 29 | 19 | 12 | 13 | 9 | 3 | 10 | 33 | | | | | | |
| | 9 | 233 | 2.21- 2.40 | 42 | 22 | 20 | 15 | 8 | 14 | 21 | 85 | 6 | | | | | |
| | 10 | 137 | 2.41- 2.60 | 28 | 9 | 17 | 8 | 9 | 6 | 11 | 46 | 3 | | | | | |
| | 11 | 159 | 2.61- 2.80 | 33 | 16 | 18 | 17 | 9 | 7 | 12 | 40 | 7 | | | | | |
| | 12 | 55 | 2.81- 3.00 | 18 | 7 | 5 | 5 | 6 | 2 | 1 | 4 | | | | | | |
| | 13 | 2 | 3.01- 3.20 | | | | | | | | 2 | | | | | | |
| | 963 | | | 181 | 91 | 93 | 74 | 50 | 46 | 74 | 302 | 52 | | | | | |
| | 7 | (b) | | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | | | | | |
| | 970 | | | | | | | | | | | | | | | | |
| Conductor and roadmaster (in 1 road). | 1 | 1 | 1.81- 2.00 | | | | | | | | | | | | 1 | | |
| | | 1 | | | | | | | | | | | | | 1 | | |
| Cooks (in 7 roads)..... | 1 | 24 | .41- .60 | 9 | 8 | 1 | 1 | 3 | 2 | | | | | | | | |
| | 2 | 13 | .61- .80 | 3 | 5 | 1 | 3 | 1 | | | | | | | | | |
| | 3 | 23 | .81- 1.00 | 10 | 11 | | | 2 | | | | | | | | | |
| | 4 | 2 | 1.01- 1.20 | | 1 | | | | 1 | | | | | | | | |
| | 5 | 1 | 1.21- 1.40 | | | | | 1 | | | | | | | | | |
| | 6 | 10 | 1.61- 1.80 | 3 | 4 | 1 | | | | | | | | | 1 | | |
| | 7 | 8 | 1.81- 2.00 | 6 | 1 | | | | | | | | | | 1 | | |
| | | 81 | | | 31 | 30 | 3 | 4 | 7 | 3 | | 1 | 2 | | | | |
| Coopers (in 11 roads)..... | 1 | 2 | 1.01- 1.20 | | | 1 | | | | | | | | | 1 | | |
| | 2 | 14 | 1.21- 1.40 | 2 | | 2 | | | 2 | 2 | 4 | 2 | | | | | |
| | 3 | 15 | 1.41- 1.60 | | | 1 | 3 | | | 2 | 3 | 5 | | | | | |
| | 4 | 15 | 1.61- 1.80 | 1 | 1 | | 1 | | 1 | 1 | 10 | | | | | | |
| | 5 | 7 | 1.81- 2.00 | 1 | | | | 1 | | 1 | 4 | | | | | | |
| | 6 | 3 | 2.01- 2.20 | | | | | | | | 3 | | | | | | |
| | 7 | 4 | 2.21- 2.40 | | 1 | | | 1 | | | 2 | | | | | | |
| | 60 | | | 4 | 2 | 4 | 4 | 2 | 4 | 6 | 27 | 7 | | | | | |

a Rate and time cannot be stated, as they worked by the trip.

b Rate and time cannot be stated, as they worked by the day and trip combined.

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earning, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|-----------------------------|----|
| 100 dolls. and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 doll | 401 to 500 doll | 501 to 600 doll | 601 to 700 doll | 701 to 800 doll | 801 to 900 doll | 901 to 1000 doll | 1001 to 1100 doll | 1101 to 1200 doll | 1201 to 1300 doll | 1301 to 1400 doll | 1401 to 1500 doll | 1501 to 1600 doll | 1601 to 1700 doll | 1701 to 1800 doll | 1801 to 1900 doll | 1901 to 2000 doll | 2001 doll and over | |
| 1 | | | 1 | | | | | | | | | | | | | | | | | | 1 |
| 1 | | | 1 | | | | | | | | | | | | | | | | | | |
| 1 | | | | | 1 | | | | | | | | | | | | | | | | 1 |
| 3 | 1 | 1 | 1 | 1 | 1 | 1 | 15 | | | | | | | | | | | | | | 2 |
| 2 | 3 | 2 | 2 | 1 | 2 | 2 | 2 | 6 | | | | | | | | | | | | | 3 |
| 16 | 3 | 1 | 2 | 2 | 2 | 1 | 1 | 5 | | | | | | | | | | | | | 4 |
| 12 | 3 | 1 | 2 | 2 | 2 | 2 | 1 | | 1 | | | | | | | | | | | | 5 |
| 3 | 1 | 3 | 1 | 1 | | 2 | | | | 2 | | | | | | | | | | | 6 |
| | 2 | | | | | | | | 1 | | | | | | | | | | | | 7 |
| | | | 1 | | | | | | | | | | | | | | | | | | 8 |
| 37 | 14 | 9 | 8 | 7 | 3 | 8 | 21 | 12 | 2 | 2 | | | | | | | | | | | 9 |
| | | | 2 | 1 | | | | | | | | | | | | | | | | | |
| 37 | 14 | 9 | 8 | 9 | 9 | 8 | 21 | 12 | 2 | 2 | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| 3 | | | | | | | | | | | | | | | | | | | | | 2 |
| | | | | 1 | | | | | | | | | | | | | | | | | 3 |
| 3 | 1 | | 2 | | | | | | | | | | | | | | | | | | 4 |
| 1 | | 1 | | | | | | | | | | | | | | | | | | | 5 |
| 4 | 2 | 1 | 3 | 1 | 10 | | 1 | | | | | | | | | | | | | | 6 |
| 40 | 18 | 13 | 6 | 11 | 16 | 48 | 46 | 4 | | | | | | | | | | | | | 7 |
| 47 | 13 | 8 | 11 | 5 | 5 | 15 | 23 | 1 | | | | | | | | | | | | | 8 |
| 54 | 26 | 11 | 12 | 8 | 13 | 24 | 58 | 27 | | | | | | | | | | | | | 9 |
| 33 | 14 | 11 | 5 | 8 | 6 | 6 | 17 | 9 | | | | | | | | | | | | | 10 |
| 43 | 18 | 10 | 13 | 8 | 4 | 7 | 6 | 21 | 22 | 6 | 1 | | | | | | | | | | 11 |
| 20 | 8 | 2 | 5 | 3 | 3 | 2 | | 3 | 2 | 3 | 3 | 1 | | | | | | | | | 12 |
| | | | | | | | | | 1 | | | | | | | | | | | | 13 |
| 249 | 100 | 57 | 57 | 47 | 57 | 112 | 151 | 85 | 34 | 9 | 4 | 1 | | | | | | | | | 14 |
| | 1 | | | 1 | | 1 | 3 | 1 | | | | | | | | | | | | | |
| 249 | 101 | 57 | 57 | 48 | 57 | 113 | 154 | 86 | 34 | 9 | 4 | 1 | | | | | | | | | |
| | | | | | | | | | 1 | | | | | | | | | | | | |
| | | | | | | | | | 1 | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | | | | | |
| 22 | 2 | | | | | | | | | | | | | | | | | | | | 1 |
| 12 | 1 | | | | | | | | | | | | | | | | | | | | 2 |
| 21 | 2 | | | | | | | | | | | | | | | | | | | | 3 |
| 1 | | 1 | | | | | | | | | | | | | | | | | | | 4 |
| | | 1 | | | | | | | | | | | | | | | | | | | 5 |
| 8 | | | | | 2 | | | | | | | | | | | | | | | | 6 |
| 7 | | | | | | | | 1 | | | | | | | | | | | | | 7 |
| 71 | 5 | 2 | | | 2 | | 1 | | | | | | | | | | | | | | |
| 1 | | | | 1 | | | | | | | | | | | | | | | | | 1 |
| 2 | 2 | 1 | 3 | 4 | 2 | | | | | | | | | | | | | | | | 2 |
| | 3 | 1 | 1 | 2 | 3 | 4 | 1 | | | | | | | | | | | | | | 3 |
| 2 | 1 | | 1 | 1 | 7 | 3 | | | | | | | | | | | | | | | 4 |
| 1 | | 1 | | | 2 | 1 | 2 | | | | | | | | | | | | | | 5 |
| | | | | | | 1 | | | | | | | | | | | | | | | 6 |
| 1 | | | 1 | | | 1 | | | | | | | | | | | | | | | 7 |
| 7 | 6 | 3 | 6 | 8 | 14 | 11 | 5 | | | | | | | | | | | | | | |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 163, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Number of employ- és. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | | | | | | |
|---------------------------------------|------------------|--------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|-------|-------|-------|-------|-------|-------|-------|-------|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | | | | | | | |
| Coppersmiths (in 14 roads). | 1 | 1 | \$1.41-\$1.60 | | 1 | | | | | | | | | | | | | | | |
| | 2 | 3 | 1.61- 1.80 | | | | | | | | | | | | | | | | | |
| | 3 | 5 | 1.81- 2.00 | | | | | | | | | | | | | | | | | |
| | 4 | 7 | 2.01- 2.20 | | | | | | | | | | | | | | | | | |
| | 5 | 16 | 2.21- 2.40 | | | | | | | | | | | | | | | | | |
| | 6 | 12 | 2.41- 2.60 | | | | | | | | | | | | | | | | | |
| | 7 | 2 | 2.61- 2.80 | | | | | | | | | | | | | | | | | |
| | 8 | 4 | 2.81- 3.00 | | | | | | | | | | | | | | | | | |
| | | 50 | | | | 5 | 2 | 1 | | 2 | | 15 | 24 | 1 | | | | | | |
| | | 4 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) |
| | 54 |  |  | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Coppersmiths' apprentice (in 1 road). | 1 | 1 | .81- 1.00 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 1 | 1 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Coppersmiths' helpers (in 5 roads). | 1 | 1 | .61- .80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 2 | 1 | .81- 1.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 3 | 1 | 1.01- 1.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 4 | 6 | 1.21- 1.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 5 | 1 | 1.61- 1.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 10 |  |  | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Copyists (in 3 roads)..... | 1 | 1 | 1.01- 1.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 2 | 2 | 1.21- 1.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 3 | 1 | 1.81- 2.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 4 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 4 |  |  | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Coremakers (in 3 roads) ... | 1 | 4 | .41- .60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 15 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 3 | 8 | .81- 1.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 4 | 2 | 1.01- 1.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 5 | 15 | 1.21- 1.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 6 | 13 | 1.41- 1.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 7 | 2 | 1.61- 1.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 8 | 1 | 1.81- 2.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 60 |  |  | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 8 | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | |
| | 68 |  |  | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Corkers (in 1 road) | 1 | 1 | 2.41- 2.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 2 | 2 | 2.61- 2.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 3 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 3 |  |  | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Cuplers (in 3 roads) | 1 | 4 | .41- .60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 2 | 2 | 1.21- 1.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 3 | 6 | 1.61- 1.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 4 | 2 | 1.81- 2.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 14 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 14 |  |  | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |

a Rate and time cannot be stated, as they worked by the day and piece combined.
 b Rate and time cannot be stated, as they worked by the piece.

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|-----------------------------|---|
| 100 dolls. and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 doll | 401 to 500 doll | 501 to 600 doll | 601 to 700 doll | 701 to 800 doll | 801 to 900 doll | 901 to 1000 doll | 1001 to 1100 doll | 1101 to 1200 doll | 1201 to 1300 doll | 1301 to 1400 doll | 1401 to 1500 doll | 1501 to 1600 doll | 1601 to 1700 doll | 1701 to 1800 doll | 1801 to 1900 doll | 1901 to 2000 doll | 2001 doll and over | |
| 1 | | | | 2 | 1 | | | | | | | | | | | | | | | | 1 |
| | | | | | 4 | 1 | | | | | | | | | | | | | | | 2 |
| | 1 | | | | 1 | 3 | 1 | | | | | | | | | | | | | | 3 |
| | 2 | | 2 | | | 3 | 7 | 2 | | | | | | | | | | | | | 4 |
| | | | | | 1 | | 3 | 7 | 1 | | | | | | | | | | | | 5 |
| | | 1 | | | | 1 | | | 1 | | | | | | | | | | | | 6 |
| | | | | | | | 1 | | 2 | | | | | | | | | | | | 7 |
| | | | | | | | | | 1 | | | | | | | | | | | | 8 |
| 4 | 2 | 2 | | 2 | 7 | 8 | 12 | 9 | 4 | | | | | | | | | | | | |
| | | | | | 1 | | 1 | 1 | | | | | | | | | | | | | |
| 4 | 2 | 2 | | 2 | 8 | 8 | 13 | 10 | 4 | 1 | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | | | | | | | | | | | | | | | | | | | | | |
| | | | 1 | | | | | | | | | | | | | | | | | | 1 |
| | | 1 | | | | | | | | | | | | | | | | | | | 2 |
| | | | 1 | | | | | | | | | | | | | | | | | | 3 |
| | | 2 | | 1 | | | | | | | | | | | | | | | | | 4 |
| 1 | | | 1 | 2 | | | | | | | | | | | | | | | | | 5 |
| | | | | | | | | | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | | | | 1 | | | | | | | | | | | | | | | | | 2 |
| | | | | | | | | | | | | | | | | | | | | | |
| 3 | | | | 1 | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | | | | | |
| 3 | 1 | | | | | | | | | | | | | | | | | | | | 1 |
| 10 | 4 | | | | | | | | | | | | | | | | | | | | 2 |
| 4 | 4 | | | | | | | | | | | | | | | | | | | | 3 |
| 1 | | | | | | | | | | | | | | | | | | | | | 4 |
| 2 | | | | | | | | | | | | | | | | | | | | | 5 |
| | 1 | | | | | | | | | | | | | | | | | | | | 6 |
| | 2 | | | | | | | | | | | | | | | | | | | | 7 |
| | | | | | | | | | | | | | | | | | | | | | 8 |
| | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| 20 | 12 | 5 | 4 | 13 | 5 | 1 | | | | | | | | | | | | | | | |
| 1 | 1 | 4 | | 2 | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| 21 | 13 | 9 | 4 | 15 | 5 | 1 | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| 2 | | | | | | | | | | | | | | | | | | | | | 2 |
| | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| 3 | 1 | | | | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | | | | | 2 |
| | | | | | | | | | | | | | | | | | | | | | 3 |
| | | | | | | | | | | | | | | | | | | | | | 4 |
| | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| 3 | 1 | 2 | | | | 5 | 3 | | | | | | | | | | | | | | |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation | Marginal number. | Number of employ- és. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | |
|---|------------------|--------------------------|--|--|----------------|-----------------|------------------|------------------|------------------|------------------|------------------|--------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days. | 151 to 200 days. | 201 to 250 days. | 251 to 300 days. | 301 to 365 days. | 366 days and over. | | | | | | | | | |
| Cranemen (in 12 roads).... | 1 | 3 | \$1.41-\$1.60 | | | 2 | | | | | | | | | | | | | | | |
| | 2 | 4 | 1.61-1.80 | | | 2 | | | | | | | | | | | | | | | |
| | 3 | 2 | 1.81-2.00 | | | | 1 | | | | | | | | | | | | | | |
| | 4 | 2 | 2.21-2.40 | | | | | | | | | | | | | | | | | | |
| | 5 | 3 | 2.41-2.60 | | | | | | | | | | | | | | | | | | |
| | 6 | 1 | 2.61-2.80 | | | | | | | | | | | | | | | | | | |
| | 7 | 5 | 2.81-3.00 | | | | | | | | | | | | | | | | | | |
| | 8 | 8 | 3.21-3.40 | | | | | | | | | | | | | | | | | | |
| | 9 | 4 | 3.81-4.00 | | | | | | | | | | | | | | | | | | |
| | | 32 | | | | | | | | | | | | | | | | | | | |
| Croppers (in 1 road)..... | 1 | 8 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) |
| | | 8 | | | | | | | | | | | | | | | | | | | |
| Crossing tenders (in 3 roads). | 1 | 1 | Under .21 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 2 | 1 | .61-.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 3 | 7 | .81-1.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 4 | 5 | 1.01-1.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 5 | 8 | 1.21-1.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 6 | 13 | 1.41-1.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 7 | 1 | 1.61-1.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | | 36 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Crossing tender boss (in 1 road). | 1 | 1 | 3.61-3.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Crossing tenders and mail carriers (in 1 road). | 1 | 3 | 1.41-1.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | | 3 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Cupola men (in 2 roads)... | 1 | 1 | 1.21-1.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 2 | 3 | 1.41-1.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 3 | 3 | 1.61-1.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | | 7 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | | 3 | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | |
| | 10 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |  |
| Custodians, depot (in 1 road). | 1 | 12 | Under .21 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | | 12 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Cutlers (in 1 road)..... | 1 | 3 | 2.61-2.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | | 3 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Deliverymen (in 3 roads).. | 1 | 11 | 1.21-1.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 2 | 2 | 1.41-1.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 3 | 19 | 1.61-1.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 4 | 1 | 2.41-2.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 33 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |  |
| Deliveryman, freight (in 1 road). | 1 | 1 | 1.61-1.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |

a Rate and time cannot be stated, as they worked by the piece.

Rate and time cannot be stated, as they worked by the day and piece combined

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|-----------------------------|---|
| 100 dolls. and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 doll | 401 to 500 doll | 501 to 600 doll | 601 to 700 doll | 701 to 800 doll | 801 to 900 doll | 901 to 1000 doll | 1001 to 1100 doll | 1101 to 1200 doll | 1201 to 1300 doll | 1301 to 1400 doll | 1401 to 1500 doll | 1501 to 1600 doll | 1601 to 1700 doll | 1701 to 1800 doll | 1801 to 1900 doll | 1901 to 2000 doll | 2001 doll and over | |
| 2 | | | | 1 | | | | | | | | | | | | | | | | | 1 |
| 2 | | 1 | 1 | 1 | | | | | | | | | | | | | | | | | 2 |
| 1 | | | | | 1 | | | | | | | | | | | | | | | | 3 |
| 1 | | 1 | | | 1 | | | | | | | | | | | | | | | | 4 |
| | | | | 1 | | | | | | | | | | | | | | | | | 5 |
| 1 | 1 | 1 | 1 | | 1 | | | 2 | 1 | | | | | | | | | | | | 6 |
| 1 | | 1 | 1 | | 1 | 1 | | 1 | 1 | | | | | | | | | | | | 7 |
| 8 | 2 | 4 | 2 | 3 | 4 | 3 | | 3 | 2 | 1 | | | | | | | | | | | 8 |
| | | | | 1 | 4 | 3 | | | | | | | | | | | | | | | 9 |
| | | | 1 | 4 | 3 | | | | | | | | | | | | | | | | 1 |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| | | 1 | 2 | | | | | | | | | | | | | | | | | | 2 |
| | | 2 | 2 | 5 | | | | | | | | | | | | | | | | | 3 |
| | | 4 | 2 | 1 | 3 | | | | | | | | | | | | | | | | 4 |
| 2 | | 1 | 2 | 3 | 1 | | | | | | | | | | | | | | | | 5 |
| | 1 | | 2 | 3 | 1 | 4 | | | | | | | | | | | | | | | 6 |
| 3 | 1 | 10 | 9 | 7 | 2 | 4 | | | | | | | | | | | | | | | 7 |
| | | | | | | | | | | | | | | 1 | | | | | | | 1 |
| | | | | | | | | | | | | | | 1 | | | | | | | 1 |
| | 1 | | | 1 | 1 | | | | | | | | | | | | | | | | 1 |
| | 1 | | | 1 | 1 | | | | | | | | | | | | | | | | 1 |
| | | | | | 1 | | | | | | | | | | | | | | | | 2 |
| | | | | | 2 | | | 1 | | | | | | | | | | | | | 3 |
| | | | | | 2 | 2 | | 3 | | | | | | | | | | | | | 3 |
| | | | | | 2 | 1 | | | | | | | | | | | | | | | 3 |
| | | | | | 4 | 3 | 3 | | | | | | | | | | | | | | 3 |
| 12 | | | | | | | | | | | | | | | | | | | | | 1 |
| 12 | | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | | 1 | | 1 | | | | | | | | | | | | | | | | | 1 |
| 1 | | 1 | | 1 | | | | | | | | | | | | | | | | | 1 |
| 3 | | | 1 | 7 | | | | | | | | | | | | | | | | | 1 |
| 3 | 5 | | 1 | 1 | 1 | | | | | | | | | | | | | | | | 2 |
| | | | 1 | 1 | 9 | | | | | | | | | | | | | | | | 3 |
| | | | 1 | | | | | | | | | | | | | | | | | | 4 |
| 6 | 5 | | 3 | 9 | 10 | | | | | | | | | | | | | | | | 4 |
| | | | | 1 | | | | | | | | | | | | | | | | | 1 |
| | | | | 1 | | | | | | | | | | | | | | | | | 1 |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 163, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Number of employes. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|---|------------------|---------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|-------|-------|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | |
| Depot hands (in 1 road)... | 1 | 1 | \$1.21-\$1.40 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 2 | 1 | 1.41-1.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| | 3 | 2 | 1.61-1.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 | ..... |
| | 4 | 1 | 1.81-2.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| | | 5 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 4 | ..... |
| Depotmasters (in 10 roads). | 1 | 1 | .61- .80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| | 2 | 1 | 1.01- 1.20 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 3 | 4 | 1.41- 1.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 2 | ..... |
| | 4 | 1 | 1.61- 1.80 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 5 | 4 | 1.81- 2.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 | 1 |
| | 6 | 3 | 2.01- 2.20 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | 2 | ..... |
| | 7 | 1 | 2.21- 2.40 | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | 1 |
| | 8 | 3 | 2.41- 2.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 | ..... |
| | 9 | 1 | 2.61- 2.80 | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | 1 | ..... |
| | 10 | 2 | 2.81- 3.00 | ..... | ..... | ..... | ..... | ..... | 2 | ..... | ..... | ..... | ..... | ..... |
| | 11 | 4 | 3.21- 3.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 3 | ..... |
| | 12 | 2 | 3.61- 3.80 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| | 13 | 1 | 3.81- 4.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | 6 | ..... |
| | 14 | 6 | 4.01- 4.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| | 15 | 1 | 4.81- 5.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| | 16 | 1 | 6.01- 6.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| | 36 | ..... | ..... | 1 | 1 | 1 | 3 | 2 | 1 | 2 | 2 | 23 | 2 | |
| Derrickmen (in 1 road).... | 1 | 11 | 1.21- 1.40 | ..... | 2 | ..... | 2 | ..... | 3 | 4 | ..... | ..... | ..... | ..... |
| | 2 | 1 | 2.81- 3.00 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | 12 | ..... | ..... | 3 | ..... | 2 | ..... | 3 | 4 | ..... | ..... | ..... | ..... |
| Detectives (in 5 roads).... | 1 | 1 | .21- .40 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 2 | 1 | .81- 1.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 3 | 1 | 1.61- 1.80 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| | 4 | 7 | 1.81- 2.00 | ..... | 2 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 5 | 14 | 2.41- 2.60 | ..... | 3 | 1 | 2 | 3 | 2 | 3 | ..... | ..... | 3 | ..... |
| | 6 | 7 | 2.61- 2.80 | ..... | 1 | 2 | ..... | ..... | 1 | 1 | ..... | ..... | 2 | ..... |
| | 7 | 12 | 2.81- 3.00 | ..... | 3 | 3 | ..... | ..... | 1 | ..... | ..... | ..... | 5 | ..... |
| | 8 | 1 | 3.01- 3.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| | 9 | 1 | 3.81- 4.00 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 45 | ..... | ..... | 9 | 8 | 5 | 3 | 4 | 4 | ..... | ..... | 11 | 1 | |
| Dining car employes, cooks (in 1 road). | 1 | 2 | .61- .80 | ..... | ..... | ..... | 1 | ..... | ..... | 1 | ..... | ..... | ..... | ..... |
| | 2 | 11 | .81- 1.00 | ..... | 3 | 3 | 3 | 2 | ..... | ..... | ..... | ..... | ..... | ..... |
| | 3 | 1 | 1.41- 1.60 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 4 | 12 | 1.61- 1.80 | ..... | 4 | 1 | 3 | 1 | 3 | ..... | ..... | ..... | ..... | ..... |
| | 5 | 10 | 1.81- 2.00 | ..... | 6 | ..... | 3 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 6 | 3 | 2.41- 2.60 | ..... | 1 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | 1 | ..... |
| | 39 | ..... | ..... | 15 | 4 | 10 | 4 | 4 | 1 | ..... | ..... | 1 | ..... |  |
| Dining car employes, kitchen girls (in 1 road). | 1 | 1 | Under .21 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 2 | 1 | .21- .40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 3 | 2 | .41- .60 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... |
| | | 4 | ..... | ..... | 1 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Dining car employes, laundresses (in 1 road). | 1 | 2 | .41- .60 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| | 2 | 2 | .61- .80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 1 | ..... |
| | | 4 | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | 1 | 2 | ..... |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|---------------------------|---------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|---------------------|----|
| 100 dols. and under | 101 to 200 dols. | 201 to 300 dols. | 301 to 400 doll | 401 to 500 doll | 501 to 600 doll | 601 to 700 doll | 701 to 800 doll | 801 to 900 doll | 901 to 1000 doll | 1001 to 1100 doll | 1101 to 1200 doll | 1201 to 1300 doll | 1301 to 1400 doll | 1401 to 1500 doll | 1501 to 1600 doll | 1601 to 1700 doll | 1701 to 1800 doll | 1801 to 1900 doll | 1901 to 2000 doll | 2001 and over | |
| 1 | | | | 1 | | | | | | | | | | | | | | | | | 1 |
| | | | | | 2 | | | | | | | | | | | | | | | | 2 |
| | | | | | | 1 | | | | | | | | | | | | | | | 3 |
| | | | | | | | | | | | | | | | | | | | | | 4 |
| 1 | | | | 1 | 2 | 1 | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | | | | | 2 |
| | | | | | | | | | | | | | | | | | | | | | 3 |
| | 1 | | | | | | | | | | | | | | | | | | | | 4 |
| | | 1 | | | | | | | | | | | | | | | | | | | 5 |
| | | | 1 | | | | | | | | | | | | | | | | | | 6 |
| | | | | 1 | | | | | | | | | | | | | | | | | 7 |
| | | | | | 1 | | | | | | | | | | | | | | | | 8 |
| | | | | | | 2 | | | | | | | | | | | | | | | 9 |
| | | | | | | | | 1 | | | | | | | | | | | | | 10 |
| | | | | | | | | | | | 3 | | | | | | | | | | 11 |
| | | | | | | | | | | | | | | 1 | | | | | | | 12 |
| | | | | | | | | | | | | | | | 6 | | | | | | 13 |
| | | | | | | | | | | | | | | | | | 1 | | | | 14 |
| | | | | | | | | | | | | | | | | | | | | a1 | 15 |
| | | | | | | | | | | | | | | | | | | | | | 16 |
| 2 | 1 | 4 | 1 | | 4 | | 5 | 6 | 1 | | 3 | | 1 | 6 | | | 1 | | | 1 | |
| 2 | 2 | 4 | 3 | | | | | | | | | | | | | | | | | | 1 |
| 1 | | | | | | | | | | | | | | | | | | | | | 2 |
| 3 | 2 | 4 | 3 | | | | | | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| | 1 | | | | | | | | | | | | | | | | | | | | 2 |
| 4 | | | 2 | 1 | | | | | | | | | | | | | | | | | 3 |
| 3 | 2 | 3 | 2 | 1 | | | | 3 | | | | | | | | | | | | | 4 |
| | 3 | | | | | | 1 | | 1 | 1 | | | | | | | | | | | 5 |
| 5 | 1 | | | 1 | | | | | | 5 | | | | | | | | | | | 6 |
| | | | | | | | | | | | 1 | | | | | | | | | | 7 |
| 1 | | | | | | | | | | | | 1 | | | | | | | | | 8 |
| | | | | | | | | | | | | | | | | | | | | | 9 |
| 14 | 7 | 4 | 4 | 3 | 1 | | 1 | 3 | 1 | 6 | 1 | | | | | | | | | | |
| 1 | 1 | | | | | | | | | | | | | | | | | | | | 1 |
| 9 | 2 | | | | | | | | | | | | | | | | | | | | 2 |
| 1 | | | | | | | | | | | | | | | | | | | | | 3 |
| 7 | 1 | 2 | | | | | | | | | | | | | | | | | | | 4 |
| 6 | 3 | | 1 | | | | | | | | | | | | | | | | | | 5 |
| 1 | | | | | | | | 1 | | | | | | | | | | | | | 6 |
| 25 | 7 | 2 | 4 | | | | | | 1 | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | | | | | | | | | | | | | | | | | | | | | 2 |
| 1 | 1 | | | | | | | | | | | | | | | | | | | | 3 |
| 3 | 1 | | | | | | | | | | | | | | | | | | | | |
| 1 | 1 | | | | | | | | | | | | | | | | | | | | 1 |
| | 1 | | 1 | | | | | | | | | | | | | | | | | | 2 |
| 1 | 2 | 1 | | | | | | | | | | | | | | | | | | | |

\$2,105.

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Number of employ-és. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | | | | | | |
|---|------------------|----------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|-------|-------|-------|-------|-------|-------|-------|-------|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | | | | | | | |
| Dining car employés, scrubbers (in 1 road). | 1 | 1 | \$0.21-\$0.40 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 2 | 1 | .41-.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Dining car employés, stewards (in 1 road). | 1 | 2 | 1.21-1.40 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 2 | 1 | 2.41-2.60 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 3 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Dipper tenders (in 1 road). | 1 | 2 | 1.01-1.20 | ..... | ..... | ..... | 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 2 | 1 | 1.61-1.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 3 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Dispatchers (in 28 roads).. | 1 | 2 | .61-.80 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 2 | 2 | .81-1.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 3 | 2 | 1.01-1.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 4 | 5 | 1.21-1.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 5 | 15 | 1.41-1.60 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 6 | 9 | 1.61-1.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 7 | 14 | 1.81-2.00 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 8 | 10 | 2.01-2.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 9 | 14 | 2.21-2.40 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 10 | 59 | 2.41-2.60 | ..... | 6 | 4 | 5 | 4 | 5 | 5 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 11 | 61 | 2.61-2.80 | ..... | 3 | 4 | 4 | 4 | 6 | 5 | 5 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 12 | 60 | 2.81-3.00 | ..... | 3 | 2 | 11 | 5 | 6 | 6 | 4 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 13 | 7 | 3.01-3.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 14 | 70 | 3.21-3.40 | ..... | 7 | 6 | 9 | 5 | 3 | 1 | 4 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 15 | 17 | 3.41-3.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 16 | 20 | 3.61-3.80 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 17 | 5 | 3.81-4.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 18 | 5 | 4.01-4.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 19 | 1 | 4.41-4.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 20 | 1 | 4.61-4.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 21 | 1 | 4.81-5.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | 380 | ..... | 25 | 22 | 42 | 24 | 32 | 24 | 20 | 176 | 15 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Dispatchers, assistant (in 7 roads). | 1 | 17 | .81-1.00 | ..... | 8 | 2 | 4 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 2 | 1 | 1.01-1.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 3 | 1 | 1.21-1.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 4 | 1 | 1.41-1.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 5 | 3 | 1.61-1.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 6 | 1 | 1.81-2.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 7 | 1 | 2.01-2.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 8 | 8 | 2.21-2.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 9 | 5 | 2.41-2.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 10 | 4 | 2.61-2.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 11 | 13 | 2.81-3.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 12 | 1 | 3.41-3.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 13 | 5 | 3.61-3.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | | 61 | ..... | 8 | 3 | 7 | 3 | 9 | 1 | 3 | 27 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |  |
| Dispatchers, chief (in 7 roads). | 1 | 1 | 2.01-2.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 2 | 2 | 2.81-3.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 3 | 8 | 3.21-3.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 4 | 1 | 3.41-3.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 5 | 7 | 3.61-3.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 6 | 9 | 4.01-4.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 7 | 3 | 4.41-4.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 8 | 2 | 4.81-5.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 9 | 2 | 5.61-5.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | | 35 | ..... | 1 | 3 | 1 | 1 | 3 | 2 | 3 | 21 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |  |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|---------------------------|----|
| 100 dolls. and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 doll | 401 to 500 doll | 501 to 600 doll | 601 to 700 doll | 701 to 800 doll | 801 to 900 doll | 901 to 1000 doll | 1001 to 1100 doll | 1101 to 1200 doll | 1201 to 1300 doll | 1301 to 1400 doll | 1401 to 1500 doll | 1501 to 1600 doll | 1601 to 1700 doll | 1701 to 1800 doll | 1801 to 1900 doll | 1901 to 2000 doll | 2001 to and over | |
| 1 | | | | | | | | | | | | | | | | | | | | 1 | |
| | 1 | | | | | | | | | | | | | | | | | | | | 2 |
| 1 | 1 | | | | | | | | | | | | | | | | | | | | 1 |
| | | 1 | | 1 | | | | | | | | | | | | | | | | | 2 |
| 1 | 1 | | | 1 | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | | | | | 2 |
| 1 | 1 | | | 1 | | | | | | | | | | | | | | | | | 1 |
| | | 2 | | 1 | | | | | | | | | | | | | | | | | 2 |
| 1 | | | | 1 | | | | | | | | | | | | | | | | | 3 |
| 2 | 1 | | | | 2 | | | | | | | | | | | | | | | | 4 |
| 3 | | | | 3 | 2 | 1 | 6 | | | | | | | | | | | | | | 5 |
| | | | | 1 | 1 | 1 | 1 | 5 | | | | | | | | | | | | | 6 |
| 1 | 1 | | | 1 | 2 | 2 | 1 | 4 | 2 | | | | | | | | | | | | 7 |
| 1 | | | | | | | | | 9 | | | | | | | | | | | | 8 |
| 3 | 1 | | | 1 | | | | | 8 | | | | | | | | | | | | 9 |
| 6 | 7 | 4 | | 5 | 4 | 3 | 3 | 2 | 26 | 2 | | | | | | | | | | | 10 |
| 7 | 3 | | | 2 | 3 | 3 | 7 | 2 | 3 | 1 | 17 | 3 | | | | | | | | | 11 |
| 5 | 3 | | | 5 | 3 | 3 | 7 | 3 | 6 | | | | | | | | | | | | 12 |
| | | | | 1 | | | | | 3 | | | | | | | | | | | | 13 |
| 12 | 2 | | | 7 | 6 | 2 | | 1 | 1 | 4 | 2 | 23 | 8 | | | | | | | | 14 |
| | | | | 1 | 1 | | | 1 | 1 | 1 | | 12 | | | | | | | | | 15 |
| 1 | | | | 1 | 3 | 2 | 1 | 1 | 2 | 1 | | 1 | 6 | | | | | | | | 16 |
| | | | | | | | | | | | | | | | | | | | | | 17 |
| | | | | | 2 | | | | | | | | | | | | | | | | 18 |
| | | | | | | | | | | | | | | | | | | | | | 19 |
| | | | | | | | | | | | | | | | | | | | | | 20 |
| | | | | | | | | | | | | | | | | | | | | | 21 |
| 43 | 21 | | 30 | 32 | 20 | 24 | 19 | 20 | 50 | 26 | 29 | 31 | 23 | 6 | 4 | | | | 2 | | |
| | | | | | | | | | | | | | | | | | | | | | 1 |
| 14 | 1 | | 1 | 1 | | | | | | | | | | | | | | | | | 2 |
| | 1 | | | | | | | | | | | | | | | | | | | | 3 |
| | 1 | | | | | | | | | | | | | | | | | | | | 4 |
| | | | | | | | | | | | | | | | | | | | | | 5 |
| | | | | | | | | | | | | | | | | | | | | | 6 |
| | | | | | | | | | | | | | | | | | | | | | 7 |
| | 1 | | | | | | | | | | | | | | | | | | | | 8 |
| | | | | | | | | | | | | | | | | | | | | | 9 |
| | | | | | | | | | | | | | | | | | | | | | 10 |
| | | | | | | | | | | | | | | | | | | | | | 11 |
| | | | | | | | | | | | | | | | | | | | | | 12 |
| | | | | | | | | | | | | | | | | | | | | | 13 |
| 14 | 4 | | 3 | 1 | 6 | 6 | 3 | 3 | 7 | 4 | 7 | | 2 | 1 | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | | | | | 2 |
| | | | | | | | | | | | | | | | | | | | | | 3 |
| | | | | | | | | | | | | | | | | | | | | | 4 |
| | | | | | | | | | | | | | | | | | | | | | 5 |
| | | | | | | | | | | | | | | | | | | | | | 6 |
| | | | | | | | | | | | | | | | | | | | | | 7 |
| | | | | | | | | | | | | | | | | | | | | | 8 |
| | | | | | | | | | | | | | | | | | | | | | 9 |
| 1 | 3 | | 1 | | 2 | | 2 | 2 | | 2 | 1 | 4 | 3 | 5 | 5 | 1 | 1 | 1 | | | 1 |

α \$2, 100.

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Num-ber of em-ploy-ees. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|---|---------------------------------|-------------------------|--|--|---------------|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|-----|-----|
| | | | | 25 days and under | 26 to 50 days | 51 to 100 days | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | |
| Dispatchers, engine (in 4 roads). | 1 | 2 | \$0.61-\$0.80 | 1 | | | | | | | | | 1 | |
| | 2 | 2 | 1.41-1.60 | | | | | | | | | | 1 | 1 |
| | 3 | 1 | 1.81-2.00 | | | | | | | | | | 1 | |
| | 4 | 1 | 2.21-2.40 | | | 1 | | | | | | | | |
| | 5 | 1 | 2.41-2.60 | | 1 | | | | | | | | | |
| | 6 | 1 | 2.61-2.80 | | 1 | | | | | | | | | |
| | 7 | 1 | 2.81-3.00 | | 1 | | | | | 1 | | | | |
| | 8 | 1 | 3.21-3.40 | | | | | | | | | | 1 | |
| | | | 10 | | 1 | 2 | 1 | | | 1 | | | 4 | 1 |
| | Dispatchers, yard (in 2 roads). | 1 | 2 | 2.41-2.60 | 1 | 1 | | | | | | | | |
| 2 | | 1 | 2.81-3.00 | | | | | | | | | | 1 | |
| 3 | | 1 | 3.21-3.40 | | | | | | | | | | 1 | |
| 4 | | 1 | 4.01-4.20 | | | | | | | | | | 1 | |
| | | 5 | | 1 | 1 | | | | | | | 3 | | |
| Dispatcher and weighmaster (in 1 road). | 1 | 1 | 1.61-1.80 | | | | | | | | | | 1 | |
| | | 1 | | | | | | | | | | | 1 | |
| Division chief telegraph operators (in 1 road). | 1 | 1 | 3.61-3.80 | | | 1 | | | | | | | | |
| | 2 | 1 | 4.01-4.20 | | | | | | | | | | 1 | |
| | | 2 | | | | 1 | | | | | | | 1 | |
| Dockmasters (in 4 roads). | 1 | 1 | 1.61-1.80 | | | | | | | 1 | | | | |
| | 2 | 2 | 1.81-2.00 | | | 1 | | | | | | | 1 | |
| | 3 | 1 | 2.21-2.40 | | | | | | | | | | 1 | |
| | 4 | 2 | 3.21-3.40 | | | 1 | | | | | | | 1 | |
| | 5 | 1 | 3.41-3.60 | | | | | | | | | | 1 | |
| | | 7 | | | | | 2 | | | 1 | | | 4 | |
| Doorlifters (in 1 road). | 1 | 9 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) |
| | | 9 | | | | | | | | | | | | |
| Doormen (in 3 roads). | 1 | 6 | .81-1.00 | | | 3 | | | | | | | 3 | |
| | 2 | 8 | 1.01-1.20 | | | 4 | 2 | 1 | | | | | 1 | |
| | 3 | 17 | 1.21-1.40 | | 1 | | | | 1 | | | | 15 | |
| | 4 | 21 | 1.41-1.60 | 1 | 1 | 1 | | | 1 | | 2 | 14 | 1 | |
| | 5 | 12 | 1.61-1.80 | 1 | 1 | | | | | | 1 | 9 | | |
| | | 64 | | 2 | 3 | 8 | 2 | 1 | 2 | 3 | 42 | 1 | | |
| Door tenders (in 1 road). | 1 | 5 | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) |
| | | 5 | | | | | | | | | | | | |
| Dopers (in 1 road). | 1 | 2 | 1.01-1.20 | | | 1 | | | 1 | | | | 2 | 2 |
| | 2 | 5 | 1.21-1.40 | | | | | 1 | | | | | 1 | |
| | 3 | 1 | 1.61-1.80 | | | | | | | | | | 1 | |
| | | 8 | | | | 1 | | 1 | 1 | | | 3 | 2 | |
| Dragouts (in 1 road). | 1 | 1 | .81-1.00 | | | | | | 1 | | | | | |
| | 2 | 1 | 1.01-1.20 | | | | | | 1 | | | | | |
| | 3 | 11 | 1.21-1.40 | 1 | | 1 | 3 | | 6 | | | | | |
| | | 13 | | 1 | | 1 | 3 | | 8 | | | | | |
| | | 12 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) |
| | | 25 | | | | | | | | | | | | |

(a) Rate and time cannot be stated, as they worked by the piece.

(b) Rate and time not given.

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Number of employ-ees. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | |
|---|------------------|-----------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|--|---|---|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | | |
| Draughtsmen (in 13 roads). | 1 | 1 | \$0.61-\$0.80 | | | | | 1 | | | | | | | |
| | 2 | 2 | 1.21- 1.40 | | | 2 | | | | | | | | | |
| | 3 | 3 | 1.41- 1.60 | 1 | | | | | | | | | | 2 | |
| | 10 | 10 | 1.61- 1.80 | 1 | | 1 | | 4 | | | | | | 4 | |
| | 11 | 11 | 1.81- 2.00 | | 2 | 1 | 2 | 1 | 1 | | | | | 4 | |
| | 2 | 2 | 2.01- 2.20 | | | | | | | | | | | 2 | |
| | 6 | 6 | 2.21- 2.40 | | | 1 | | | | 2 | | | | 2 | 1 |
| | 5 | 5 | 2.41- 2.60 | | | 1 | | | | | 1 | | | 3 | |
| | 3 | 3 | 2.61- 2.80 | | | 1 | | | | | 1 | | | 1 | |
| | 10 | 9 | 2.81- 3.00 | | 1 | 1 | | | | 2 | 1 | | | 4 | |
| | 11 | 1 | 3.01- 3.20 | | | | | | | | | | | 1 | |
| | 12 | 8 | 3.21- 3.40 | | | 1 | | 2 | | | | | | 4 | 1 |
| | 13 | 1 | 3.61- 3.80 | | | | | | | | | | | 1 | |
| | 14 | 4 | 4.01- 4.20 | | | | | 2 | | | | | | 2 | |
| | 15 | 1 | 4.81- 5.00 | | | 1 | | | | | | | | | |
| | 16 | 1 | 6.41- 6.60 | | | | | | | | | | | 1 | |
| | 68 | | | 2 | 3 | 10 | 2 | 10 | 5 | 3 | 31 | 2 | | | |
| | 1 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | | | |
| | 69 | | | | | | | | | | | | | | |
| Draughtsmen's apprentices (in 2 roads). | 1 | 3 | .61- .80 | 1 | | | | | | 2 | | | | | |
| | 2 | 2 | .81- 1.00 | | | | | | 2 | | | | | | |
| | 3 | 1 | 1.21- 1.40 | | | | | | 1 | | | | | | |
| | 6 | | | 1 | | | | | 3 | 2 | | | | | |
| Draw tenders (in 4 roads). | 1 | 9 | 1.01- 1.20 | | 1 | 2 | 1 | 1 | | 2 | 2 | | | | |
| | 2 | 16 | 1.21- 1.40 | | | 1 | | 1 | | 1 | 13 | | | | |
| | 3 | 17 | 1.41- 1.60 | | | | 1 | | | | 10 | | | | |
| | 4 | 4 | 1.61- 1.80 | | | | | | | | 4 | | | | |
| | 5 | 1 | 2.01- 2.20 | | | | | | | | 1 | | | | |
| | 41 | | | | 1 | 3 | 2 | 2 | | 3 | 30 | | | | |
| Drayman (in 1 road) | 1 | 1 | 1.21- 1.40 | | 1 | | | | | | | | | | |
| | 1 | | | | 1 | | | | | | | | | | |
| Drillers (in 14 roads) | 1 | 6 | .61- .80 | | 2 | 3 | | | | | | 1 | | | |
| | 2 | 12 | .81- 1.00 | | 2 | 2 | 1 | 3 | | 3 | 1 | | | | |
| | 3 | 11 | 1.01- 1.20 | 1 | | 3 | 1 | 1 | | 2 | 2 | 1 | | | |
| | 4 | 50 | 1.21- 1.40 | 3 | 5 | 10 | 6 | 4 | 4 | 8 | 8 | 2 | | | |
| | 5 | 27 | 1.41- 1.60 | | | 8 | 2 | 3 | 2 | 5 | 6 | 1 | | | |
| | 6 | 73 | 1.61- 1.80 | 13 | 12 | 10 | 4 | 7 | 6 | 12 | 9 | | | | |
| | 7 | 246 | 1.81- 2.60 | 85 | 36 | 30 | 28 | 14 | 16 | 20 | 17 | | | | |
| | 8 | 21 | 2.01- 2.20 | | 1 | 5 | 2 | 4 | 5 | 3 | 1 | | | | |
| | 9 | 4 | 2.21- 2.40 | | | 1 | 1 | | 2 | | | | | | |
| | 10 | 3 | 2.41- 2.60 | 1 | | | | | 1 | | 1 | | | | |
| | 453 | | | 103 | 58 | 72 | 45 | 36 | 36 | 53 | 46 | 4 | | | |
| | 11 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | | | |
| | 464 | | | | | | | | | | | | | | |
| Drillers' apprentices (in 2 roads) | 1 | 3 | .41- .60 | | | | | | | 2 | 1 | | | | |
| | 2 | 1 | .61- .80 | | | | | | | 1 | | | | | |
| | 3 | 1 | .81- 1.00 | | | | | | | | 1 | | | | |
| | 5 | | | | | | | | | 3 | 2 | | | | |

(a) Rate and time cannot be stated, as they worked by the piece.

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|-----------------------------|----|----|
| 100 dolls. and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 doll | 401 to 500 doll | 501 to 600 doll | 601 to 700 doll | 701 to 800 doll | 801 to 900 doll | 901 to 1000 doll | 1001 to 1100 doll | 1101 to 1200 doll | 1201 to 1300 doll | 1301 to 1400 doll | 1401 to 1500 doll | 1501 to 1600 doll | 1601 to 1700 doll | 1701 to 1800 doll | 1801 to 1900 doll | 1901 to 2000 doll | 2001 doll and over | | |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 | |
| 1 | 1 | | | | | | | | | | | | | | | | | | | | 2 | |
| 1 | | | | | | 2 | | | | | | | | | | | | | | | 3 | |
| 2 | | 4 | | | | | | | | | | | | | | | | | | | 4 | |
| 2 | 1 | 2 | 1 | 1 | | 3 | 1 | | | | | | | | | | | | | | 5 | |
| | | | | 1 | 1 | | | 2 | | | | | | | | | | | | | 6 | |
| | 1 | | | | | | | | 3 | | | | | | | | | | | | 7 | |
| | | 1 | | | | | | 1 | | | | | | | | | | | | | 8 | |
| | | 1 | 1 | | | | | | | | | | | | | | | | | | 9 | |
| | 1 | | | | | | | 2 | 1 | | | | | | | | | | | | 10 | |
| | | | | | | | | | | 1 | | | | | | | | | | | 11 | |
| | 1 | | | | | 1 | 1 | | | | 4 | | | | | | | | | | 12 | |
| | | | | | | | | 2 | | | | 1 | | | | | | | | | 13 | |
| | | | 1 | | | | | | | | | | | 2 | | | | | | | 14 | |
| | | | | | | | | | | | | | | | | | | | | | 15 | |
| | | | | | | | | | | | | | | | | | | | | α 1 | 16 | |
| 7 | 5 | 9 | 2 | 2 | 8 | 6 | 8 | 6 | 5 | 2 | 4 | 1 | | 2 | | | | | | | 1 | |
| | | | | 1 | | | | | | | | | | | | | | | | | | |
| 7 | 5 | 9 | 2 | 3 | 8 | 6 | 8 | 6 | 5 | 2 | 4 | 1 | | 2 | | | | | | | 1 | |
| | | | | | | | | | | | | | | | | | | | | | | |
| 1 | | 2 | | | | | | | | | | | | | | | | | | | | 1 |
| | 1 | | | | | | | | | | | | | | | | | | | | | 2 |
| | | 1 | | | | | | | | | | | | | | | | | | | | 3 |
| 1 | 1 | 4 | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 3 | 1 | 1 | 2 | | | | | | | | | | | | | | | | | | 1 |
| | 1 | 1 | 1 | 13 | | | | | | | | | | | | | | | | | | 2 |
| | | 1 | | | 10 | | | | | | | | | | | | | | | | | 3 |
| | | | | | 3 | 1 | | | | | | | | | | | | | | | | 4 |
| | | | | | | | 1 | | | | | | | | | | | | | | | 5 |
| 2 | 5 | 2 | 2 | 15 | 13 | 1 | 1 | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | 1 | | | | | | | | | | | | | | | | | | | | |
| 4 | 4 | 3 | 1 | | | | | | | | | | | | | | | | | | | 1 |
| 4 | | | 3 | 2 | | | | | | | | | | | | | | | | | | 2 |
| 13 | 12 | 5 | 13 | 6 | 1 | | | | | | | | | | | | | | | | | 3 |
| 6 | 3 | 4 | 2 | 11 | | 1 | | | | | | | | | | | | | | | | 4 |
| 25 | 11 | 6 | 8 | 7 | 15 | 1 | | | | | | | | | | | | | | | | 5 |
| 121 | 30 | 28 | 14 | 18 | 19 | 16 | | | | | | | | | | | | | | | | 6 |
| 1 | 5 | 2 | 3 | 6 | 2 | 2 | | | | | | | | | | | | | | | | 7 |
| | | 1 | | | | | | | | | | | | | | | | | | | | 8 |
| | 1 | | | | 1 | | | 1 | | | | | | | | | | | | | | 9 |
| | | | | | | | | | | | | | | | | | | | | | | 10 |
| 180 | 68 | 50 | 44 | 50 | 40 | 20 | 1 | | | | | | | | | | | | | | | |
| 2 | 3 | 4 | 2 | | | | | | | | | | | | | | | | | | | |
| 182 | 71 | 54 | 46 | 50 | 40 | 20 | 1 | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| | 3 | | | | | | | | | | | | | | | | | | | | | |
| | | 1 | | | | | | | | | | | | | | | | | | | | 1 |
| | | | 1 | | | | | | | | | | | | | | | | | | | 2 |
| | | | | | | | | | | | | | | | | | | | | | | 3 |
| | 3 | 1 | 1 | | | | | | | | | | | | | | | | | | | |

α \$2,200.

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | N m-ber of employ-es. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|--|------------------|-----------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|-------|-------|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | |
| Drillers, coal (in 1 road)... | 1 | 1 | \$1.41-\$1.60 | | | 1 | | | | | | | | |
| | 2 | 46 | 1.61-1.80 | 9 | 5 | 9 | 6 | 2 | 4 | 6 | 3 | 2 | ..... |  |
| | 3 | 10 | 1.81-2.00 | ..... | 2 | ..... | 3 | ..... | 1 | 2 | 2 | ..... | ..... |  |
| | 4 | 7 | 2.41-2.60 | ..... | 2 | 1 | ..... | ..... | ..... | 1 | 2 | 1 | ..... |  |
| | | 64 | ..... | 9 | 9 | 11 | 9 | 2 | 5 | 9 | 7 | 3 | ..... |  |
| Drillers, head (in 1 road) .. | 1 | 5 | 1.81-2.00 | ..... | 1 | ..... | 2 | ..... | ..... | ..... | 2 | ..... | ..... |  |
| | 2 | 5 | 2.01-2.20 | ..... | ..... | ..... | ..... | ..... | 1 | 1 | 3 | ..... | ..... |  |
| | 3 | 14 | 2.21-2.40 | 4 | ..... | 2 | ..... | 2 | 3 | 2 | 1 | ..... | ..... |  |
| | | 24 | ..... | 4 | 1 | 2 | 2 | 2 | 4 | 3 | 6 | ..... | ..... |  |
| Drillers, helpers (in 1 road) | 1 | 31 | 1.21-1.40 | 16 | 5 | 2 | 3 | 4 | ..... | 1 | ..... | ..... | ..... |  |
| | 2 | 11 | 1.41-1.60 | 3 | 1 | 4 | 1 | 2 | ..... | ..... | ..... | ..... | ..... |  |
| | | 42 | ..... | 19 | 6 | 6 | 4 | 6 | ..... | 1 | ..... | ..... | ..... |  |
| Driller, work train (in 1 road). | 1 | 1 | 2.41-2.60 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | | 1 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Drillers, yard (in 1 road) .. | 1 | 27 | 1.61-1.80 | 3 | 4 | ..... | ..... | 2 | 2 | 3 | 13 | ..... | ..... |  |
| | 2 | 4 | 1.81-2.00 | ..... | 1 | ..... | ..... | ..... | ..... | 2 | 1 | ..... | ..... |  |
| | 3 | 1 | 2.01-2.20 | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... |  |
| | 4 | 1 | 2.21-2.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... |  |
| | 5 | 3 | 2.41-2.60 | ..... | ..... | ..... | ..... | ..... | 1 | ..... | 2 | ..... | ..... |  |
| | | 36 | ..... | 3 | 5 | ..... | ..... | 2 | 3 | 6 | 17 | ..... | ..... |  |
| Drillpressmen (in 3 roads). | 1 | 1 | .41-.60 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 2 | 2 | .81-1.00 | ..... | ..... | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 3 | 21 | 1.01-1.20 | 2 | ..... | 3 | 1 | 2 | ..... | 8 | 5 | ..... | ..... |  |
| | 4 | 16 | 1.21-1.40 | ..... | ..... | 1 | 1 | ..... | 5 | 3 | 4 | 2 | ..... |  |
| | 5 | 6 | 1.41-1.60 | 1 | ..... | ..... | ..... | ..... | ..... | 1 | 4 | ..... | ..... |  |
| | 6 | 1 | 1.61-1.80 | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... |  |
| | | 47 | ..... | 3 | ..... | 6 | 3 | 2 | 6 | 12 | 13 | 2 | ..... |  |
| | | 9 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | |
| | | 56 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Drivers (in 3 roads) | 1 | 9 | 1.21-1.40 | 1 | ..... | 1 | ..... | ..... | 1 | ..... | 5 | 1 | ..... |  |
| | 2 | 1 | 1.41-1.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... |  |
| | 3 | 5 | 1.61-1.80 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | 4 | ..... | ..... |  |
| | 4 | 12 | 1.81-2.00 | ..... | ..... | ..... | ..... | ..... | 2 | 4 | 6 | ..... | ..... |  |
| | | 27 | ..... | 1 | ..... | 2 | ..... | ..... | 3 | 4 | 15 | 2 | ..... |  |
| Dummy boys (in 1 road) .. | 1 | 17 | .81-1.00 | 1 | 5 | 1 | 1 | 2 | 1 | 1 | 3 | 2 | ..... |  |
| | | 17 | ..... | 1 | 5 | 1 | 1 | 2 | 1 | 1 | 3 | 2 | ..... |  |
| Dumpmen (in 2 roads) | 1 | 8 | 1.01-1.20 | ..... | 1 | ..... | 1 | ..... | 1 | ..... | ..... | 5 | ..... |  |
| | 2 | 2 | 1.21-1.40 | ..... | ..... | ..... | 1 | ..... | ..... | 1 | ..... | ..... | ..... |  |
| | 3 | 8 | 1.41-1.60 | ..... | ..... | 2 | 1 | ..... | 1 | 1 | 2 | 1 | ..... |  |
| | | 18 | ..... | ..... | 1 | 2 | 3 | ..... | 2 | 2 | 2 | 6 | ..... |  |
| Electric light engineers (in 2 roads). | 1 | 1 | 1.21-1.40 | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... |  |
| | 2 | 1 | 1.81-2.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... |  |
| | 3 | 2 | 2.41-2.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 | ..... | ..... |  |
| | | 4 | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | 3 | ..... | ..... |  |

a Rate and time cannot be stated, as they worked by the day and piece combined.

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|-----------------------------|---|
| 100 dolls. and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 doll | 401 to 500 doll | 501 to 600 doll | 601 to 700 doll | 701 to 800 doll | 801 to 900 doll | 901 to 1000 doll | 1001 to 1100 doll | 1101 to 1200 doll | 1201 to 1300 doll | 1301 to 1400 doll | 1401 to 1500 doll | 1501 to 1600 doll | 1601 to 1700 doll | 1701 to 1800 doll | 1801 to 1900 doll | 1901 to 2000 doll | 2001 doll and over | |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| 15 | 9 | 6 | 3 | 5 | 5 | 3 | | | | | | | | | | | | | | | 2 |
| 2 | | 3 | | 2 | 1 | 2 | | | | | | | | | | | | | | | 3 |
| 2 | 1 | | | | | 1 | 2 | | 1 | | | | | | | | | | | | 4 |
| 20 | 10 | 9 | 3 | 7 | 6 | 6 | 2 | | 1 | | | | | | | | | | | | |
| 1 | | 2 | | | | 2 | | | | | | | | | | | | | | | 1 |
| 4 | 1 | 1 | 1 | 1 | 4 | 1 | 1 | | | | | | | | | | | | | | 2 |
| 5 | 1 | 3 | 1 | 2 | 4 | 6 | 2 | | | | | | | | | | | | | | 3 |
| 23 | 3 | 4 | | 1 | | | | | | | | | | | | | | | | | 1 |
| 6 | 3 | 2 | | | | | | | | | | | | | | | | | | | 2 |
| 29 | 6 | 6 | | 1 | | | | | | | | | | | | | | | | | |
| | | 1 | | | | | | | | | | | | | | | | | | | 1 |
| | | 1 | | | | | | | | | | | | | | | | | | | |
| 7 | | 2 | 2 | 3 | 13 | | | | | | | | | | | | | | | | 1 |
| 1 | | | | | 2 | 1 | | | | | | | | | | | | | | | 2 |
| | | | | | 1 | | | | | | | | | | | | | | | | 3 |
| | | | | | | 1 | 1 | | | | | | | | | | | | | | 4 |
| | | | | | | 1 | 1 | 1 | | | | | | | | | | | | | 5 |
| 8 | | 2 | 2 | 3 | 16 | 2 | 2 | 1 | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| 2 | | | | | | | | | | | | | | | | | | | | | 2 |
| 4 | 3 | 1 | 13 | | | | | | | | | | | | | | | | | | 3 |
| | 2 | 3 | 5 | 4 | 2 | | | | | | | | | | | | | | | | 4 |
| 1 | | | | 5 | | | | | | | | | | | | | | | | | 5 |
| | | | | 1 | | | | | | | | | | | | | | | | | 6 |
| 8 | 5 | 4 | 18 | 10 | 2 | | | | | | | | | | | | | | | | |
| 1 | 1 | 1 | 2 | 2 | 2 | | | | | | | | | | | | | | | | |
| 9 | 6 | 5 | 20 | 12 | 4 | | | | | | | | | | | | | | | | |
| 2 | | | 1 | 6 | | | | | | | | | | | | | | | | | 1 |
| | | | | 1 | | | | | | | | | | | | | | | | | 2 |
| 1 | | | | 1 | 3 | | | | | | | | | | | | | | | | 3 |
| | | | 1 | 2 | 4 | 5 | | | | | | | | | | | | | | | 4 |
| 3 | | | 2 | 9 | 8 | 5 | | | | | | | | | | | | | | | |
| 8 | 3 | 4 | 2 | | | | | | | | | | | | | | | | | | 1 |
| 8 | 3 | 4 | 2 | | | | | | | | | | | | | | | | | | |
| 1 | 1 | 1 | | 5 | | | | | | | | | | | | | | | | | 1 |
| | 1 | | 1 | | | | | | | | | | | | | | | | | | 2 |
| 1 | 2 | | 2 | | 3 | | | | | | | | | | | | | | | | 3 |
| 2 | 4 | 1 | 3 | 5 | 3 | | | | | | | | | | | | | | | | |
| | | | 1 | | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | 1 | | | | | | | | | | | | | | 2 |
| | | | | | | | | 2 | | | | | | | | | | | | | 3 |
| | | | 1 | | | | 1 | 2 | | | | | | | | | | | | | |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Num-ber of em-ploy-és. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|--|------------------|------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|---|---|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | |
| Electric light tenders (in 2 roads). | 1 | 1 | \$0.81-\$1.00 | 1 | | | | | | | | | | |
| | 2 | 1 | 1.21- 1.40 | | | | | 1 | | | | | | |
| | 3 | 1 | 1.41- 1.60 | | | | 1 | | | | | | | |
| | 4 | 2 | 1.61- 1.80 | | | 1 | | | | | | 1 | | |
| | 5 | 1 | 1.81- 2.00 | | | | | 1 | | | | | | |
| | 6 | | | 1 | | 1 | 1 | 2 | | | | | 1 | |
| Electric light trimmers (in 1 road). | 1 | 3 | .81- 1.00 | 1 | | 1 | | | | | 1 | | | |
| | 2 | 3 | 1.61- 1.80 | 1 | | | | | | | | | 2 | |
| | 3 | 2 | 1.81- 2.00 | 1 | | | | | | | | | 1 | |
| | 8 | | 3 | | 1 | | | | | 1 | | 3 | | |
| Electricians (in 4 roads)... | 1 | 1 | 1.21- 1.40 | | | | 1 | | | | | | | |
| | 2 | 3 | 1.41- 1.60 | | | | 1 | | | | | | 1 | |
| | 3 | 3 | 1.81- 2.00 | | | 2 | | | 1 | | | | 1 | |
| | 4 | 3 | 2.21- 2.40 | 1 | 1 | | | | | | | | 1 | |
| | 5 | 3 | 2.41- 2.60 | | 1 | | | 1 | | | | | 1 | |
| | 6 | 1 | 2.61- 2.80 | | | | | | | | | | 1 | |
| | 7 | 1 | 3.01- 3.21 | | | 1 | | | | | | | | |
| | 8 | 1 | 4.01- 4.21 | | | | | | | | | | | 1 |
| | 16 | | 1 | 2 | 3 | 2 | 1 | 1 | | | | | 6 | |
| Elevatormen (in 1 road)... | 1 | 3 | .61- .80 | 1 | | | | | | | | | | 2 |
| | 2 | 11 | .81- 1.00 | | 1 | | 1 | 1 | | | 1 | | 7 | |
| | 3 | 5 | 1.21- 1.40 | | 2 | | | | | 1 | | | 1 | 1 |
| | 4 | 4 | 1.41- 1.60 | | | | | | | | 1 | | 3 | |
| | 5 | 1 | 1.61- 1.80 | | | | | | | | | 1 | 1 | |
| | 24 | | 1 | 3 | | 1 | 1 | 1 | 2 | 14 | 1 | | | |
| Employés of ferry, cabin-men (in 1 road). | 1 | 3 | 1.81- 2.00 | 2 | 1 | | | | | | | | | |
| | 3 | | 2 | 1 | | | | | | | | | | |
| Employés of ferry, cap-tains (in 1 road). | 1 | 1 | 2.61- 2.80 | | | | 1 | 2 | | | | | 1 | |
| | 2 | 11 | 3.61- 3.80 | 1 | | | 1 | 2 | | | | | 4 | 3 |
| | 12 | | 1 | | | 1 | 2 | | | | | 5 | 3 | |
| Employés of ferry, criers (in 1 road). | 1 | 3 | 1.41- 1.60 | | | 2 | | | | 1 | | | | |
| | 3 | | 2 | | | | | | 1 | | | | | |
| Employés of ferry, deck hands (in 1 road). | 1 | 29 | 1.01- 1.20 | 12 | 4 | 7 | 2 | 4 | | | | | | |
| | 2 | 3 | 1.21- 1.40 | 1 | 2 | | | | | | | | | |
| | 3 | 5 | 1.61- 1.80 | | 1 | 1 | 1 | | | | | | 2 | |
| | 4 | 45 | 1.81- 2.00 | 7 | 1 | 7 | 4 | 1 | 1 | 3 | 15 | 6 | | |
| | 5 | 1 | 2.01- 2.20 | | | | | | | | 1 | | | |
| | 83 | | 20 | 8 | 15 | 7 | 5 | 1 | 3 | 18 | 6 | | | |
| Employés of ferry, dock-men (in 1 road). | 1 | 1 | .81- 1.00 | | | | | | | | 1 | | 1 | |
| | 2 | 5 | 1.41- 1.60 | 1 | 1 | 2 | | | | | | | 3 | |
| | 3 | 3 | 1.61- 1.80 | | | | | | | | | | 2 | |
| | 4 | 2 | 1.81- 2.00 | | | | | | | | | | | |
| | 11 | | 1 | 1 | 2 | | | | | 1 | | 6 | | |
| Employés of ferry, engi-neers (in 1 road). | 1 | 7 | 2.81- 3.00 | 1 | 2 | 1 | 1 | 2 | | | | | | |
| | 2 | 11 | 3.01- 3.20 | | | 1 | 1 | 2 | | | | 4 | 3 | |
| | 18 | | 1 | 2 | 2 | 2 | 4 | | | | 4 | 3 | | |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|-----------------------------------|---|
| 100 dolls. and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 doll | 401 to 500 doll | 501 to 600 doll | 601 to 700 doll | 701 to 800 doll | 801 to 900 doll | 901 to 1000 doll | 1001 to 1100 doll | 1101 to 1200 doll | 1201 to 1300 doll | 1301 to 1400 doll | 1401 to 1500 doll | 1501 to 1600 doll | 1601 to 1700 doll | 1701 to 1800 doll | 1801 to 1900 doll | 1901 to 2009 doll | 2001 to doll and over | |
| 1 | | 1 | | | | | | | | | | | | | | | | | | | 1 |
| | 1 | | | | | | | | | | | | | | | | | | | | 2 |
| | 1 | | | | | 1 | | | | | | | | | | | | | | | 3 |
| | | | 1 | | | | | | | | | | | | | | | | | | 4 |
| 1 | 2 | 1 | 1 | | | 1 | | | | | | | | | | | | | | | 5 |
| 2 | | 1 | | | | | | | | | | | | | | | | | | | 1 |
| 1 | | | | | 2 | | | | | | | | | | | | | | | | 2 |
| 1 | | | | | | | 1 | | | | | | | | | | | | | | 3 |
| 4 | | 1 | | | 2 | | 1 | | | | | | | | | | | | | | |
| | 1 | | | | | | | | | | | | | | | | | | | | 1 |
| | 1 | | 1 | 1 | | | | | | | | | | | | | | | | | 2 |
| | 1 | 1 | | | 1 | | | | | | | | | | | | | | | | 3 |
| 2 | | | | | | | 1 | | | | | | | | | | | | | | 4 |
| 1 | | | | | | | | 1 | | | | | | | | | | | | | 5 |
| | | | | | | | | | 1 | | | | | | | | | | | | 6 |
| | | | | | | | | | | 1 | | | | | | | | | | | 7 |
| | | | | | | | | | | | | | | | 1 | | | | | | 8 |
| 3 | 4 | 1 | 1 | 2 | 1 | | 1 | 1 | 1 | | | | | | 1 | | | | | | |
| 1 | | 2 | | | | | | | | | | | | | | | | | | | 1 |
| 2 | 1 | 1 | 7 | | | | | | | | | | | | | | | | | | 2 |
| 2 | | 1 | | 1 | 1 | | | | | | | | | | | | | | | | 3 |
| | | | | 4 | | | | | | | | | | | | | | | | | 4 |
| | | | | | 1 | | | | | | | | | | | | | | | | 5 |
| 5 | 1 | 4 | 7 | 5 | 2 | | | | | | | | | | | | | | | | |
| 3 | | | | | | | | | | | | | | | | | | | | | 1 |
| 3 | | | | | | | | | | | | | | | | | | | | | |
| 1 | | | | | | 1 | 1 | 1 | | | | | 1 | 6 | | | | | | | 1 |
| 1 | | | | | | 1 | 1 | 1 | 1 | | | | 1 | 6 | | | | | | | 2 |
| | 2 | 1 | | | | | | | | | | | | | | | | | | | 1 |
| | 2 | 1 | | | | | | | | | | | | | | | | | | | |
| 22 | 3 | 4 | | | | | | | | | | | | | | | | | | | 1 |
| 3 | | | | | | | | | | | | | | | | | | | | | 2 |
| 2 | 1 | | | | 2 | | | | | | | | | | | | | | | | 3 |
| 9 | 7 | 3 | 1 | 3 | 4 | 18 | | | | | | | | | | | | | | | 4 |
| | | | | | | 1 | | | | | | | | | | | | | | | 5 |
| 36 | 11 | 7 | 1 | 3 | 6 | 18 | 1 | | | | | | | | | | | | | | |
| | | | 1 | | | | | | | | | | | | | | | | | | 1 |
| 3 | 1 | | | 1 | | | | | | | | | | | | | | | | | 2 |
| | | | | | 3 | | | | | | | | | | | | | | | | 3 |
| | | | | | | 1 | 1 | | | | | | | | | | | | | | 4 |
| 3 | 1 | | 1 | 1 | 3 | 1 | 1 | | | | | | | | | | | | | | |
| 2 | 1 | 1 | 1 | 2 | | | | | | | | | | | | | | | | | 1 |
| | | 1 | 1 | | 1 | 1 | | | | | | 7 | | | | | | | | | 2 |
| 2 | 1 | 2 | 2 | 2 | 1 | 1 | | | | | | 7 | | | | | | | | | |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Number of employ- és. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | | | | | | |
|---|------------------|--------------------------|---|--|-------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|-----------------------------------|---|--|--|--|--|---|---|---|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 306 to days and over. | | | | | | | | |
| Employés of ferry, engi- neers, second (in 1 road). | 1 | 1 | \$1.21-\$1.40 | 1 | | | | | | | | | | | | | | | | |
| | 2 | 3 | 1.61- 1.80 | 1 | 1 | 1 | | | | | | | | | | | | | | |
| | 3 | 2 | 1.81- 2.00 | | | | 1 | | | | | | | | | | | | | |
| | | 6 | | | 2 | 2 | 1 | 1 | | | | | | | | | | | | |
| Employés of ferry, fire- men (in 1 road). | 1 | 2 | 1.21- 1.40 | | 1 | | 1 | | | | | | | | | | | | | |
| | 2 | 17 | 1.41- 1.60 | 5 | 3 | 4 | 3 | 2 | | | | | | | | | | | | |
| | 3 | 2 | 1.61- 1.80 | 1 | | | | | | | | | | | | | | | 1 | |
| | 4 | 25 | 1.81- 2.00 | 5 | | 2 | 1 | 3 | 2 | | | | | | | | | | 8 | 4 |
| | 46 | | | 11 | 4 | 6 | 5 | 5 | 2 | | | | | | | | | 9 | 4 | |
| Employés of ferry, mates (in 1 road). | 1 | 3 | 1.81- 2.00 | | | | 1 | 1 | | | | | | | | | | | 1 | |
| | | 3 | | | | | 1 | 1 | | | | | | | | | | | 1 | |
| Employés of ferry, police- men (in 1 road). | 1 | 11 | 1.81- 2.00 | | 2 | 2 | 1 | | | | | | | | | | | | 4 | 2 |
| | | 11 | | | 2 | 2 | 1 | | | | | | | | | | | | 4 | 2 |
| Employés of ferry, rousta- abouts (in 1 road). | 1 | 6 | 1.61- 1.80 | | | 2 | | 1 | | 1 | | 1 | 2 | | | | | | | |
| | 2 | 1 | 1.81- 2.00 | | | | | | | | | | 1 | | | | | | | |
| | | 7 | | | | 2 | | 1 | | | | 1 | 3 | | | | | | | |
| Employés of ferry, stew- ardesses (in 1 road). | 1 | 15 | .81- 1.00 | | 1 | 5 | 2 | | 1 | 1 | 1 | 2 | 3 | | | | | | | |
| | | 15 | | | 1 | 5 | 2 | | 1 | 1 | 1 | 2 | 3 | | | | | | | |
| Employés of ferry, watch- men (in 1 road). | 1 | 2 | 1.41- 1.60 | 1 | | | | 1 | | | | | | | | | | | | |
| | | 2 | | | 1 | | | 1 | | | | | | | | | | | | |
| Employés of ferry, wheel- men (in 1 road). | 1 | 10 | 1.81- 2.00 | | | | 1 | 3 | | | | | | | | | | | 3 | 3 |
| | 2 | 1 | 2.81- 3.00 | | | | | | | | | | | | | | | | 1 | |
| | | 11 | | | | | 1 | 3 | | | | | | | | | | | 4 | 3 |
| Employés junction eat- ing house, chamber- maids (in 1 road). | 1 | 3 | .21- .40 | | | 2 | | | 1 | | | | | | | | | | | |
| | | 3 | | | | 2 | | | 1 | | | | | | | | | | | |
| Employés junction eat- ing house, cooks (in 1 road). | 1 | 1 | .61- .80 | | | | | | | | | | | | | | | | | 1 |
| | 2 | 1 | 1.01- 1.20 | 1 | | | | | | | | | | | | | | | | 1 |
| | 3 | 1 | 1.21- 1.40 | | | | | | | | | | | | | | | | | 1 |
| | | 3 | | | 1 | | | | | | | | | | | | | | | 2 |
| Employés junction eat- ing house, dishwashers (in 1 road). | 1 | 2 | .21- .40 | | 1 | | | | 1 | | | | | | | | | | | |
| | | 2 | | | | 1 | | | 1 | | | | | | | | | | | |
| Employé junction eat- ing house, extra help (in 1 road). | 1 | 1 | .21- .40 | 1 | | | | | | | | | | | | | | | | |
| | 1 | 1 | | 1 | | | | | | | | | | | | | | | | |
| Employés junction eat- ing house, kitchen girls (in 1 road). | 1 | 9 | .21- .40 | 4 | 3 | 1 | | | | | 1 | | | | | | | | | |
| | | 9 | | 4 | 3 | 1 | | | | | 1 | | | | | | | | | |
| Employé junction eat- ing house, kitchen girl and waitress (in 1 road). | 1 | 1 | .21- .40 | | | | | | | | | | | | | | | | | 1 |
| | | 1 | | | | | | | | | | | | | | | | | | 1 |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|-----------------------------|---|
| 100 dolls. and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 doll | 401 to 500 doll | 501 to 600 doll | 601 to 700 doll | 701 to 800 doll | 801 to 900 doll | 901 to 1000 doll | 1001 to 1100 doll | 1101 to 1200 doll | 1201 to 1300 doll | 1301 to 1400 doll | 1401 to 1500 doll | 1501 to 1600 doll | 1601 to 1700 doll | 1701 to 1800 doll | 1801 to 1900 doll | 1901 to 2000 doll | 2001 doll and over | |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| 2 | 1 | | | | | | | | | | | | | | | | | | | | 2 |
| 1 | | 1 | | | | | | | | | | | | | | | | | | | 3 |
| 4 | 1 | 1 | | | | | | | | | | | | | | | | | | | |
| 1 | 1 | | | | | | | | | | | | | | | | | | | | 1 |
| 10 | 5 | 2 | | | | | | | | | | | | | | | | | | | 2 |
| 1 | | | | | 1 | | | | | | | | | | | | | | | | 3 |
| 5 | 2 | 1 | 3 | 2 | | 1 | 11 | | | | | | | | | | | | | | 4 |
| 17 | 8 | 3 | 3 | 2 | 1 | 1 | 11 | | | | | | | | | | | | | | |
| | 1 | 1 | | | | 1 | | | | | | | | | | | | | | | 1 |
| | 1 | 1 | | | | 1 | | | | | | | | | | | | | | | |
| 2 | 2 | 1 | | | | 1 | 5 | | | | | | | | | | | | | | 1 |
| 2 | 2 | 1 | | | | 1 | 5 | | | | | | | | | | | | | | |
| 2 | | 1 | | 1 | 2 | | | | | | | | | | | | | | | | 1 |
| | | | | | | 1 | | | | | | | | | | | | | | | 2 |
| 2 | | 1 | | 1 | 2 | 1 | | | | | | | | | | | | | | | |
| 6 | 2 | 2 | 5 | | | | | | | | | | | | | | | | | | 1 |
| 6 | 2 | 2 | 5 | | | | | | | | | | | | | | | | | | |
| 1 | | 1 | | | | | | | | | | | | | | | | | | | |
| 1 | | 1 | | | | | | | | | | | | | | | | | | | |
| | 1 | 3 | | | | | 6 | | | | | | | | | | | | | | 1 |
| | 1 | 3 | | | | | 6 | 1 | | | | | | | | | | | | | 2 |
| | 1 | 3 | | | | | 6 | 1 | | | | | | | | | | | | | |
| 3 | | | | | | | | | | | | | | | | | | | | | 1 |
| 3 | | | | | | | | | | | | | | | | | | | | | |
| | | 1 | | | | | | | | | | | | | | | | | | | 1 |
| 1 | | | | 1 | | | | | | | | | | | | | | | | | 2 |
| | | | | | | | | | | | | | | | | | | | | | 3 |
| 1 | | 1 | | 1 | | | | | | | | | | | | | | | | | |
| 2 | | | | | | | | | | | | | | | | | | | | | 1 |
| 2 | | | | | | | | | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | | | | | | | | | | | | | | | | | | | | | |
| 9 | | | | | | | | | | | | | | | | | | | | | 1 |
| 9 | | | | | | | | | | | | | | | | | | | | | |
| | 1 | | | | | | | | | | | | | | | | | | | | 1 |
| | 1 | | | | | | | | | | | | | | | | | | | | |

TABLE II.— CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Number of employ- ees. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|---|------------------|---------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|-------|--|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | |
| Employés junction eating house, laundresses (in 1 road). | 1 | 3 | \$0.21-\$0.40 | ..... | 1 | 1 | ..... | ..... | 1 | ..... | ..... | ..... | ..... |  |
| | | 3 | ..... | ..... | 1 | 1 | ..... | ..... | 1 | ..... | ..... | ..... | ..... |  |
| Employés junction eating house, waitress (in 1 road). | 1 | 4 | .21- .40 | ..... | ..... | 1 | 1 | 1 | ..... | ..... | ..... | ..... | 1 | |
| | | 4 | ..... | ..... | ..... | 1 | 1 | 1 | ..... | ..... | ..... | ..... | 1 | |
| Employé junction eating house, waitress, and chambermaid (in 1 road). | 1 | 1 | .21- .40 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | | 1 | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Engine lighters (in 1 road). | 1 | 3 | 1.21- 1.40 | ..... | 1 | 1 | ..... | ..... | ..... | 1 | ..... | ..... | ..... |  |
| | | 1 | 1.41- 1.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | | 4 | ..... | ..... | 2 | 1 | ..... | ..... | ..... | 1 | ..... | ..... | ..... |  |
| | | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Engine preparers (in 5 roads). | 1 | 9 | 1.01- 1.20 | ..... | 1 | ..... | ..... | ..... | ..... | 1 | ..... | ..... | 3 | |
| | | 80 | 1.21- 1.40 | ..... | 11 | 5 | 12 | 11 | 9 | 6 | 5 | 13 | 8 | |
| | | 24 | 1.41- 1.60 | ..... | ..... | 2 | 5 | ..... | 3 | 3 | 2 | 6 | 3 | |
| | | 60 | 1.61- 1.80 | ..... | 6 | 1 | 9 | 2 | 6 | ..... | 3 | 28 | 5 | |
| | | 17 | 1.81- 2.00 | ..... | ..... | ..... | 2 | 1 | 1 | 1 | ..... | 10 | 2 | |
| | | 3 | 2.01- 2.20 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | 2 | ..... |  |
| | | 2 | 2.21- 2.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 | ..... |  |
| 195 | ..... | ..... | 19 | 7 | 29 | 14 | 19 | 11 | 10 | 64 | 22 | ..... |  |  |
| Engine preparers, assistant (in 1 road). | 1 | 7 | 1.01- 1.20 | ..... | ..... | ..... | ..... | 2 | ..... | 1 | ..... | 4 | ..... |  |
| | | 10 | 1.21- 1.40 | ..... | ..... | 1 | ..... | 2 | 1 | 1 | ..... | 5 | ..... |  |
| | | 17 | ..... | ..... | ..... | 1 | ..... | 4 | 1 | 2 | ..... | 9 | ..... |  |
| Engine turners (in 1 road). | 1 | 2 | 2.01- 2.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 1 | |
| | | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 1 | |
| Engine turners' helpers (in 1 road). | 1 | 2 | 1.81- 2.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 1 | |
| | | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 1 | |
| Engineers (in 46 roads).... | 1 | 2 | .81- 1.00 | ..... | ..... | ..... | 2 | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | | 8 | 1.21- 1.40 | ..... | 2 | ..... | ..... | ..... | ..... | ..... | 2 | ..... | 2 | |
| | | 18 | 1.41- 1.60 | ..... | 9 | 1 | 2 | 2 | ..... | ..... | ..... | ..... | 3 | |
| | | 31 | 1.61- 1.80 | ..... | 5 | 2 | 4 | 1 | 2 | 2 | 3 | 7 | 5 | |
| | | 60 | 1.81- 2.00 | ..... | 14 | 5 | 7 | 4 | 6 | 5 | 4 | 14 | 1 | |
| | | 12 | 2.01- 2.20 | ..... | 3 | 2 | ..... | 1 | ..... | 1 | 1 | 3 | 1 | |
| | | 7 | 2.21- 2.40 | ..... | 12 | 5 | 14 | 9 | 7 | 9 | 10 | 19 | 15 | |
| | | 199 | 2.41- 2.60 | ..... | 25 | 16 | 24 | 27 | 14 | 12 | 26 | 44 | 11 | |
| | | 272 | 2.61- 2.80 | ..... | 48 | 18 | 23 | 13 | 18 | 15 | 25 | 88 | 24 | |
| | | 199 | 2.81- 3.00 | ..... | 22 | 11 | 11 | 10 | 17 | 10 | 23 | 65 | 30 | |
| | | 17 | 3.01- 3.20 | ..... | 2 | ..... | 3 | ..... | ..... | 1 | 3 | 5 | 3 | |
| | | 93 | 3.21- 3.40 | ..... | 4 | 5 | 4 | 3 | 2 | 4 | 17 | 46 | 8 | |
| | | 594 | 3.41- 3.60 | ..... | 45 | 21 | 21 | 16 | 21 | 20 | 51 | 262 | 137 | |
| | | 43 | 3.61- 3.80 | ..... | 3 | 1 | 5 | 4 | 2 | ..... | 11 | 17 | ..... |  |
| | | 414 | 3.81- 4.00 | ..... | 61 | 22 | 43 | 29 | 25 | 22 | 48 | 120 | 44 | |
| | | 1 | 4.01- 4.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | | 16 | 4.21- 4.40 | ..... | ..... | 1 | ..... | 1 | ..... | ..... | 2 | 11 | 1 | |
| | | 17 | 4.41- 4.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 1 | ..... |  |
| | | 18 | 4.81- 5.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 | ..... |  |
| | | 19 | 5.01- 5.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |  |
| 20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |  |  |
| 2,084 | ..... | ..... | 255 | 110 | 161 | 123 | 115 | 101 | 227 | 710 | 282 | | | |
| 1,558 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | | | |
| 3642 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |  |  |

αRate and time cannot be stated, as they worked by the day, trip, and mile.

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|---------------------------|----|
| 100 dolls. and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 doll | 401 to 500 doll | 501 to 600 doll | 601 to 700 doll | 701 to 800 doll | 801 to 900 doll | 901 to 1000 doll | 1001 to 1100 doll | 1101 to 1200 doll | 1201 to 1300 doll | 1301 to 1400 doll | 1401 to 1500 doll | 1501 to 1600 doll | 1601 to 1700 doll | 1701 to 1800 doll | 1801 to 1900 doll | 1901 to 2000 doll | 2001 to and over | |
| 3 | | | | | | | | | | | | | | | | | | | | 1 | |
| 3 | | | | | | | | | | | | | | | | | | | | 1 | |
| 3 | 1 | | | | | | | | | | | | | | | | | | | 1 | |
| 3 | 1 | | | | | | | | | | | | | | | | | | | 1 | |
| 1 | | | | | | | | | | | | | | | | | | | | 1 | |
| 1 | | | | | | | | | | | | | | | | | | | | 1 | |
| 2 | | | 1 | | | | | | | | | | | | | | | | | 1 | |
| 1 | | | | | | | | | | | | | | | | | | | | 2 | |
| 3 | | | 1 | | | | | | | | | | | | | | | | | 1 | |
| 22 | | 1 | | 4 | 3 | | | | | | | | | | | | | | | 1 | |
| 17 | 11 | 9 | 13 | 8 | | | | | | | | | | | | | | | | 2 | |
| 6 | 1 | 3 | 3 | 8 | | | | | | | | | | | | | | | | 3 | |
| 8 | 10 | 4 | 2 | 3 | 27 | 4 | 2 | | | | | | | | | | | | | 4 | |
| | 2 | 1 | 1 | 1 | 1 | 7 | 4 | 2 | | | | | | | | | | | | 5 | |
| | 1 | | | | | | 2 | | | | | | | | | | | | | 6 | |
| | | | | | | | | 2 | | | | | | | | | | | | 7 | |
| 37 | 31 | 20 | 15 | 24 | 47 | 11 | 8 | 2 | | | | | | | | | | | | 1 | |
| | 1 | 1 | 4 | 1 | | | | | | | | | | | | | | | | 1 | |
| | 1 | 2 | 1 | 5 | 1 | | | | | | | | | | | | | | | 2 | |
| | 2 | 3 | 5 | 6 | 1 | | | | | | | | | | | | | | | 1 | |
| | | | | | | 1 | | 1 | | | | | | | | | | | | 1 | |
| | | | | | | | | 1 | | | | | | | | | | | | 1 | |
| | | | | | | | | 2 | | | | | | | | | | | | 1 | |
| | | | | | | | | 2 | | | | | | | | | | | | 1 | |
| 2 | 1 | | 2 | 2 | 1 | | | | | | | | | | | | | | | 1 | |
| 11 | 3 | | 1 | 1 | 3 | | | | | | | | | | | | | | | 2 | |
| 9 | 3 | 1 | 2 | 4 | 6 | 3 | | | | | | | | | | | | | | 3 | |
| 20 | 6 | 3 | 8 | 4 | 6 | 8 | 5 | | | | | | | | | | | | | 4 | |
| 5 | | 1 | 1 | 1 | 2 | 2 | | | | | | | | | | | | | | 5 | |
| 15 | 11 | 12 | 4 | 5 | 13 | 10 | 11 | 7 | 11 | 1 | | | | | | | | | | 6 | |
| 35 | 20 | 20 | 20 | 11 | 10 | 17 | 25 | 27 | 10 | 3 | 1 | | | | | | | | | 7 | |
| 58 | 19 | 17 | 8 | 12 | 12 | 11 | 20 | 40 | 52 | 13 | 8 | 2 | | | | | | | | 8 | |
| 32 | 5 | 8 | 7 | 10 | 9 | 9 | 12 | 20 | 24 | 35 | 17 | 8 | 3 | | | | | | | 9 | |
| 2 | 5 | 3 | | | | 1 | 2 | 2 | 2 | 4 | 1 | 1 | | | | | | | | 10 | |
| 48 | 21 | 9 | 14 | 9 | 11 | 14 | 8 | 13 | 23 | 68 | 113 | 126 | 32 | 23 | 13 | 18 | | | | 11 | |
| 3 | 1 | 3 | 2 | 1 | 4 | 1 | | 2 | 10 | 11 | 4 | 1 | | | | | | | | 12 | |
| 61 | 22 | 29 | 15 | 16 | 14 | 12 | 13 | 11 | 11 | 11 | 54 | 66 | 31 | 23 | 7 | 11 | 6 | | 1 | 13 | |
| | 1 | | | 1 | | | 1 | | | 1 | | 3 | 6 | 3 | 1 | | | | | 14 | |
| | | | | | | | | | | | | 1 | | 1 | | 1 | | | | 15 | |
| | | | | | | | | | | | | | | | | 1 | | | | 16 | |
| | | | | | | | | | | | | | | | | | | | | 17 | |
| | | | | | | | | | | | | | | | | | | | | 18 | |
| | | | | | | | | | | | | | | | | | | | | 19 | |
| | | | | | | | | | | | | | | | | | | | | b1 | 20 |
| 306 | 120 | 108 | 84 | 79 | 91 | 91 | 102 | 127 | 149 | 172 | 222 | 217 | 75 | 50 | 22 | 29 | 13 | 9 | 6 | 12 | |
| 82 | 53 | 31 | 45 | 33 | 37 | 41 | 48 | 93 | 112 | 200 | 250 | 170 | 111 | 71 | 67 | 52 | 41 | 17 | 2 | c2 | |
| 388 | 173 | 139 | 129 | 112 | 128 | 132 | 150 | 220 | 261 | 372 | 472 | 387 | 186 | 121 | 89 | 81 | 54 | 26 | 8 | 14 | |

a One \$2,006, one \$2,014, one \$2,021, one \$2,022, one \$2,027, one \$2,042, one \$2,077, one, \$2,089, one \$2,121, one 2,196, one \$2,327.
 b \$2,100.
 c One \$2,091, one \$2,094.

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Number of employ- ees. | Groups of daily actual earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | |
|-------------------------------------|------------------|---------------------------|--|--|----------------|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|-------|-------|-------|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | | |
| Engineers, assistant (in 12 roads). | 1 | 1 | \$0.61-\$0.80 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 1 | 1 | .81-1.00 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 3 | 1 | 1.01-1.20 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 4 | 8 | 1.21-1.40 | ..... | 3 | 1 | 2 | ..... | ..... | 1 | ..... | ..... | 1 | ..... |  |
| | 5 | 2 | 1.41-1.60 | ..... | ..... | ..... | 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 6 | 7 | 1.61-1.80 | ..... | ..... | ..... | 1 | 3 | ..... | 1 | 1 | 1 | ..... | ..... |  |
| | 7 | 1 | 1.81-2.00 | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... |  |
| | 8 | 1 | 2.01-2.20 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 9 | 7 | 2.41-2.60 | ..... | ..... | 2 | ..... | ..... | 1 | 2 | ..... | ..... | 2 | ..... |  |
| | 10 | 4 | 2.61-2.80 | | | 2 | 1 | | | | | | | 1 | |
| | 12 | 2 | 2.81-3.00 | ..... | 1 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 13 | 3 | 3.21-3.40 | ..... | ..... | 1 | ..... | ..... | 3 | 1 | 1 | 3 | ..... | ..... |  |
| | 14 | 2 | 4.01-4.20 | ..... | ..... | 1 | ..... | ..... | ..... | 1 | ..... | ..... | 1 | ..... |  |
| | | | 49 | | 4 | 9 | 5 | 6 | 6 | 7 | 2 | 9 | 1 | | |
| Engineers, bridge (in 2 roads). | 1 | 1 | 1.81-2.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |  |
| | 2 | 6 | 2.01-2.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 6 | ..... |  |
| | 3 | 1 | 2.21-2.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... |  |
| | 4 | 2 | 2.41-2.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 | ..... |  |
| | 5 | 2 | 2.61-2.80 | ..... | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 6 | 1 | 2.81-3.00 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 7 | 1 | 3.21-3.40 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 8 | 1 | 4.81-5.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |  |
| | 9 | 1 | 6.81-7.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |  |
| | | 16 | ..... | 3 | ..... | 1 | ..... | ..... | ..... | 1 | 11 | ..... | ..... | ..... |  |
| Engineers, chief (in 3 roads) | 1 | 1 | 2.81-3.00 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 2 | 1 | 3.21-3.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... |  |
| | 3 | 1 | 4.01-4.20 | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... |  |
| | | 3 | ..... | 1 | ..... | ..... | ..... | 1 | ..... | 1 | ..... | ..... | ..... | ..... |  |
| Engineers, coal train (in 1 road). | 1 | 52 | 3.41-3.60 | ..... | 2 | 1 | 5 | ..... | 4 | 3 | 12 | 23 | 2 | ..... |  |
| | | 52 | ..... | ..... | 2 | 1 | 5 | ..... | 4 | 3 | 12 | 23 | 2 | ..... |  |
| | | 49 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | |
| | | 101 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Engineers, crane (in 1 road) | 1 | 2 | 2.01-2.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 | ..... |  |
| | | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 | ..... |  |
| Engineers, dock (in 2 roads) | 1 | 1 | 1.41-1.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |  |
| | 2 | 1 | 1.61-1.80 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 3 | 4 | 1.81-2.00 | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | 3 | ..... |  |
| | 4 | 15 | 2.21-2.40 | ..... | 3 | 1 | 3 | ..... | 1 | 3 | 4 | ..... | ..... | ..... |  |
| | | 21 | ..... | 4 | 1 | 3 | ..... | 1 | 1 | 3 | 8 | ..... | ..... | ..... |  |
| Engineers, dummy (in 1 road). | 1 | 7 | 2.01-2.20 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 5 | 1 | |
| | 2 | 3 | 2.61-2.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 | ..... |  |
| | 3 | 1 | 3.01-3.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |  |
| | | 11 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 9 | 1 | ..... |  |
| Engineers, elevator (in 1 road), | 1 | 1 | 1.41-1.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |  |
| | 2 | 1 | 1.81-2.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |  |
| | 3 | 3 | 2.41-2.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 | ..... |  |
| | | 5 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 5 | ..... | ..... |  |

a Rate and time cannot be stated, as they worked by the day and mile combined.

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|-----------------------------|
| 100 dols. and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 doll | 401 to 500 doll | 501 to 600 doll | 601 to 700 doll | 701 to 800 doll | 801 to 900 doll | 901 to 1000 doll | 1001 to 1100 doll | 1101 to 1200 doll | 1201 to 1300 doll | 1301 to 1400 doll | 1401 to 1500 doll | 1501 to 1600 doll | 1601 to 1700 doll | 1701 to 1800 doll | 1801 to 1900 doll | 1901 to 2000 doll | 2001 doll and over |
| 1 | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | | | | | | | | | | | | | | | | | | | | 2 |
| 6 | 1 | | | | | | | | | | | | | | | | | | | 3 |
| | 1 | 1 | | 1 | | | | | | | | | | | | | | | | 4 |
| | 1 | 1 | | 1 | 1 | | | | | | | | | | | | | | | 5 |
| | 2 | 2 | 1 | 1 | 1 | | | | | | | | | | | | | | | 6 |
| | | | 1 | | | | | | | | | | | | | | | | | 7 |
| | 1 | 1 | | 1 | | 2 | | 1 | 1 | | | | | | | | | | | 8 |
| | 1 | 1 | | 2 | | | | | 1 | | | | | | | | | | | 9 |
| | 1 | | | 1 | | | | | 1 | | | | | | | | | | | 10 |
| | | 1 | | | | 2 | 2 | | 1 | | | 3 | | | | | | | | 11 |
| | | 1 | | | | | | | 1 | | | | | 1 | | | | | | 12 |
| | | | | | | | | 1 | | | | | | | 1 | | | | | 13 |
| | | | | | | | | | | | | | | | | 1 | | | | 14 |
| 11 | 10 | 4 | 4 | 2 | 5 | 2 | 1 | 3 | 2 | | 3 | | | 1 | | 1 | | | | |
| | | | | | | | 1 | | | | | | | | | | | | | 1 |
| | | | | | | | 6 | | | | | | | | | | | | | 2 |
| | | | | | | | 1 | | | | | | | | | | | | | 3 |
| | | | | | | | | 2 | | | | | | | | | | | | 4 |
| 2 | | | | | | | | | | | | | | | | | | | | 5 |
| 1 | | | | | | | | | | | | | | | | | | | | 6 |
| | | 1 | | | | | | | | | | | | | | | | | | 7 |
| | | | | | | | | | | | | | | | | | 1 | | | 8 |
| | | | | | | | | | | | | | | | | | | | a1 | 9 |
| 3 | | 1 | | | | 2 | 6 | 2 | | | | | | | | 1 | | | | 1 |
| 1 | | | | | | | | 1 | | | | | | | | | | | | 1 |
| | | | | | | | 1 | | | | | | | | | | | | | 2 |
| 1 | | | | | | | 1 | 1 | | | | | | | | | | | | 3 |
| 3 | 1 | 2 | 2 | | | 4 | 2 | 2 | 5 | 16 | 9 | 5 | 1 | | | | | | | |
| 3 | 1 | 2 | 2 | | | 4 | 2 | 2 | 5 | 16 | 9 | 5 | 1 | | | | | | | 1 |
| 2 | 2 | | | 1 | 2 | | 2 | 2 | 14 | 16 | 7 | 2 | 1 | | | | | | | |
| 5 | 3 | 2 | 2 | 1 | 2 | 4 | 2 | 4 | 19 | 32 | 16 | 7 | 2 | | | | | | | |
| | | | | | | | 2 | | | | | | | | | | | | | 1 |
| | | | | | | | 2 | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | |
| 1 | | | | 1 | | | | | | | | | | | | | | | | 1 |
| 4 | 2 | 1 | | 1 | | 3 | | | | | | | | | | | | | | 2 |
| | | | | | | 7 | | | | | | | | | | | | | | 3 |
| 5 | 2 | 1 | 1 | 2 | 3 | 7 | | | | | | | | | | | | | | 4 |
| 1 | | | | | | | 6 | | | | | | | | | | | | | 1 |
| | | | | | | | | | 3 | | | | | | | | | | | 2 |
| 1 | | | | | | | | | | 1 | | | | | | | | | | 3 |
| | | | | | | | 6 | | 3 | | 1 | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | |
| | | | | | 1 | | | | | | | | | | | | | | | 1 |
| | | | | | | 1 | | | | | | | | | | | | | | 2 |
| | | | | | | | | 3 | | | | | | | | | | | | 3 |
| | | | | | | 1 | 1 | | 3 | | | | | | | | | | | |

a \$2,395.

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Number of employ- ees. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | |
|--|------------------|---------------------------|---|--|-------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 and over. | | | | | | | | | |
| Engineers, freight (in 18 roads). | 1 | 2 | \$1.41-\$1.60 | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 2 | 2 | 1.61- 1.80 | | 1 | | | | | | | | | | | | | | | | |
| | 3 | 3 | 1.81- 2.00 | | | | | | | | 1 | | | | | | | | | | |
| | 4 | 4 | 2.01- 2.20 | | | | | | | | | | | | | | | | | | |
| | 5 | 12 | 2.21- 2.40 | | 1 | | | | | | | | | | | | | | | | |
| | 6 | 20 | 2.41- 2.60 | | 8 | | | | | | | | | | | | | | | | |
| | 7 | 20 | 2.61- 2.80 | | 3 | | | | | | | | | | | | | | | | |
| | 8 | 67 | 2.81- 3.00 | | 10 | 6 | | | | | | | | | | | | | | | |
| | 9 | 13 | 3.01- 3.20 | | 1 | | | | | | | | | | | | | | | | |
| | 10 | 9 | 3.21- 3.40 | | | 1 | | | | | | | | | | | | | | | |
| | 11 | 30 | 3.41- 3.60 | | | 3 | | | | | | | | | | | | | | | |
| | 12 | 2 | 3.61- 3.80 | | | | | | | | | | | | | | | | | | |
| | 13 | 47 | 3.81- 4.00 | | | | | | | | | | | | | | | | | | |
| | 14 | 10 | 4.21- 4.40 | | 1 | | | | | | | | | | | | | | | | |
| | 15 | 9 | 4.41- 4.60 | | | | | | | | | | | | | | | | | | |
| | 16 | 37 | 4.81- 5.00 | | | | | | | | | | | | | | | | | | |
| | 17 | 20 | 5.01- 5.20 | | | | | | | | | | | | | | | | | | |
| | 18 | 3 | 5.21- 5.40 | | | | | | | | | | | | | | | | | | |
| | 309 | ..... | ..... | 26 | 14 | 20 | 12 | 19 | 52 | 55 | 100 | 11 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 516 | (a) | ..... | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 825 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Engineers, freight and coal (in 1 road). | 1 | 27 | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | |
| | | 27 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Engineers, freight and passenger (in 5 roads). | 1 | 4 | 2.21- 2.40 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 2 | 2 | 2.61- 2.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 3 | 5 | 2.81- 3.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 4 | 1 | 3.21- 3.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 5 | 2 | 3.41- 3.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 14 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 7 | (c) | ..... | (c) | (c) | (c) | (c) | (c) | (c) | (c) | (c) | (c) | (c) | (c) | (c) | (c) | (c) | (c) | (c) | (c) | |
| | 21 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Engineers, hoisting (in 3 roads). | 1 | 3 | 1.41- 1.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 2 | 5 | 1.61- 1.80 | ..... | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 3 | 2 | 1.81- 2.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 4 | 4 | 2.01- 2.20 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 14 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
|  | ..... | ..... | ..... | 3 | 2 | 2 | ..... | ..... | ..... | ..... | 1 | 1 | 4 | 1 | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Engineers, hydraulic (in 1 road). | 1 | 1 | 2.21- 2.40 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 2 | 1 | 3.81- 4.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | | | | | | | | | | | | | | | | | | | | | |
| Engineers, locomotive (in 2 roads). | 1 | 1 | 2.21- 2.40 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 1 | 67 | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | |
| | 68 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |

a Rate and time cannot be stated, as they worked by the day, mile, and trip.

b Rate and time cannot be stated, as they worked by the mile.

c Rate and time cannot be stated, as they work by the day and mile combined.

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 108, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----|
| 100 dolls. and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 doll | 401 to 500 doll | 501 to 600 doll | 601 to 700 doll | 701 to 800 doll | 801 to 900 doll | 901 to 1000 doll | 1001 to 1100 doll | 1101 to 1200 doll | 1201 to 1300 doll | 1301 to 1400 doll | 1401 to 1500 doll | 1501 to 1600 doll | 1601 to 1700 doll | 1701 to 1800 doll | 1801 to 1900 doll | 1901 to 2000 doll | 2001 doll and ove | |
| | | | 1 | | | | | | | | | | | | | | | | | | 1 |
| | | | | 2 | | 1 | | | | | | | | | | | | | | | 2 |
| | | | | | 1 | 3 | | | | | | | | | | | | | | | 3 |
| 1 | | 1 | | 3 | | 3 | 2 | 1 | | 1 | | | | | | | | | | | 4 |
| 9 | 2 | 2 | | | 1 | 2 | 3 | | 1 | 5 | | | | | | | | | | | 5 |
| 4 | | 2 | | | 1 | 4 | | 1 | 5 | 3 | | | | | | | | | | | 6 |
| 13 | 5 | 6 | 5 | 3 | 3 | 2 | 6 | 12 | 8 | 4 | | | | | | | | | | | 7 |
| 1 | | | | | | 2 | | | 4 | 2 | | | | | | | | | | | 8 |
| | 1 | | | | | | 4 | | 2 | 2 | | | | | | | | | | | 9 |
| | 1 | | 1 | | | | 2 | 1 | 2 | 6 | 10 | 2 | | 3 | | | | | | | 10 |
| | | | | | | | | | 2 | 2 | 2 | | | | | | | | | | 11 |
| | | | | | | | | | 3 | 3 | 14 | 17 | 12 | | | | | | | | 12 |
| | 1 | 1 | | | | | 1 | 1 | 1 | 4 | 4 | | | 1 | | | | | | | 13 |
| | | | 1 | | | | | | 2 | 3 | 1 | 1 | 1 | | | | | | | | 14 |
| | 1 | 1 | 2 | 2 | | | | 1 | 4 | 6 | 3 | 7 | 7 | 1 | 2 | | | | | | 15 |
| | | | | | 1 | | 2 | 1 | | 2 | 2 | 8 | 4 | | | | | | | | 16 |
| | | | | | 1 | | | | | 1 | | | | | | | | | | | 17 |
| | | | | | | | | | | 1 | 1 | | | | | | | | | | 18 |
| 32 | 11 | 13 | 10 | 11 | 7 | 13 | 25 | 18 | 29 | 39 | 35 | 35 | 24 | 4 | 3 | | | | | | |
| 19 | 16 | 35 | 23 | 10 | 15 | 18 | 28 | 43 | 33 | 57 | 74 | 64 | 52 | 20 | 6 | 2 | 1 | | | | |
| 51 | 27 | 48 | 33 | 21 | 22 | 31 | 53 | 61 | 62 | 96 | 109 | 99 | 76 | 24 | 9 | 2 | 1 | | | | |
| | | 1 | 2 | | | 2 | | 4 | 3 | 2 | 4 | 6 | 3 | | | | | | | | 1 |
| | | 1 | 2 | | | 2 | | 4 | 3 | 2 | 4 | 6 | 3 | | | | | | | | |
| 1 | | 1 | | | | 1 | | 1 | | | | | | | | | | | | | 1 |
| | | | | 1 | | | 1 | | | | | | | | | | | | | | 2 |
| | | | | 1 | 1 | | | | 1 | 2 | | | | | | | | | | | 3 |
| | | | | | 1 | | | | | 1 | 1 | | | | | | | | | | 4 |
| | | | | | | | | | | 1 | 1 | | | | | | | | | | 5 |
| 1 | | 1 | | 2 | 2 | 1 | 1 | 1 | 1 | 3 | 1 | | | | | | | | | | |
| 2 | 1 | | | | 1 | | | | | | 2 | | | | 1 | | | | | | |
| 3 | 1 | 1 | | 2 | 3 | 1 | 1 | 1 | 1 | 3 | 3 | | | | 1 | | | | | | |
| | | | | 1 | 2 | | | | | | | | | | | | | | | | |
| 4 | 1 | | | | | | | | | | | | | | | | | | | | 1 |
| | 1 | | | 1 | | | | | | | | | | | | | | | | | 2 |
| 1 | | | | 1 | | | | | | | | | | | | | | | | | 3 |
| | | | | 1 | | | | | | | | | | | | | | | | | 4 |
| 5 | 2 | | | 3 | 2 | 1 | 1 | | | | | | | | | | | | | | |
| 1 | | | | | 1 | | | | | | | | | | | | | | | | 1 |
| 1 | | | | | 1 | | | | | | | | | | | | | | | | 2 |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | | | | | | | | | | | | | | | | | | | | | |
| 1 | | | | | | | | 1 | 1 | 3 | 10 | 7 | 7 | 12 | 9 | 13 | 2 | 1 | | | |
| 2 | | | | | | | | 1 | 1 | 3 | 10 | 7 | 7 | 12 | 9 | 13 | 2 | 1 | | | |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Number of employ-ees. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | |
|-------------------------------------|------------------|-----------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|-----|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | |
| Engineers, passenger (in 18 roads). | 1 | 2 | \$1.61-\$1.80 | | | 1 | | | | | | | 1 |
| | 2 | 3 | 1.81-2.00 | 3 | | | | | | | | | |
| | 3 | 1 | 2.41-2.60 | | | | | | | | | | 1 |
| | 4 | 2 | 2.61-2.80 | | | | | | | | 1 | 1 | |
| | 5 | 23 | 2.81-3.00 | 6 | 1 | 2 | 1 | 3 | | | 2 | 7 | 1 |
| | 6 | 4 | 3.01-3.20 | | | | | | | | | | 3 |
| | 7 | 4 | 3.21-3.40 | | | 1 | | | | | | | 3 |
| | 8 | 20 | 3.41-3.60 | 2 | | 1 | | | | | 1 | 9 | 7 |
| | 9 | 2 | 3.61-3.80 | | | | | | | | 1 | 1 | |
| | 10 | 19 | 3.81-4.00 | 2 | 1 | | | | | 1 | 2 | 12 | 1 |
| | 11 | 12 | 4.21-4.40 | | | | | | | | 1 | 11 | |
| | 12 | 9 | 4.81-5.00 | | | | | | | | 2 | 7 | |
| | | 101 | | 13 | 2 | 5 | 1 | 3 | | 1 | 10 | 54 | 12 |
| | | 232 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) |
| | | 333 | | | | | | | | | | | |
| Engineers, pilodriver (in 5 roads). | 1 | 2 | 1.81-2.00 | | | | | | | | | 1 | 1 |
| | 2 | 2 | 2.20-2.40 | | | | | | | 1 | | 1 | |
| | 3 | 4 | 2.41-2.60 | 3 | | | | | | | | 1 | |
| | 4 | 2 | 2.61-2.80 | 1 | | 1 | | | | | | | |
| | 5 | 3 | 2.81-3.00 | 1 | | 2 | | | | | | | |
| | | 13 | | 5 | | 3 | | | | 1 | | 3 | 1 |
| Engineers, pumping (in 5 roads). | 1 | 1 | .21-.40 | | | | | | | | | | 1 |
| | 2 | 10 | .81-1.00 | 3 | 2 | 1 | | | | 2 | | | 2 |
| | 3 | 3 | 1.01-1.20 | | | | | | | | | | 3 |
| | 4 | 9 | 1.21-1.40 | 1 | | | | | | | | | 8 |
| | 5 | 3 | 1.41-1.60 | 1 | | | | 2 | | | | | |
| | 6 | 2 | 1.61-1.80 | | | | | | | | | | 1 |
| | | 28 | | 5 | 2 | 1 | | 2 | 2 | | | 15 | 1 |
| Engineer, repairing (in 1 road). | 1 | 1 | 2.21-2.40 | 1 | | | | | | | | | |
| | | 1 | | 1 | | | | | | | | | |
| Engineers, roundhouse (in 1 road). | 1 | 2 | 3.41-3.60 | | | | 1 | | | | | | 1 |
| | 2 | 7 | 3.81-4.00 | | | | | | | | | | 7 |
| | | 9 | | | | | 1 | | | | | | 8 |
| Engineers, shifting (in 5 roads). | 1 | 1 | 1.41-1.60 | | 1 | | | | | | | | |
| | 2 | 13 | 1.61-1.80 | | 1 | 4 | | 2 | 3 | 3 | | | |
| | 3 | 10 | 2.21-2.40 | 4 | | 1 | 4 | | | 1 | | | |
| | 4 | 9 | 2.41-2.60 | 1 | | | 1 | 1 | 1 | | | 1 | 4 |
| | 5 | 53 | 2.61-2.80 | | 1 | | | | | 3 | 4 | 17 | 28 |
| | 6 | 12 | 2.81-3.00 | | | 1 | | | | | | 6 | 5 |
| | 7 | 1 | 3.21-3.40 | | | | | | | | | | 1 |
| | | 99 | | | 5 | 3 | 6 | 5 | 3 | 7 | 8 | 24 | 38 |
| | 57 | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | |
| | 156 | | | | | | | | | | | | |

a Rate and time cannot be stated, as they worked by the mile and trip combined.
b Rate and time cannot be stated, as they worked by the day, mile, and trip.

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|---------------------|----|
| 100 dolls. and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 doll | 401 to 500 doll | 501 to 600 doll | 601 to 700 doll | 701 to 800 doll | 801 to 900 doll | 901 to 1000 doll | 1001 to 1100 doll | 1101 to 1200 doll | 1201 to 1300 doll | 1301 to 1400 doll | 1401 to 1500 doll | 1501 to 1600 doll | 1601 to 1700 doll | 1701 to 1800 doll | 1801 to 1900 doll | 1901 to 2000 doll | 2001 and over | |
| 3 | 1 | | | | | | 1 | | | | | | | | | | | | | | 1 |
| | | | | | | | | | 2 | 1 | | | | | | | | | | | 2 |
| 6 | 1 | 2 | 1 | 1 | 2 | | | 3 | 6 | | | | 1 | | | | | | | | 3 |
| | | | 1 | | | | | | 1 | 1 | 2 | | | | | | | | | | 4 |
| | | 1 | | | | | | | 1 | 2 | | | | | | | | | | | 5 |
| 2 | | 1 | | | | | | | 1 | 4 | 3 | 2 | | 3 | 2 | 2 | | | | | 6 |
| | | | | | | | | | | 1 | 1 | | | | | | | | | | 7 |
| 2 | 1 | | | | | | | 1 | | 1 | 1 | | | | | | | | | | 8 |
| | | | | | | | | | | | 3 | 7 | 4 | 1 | | | | | | | 9 |
| | | | | | | | | | | 1 | 1 | | 3 | 6 | 2 | | | | | | 10 |
| | | | | | | | | | | | 1 | | 1 | 3 | 1 | 2 | 2 | | | | 11 |
| | | | | | | | | | | | | | | | | | | | | | 12 |
| 13 | 3 | 4 | 1 | 2 | | | 1 | 6 | 10 | 8 | 10 | 10 | 8 | 13 | 5 | | 2 | | | | |
| 3 | 1 | 3 | 5 | 1 | 1 | 4 | 2 | 4 | 9 | 8 | 21 | 34 | 29 | 48 | 20 | 21 | 9 | 7 | 3 | | |
| 16 | 4 | 7 | 6 | 1 | 3 | 4 | 3 | 10 | 19 | 16 | 31 | 44 | 37 | 61 | 25 | 25 | 11 | 7 | 3 | | |
| | | | | | | 1 | 1 | | | | | | | | | | | | | | 1 |
| | | | | | | 1 | 1 | | | | | | | | | | | | | | 2 |
| 3 | | | | | | | | | | | | | | | | | | | | | 3 |
| 1 | | | 1 | | | | | | | | | | | | | | | | | | 4 |
| 1 | | | 2 | | | | | | | | | | | | | | | | | | 5 |
| 5 | | 3 | | | 1 | 1 | 3 | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| 6 | 1 | 2 | 2 | | | | | | | | | | | | | | | | | | 1 |
| | | | | | 3 | | | | | | | | | | | | | | | | 2 |
| 1 | | | | | 8 | | | | | | | | | | | | | | | | 3 |
| 1 | | | 2 | | | 1 | 1 | | | | | | | | | | | | | | 4 |
| 8 | 3 | 4 | | 11 | 1 | | 1 | | | | | | | | | | | | | | 5 |
| | | | | | | | | | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | | | | | | | | | | | | | | | | | | | | | |
| | | | 1 | | | | | | | | 1 | | | | | | | | | | 1 |
| | | | | | | | | | | | 2 | | 5 | | | | | | | | 2 |
| | | | 1 | | | | | | | | | 3 | 5 | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | |
| 4 | 1 | 1 | 3 | 4 | | | | | | | | | | | | | | | | | 1 |
| 4 | | 5 | | | | 1 | | | | 4 | | | | | | | | | | | 2 |
| 1 | | | 1 | 1 | 1 | 1 | 2 | 10 | 13 | 17 | 7 | | | | | | | | | | 3 |
| 1 | | | | | 2 | 1 | 2 | 10 | 13 | 2 | 3 | 6 | | | | | | | | | 4 |
| | | 1 | | | | | | | | | | 1 | | | | | | | | | 5 |
| | | | | | | | | | | | | | | | | | | | | | 6 |
| | | | | | | | | | | | | | | | | | | | | | 7 |
| 11 | 1 | 7 | 4 | 5 | 3 | 2 | 2 | 11 | 19 | 20 | 13 | 1 | | | | | | | | | |
| 3 | 1 | 2 | 2 | 4 | 8 | 1 | 1 | 8 | 8 | 7 | 9 | 1 | 1 | 1 | | | | | | | |
| 14 | 2 | 9 | 6 | 9 | 11 | 3 | 3 | 19 | 27 | 27 | 22 | 2 | 1 | 1 | | | | | | | |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Number of employ- ees. | Groups of actual daily earnings or daily rate nearest to average ^a daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | |
|--|------------------|---------------------------|--|--|-------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|-----------------------------|----|---|---|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | | |
| Engineers, shop (in 8 roads) | 1 | 2 | \$1.01-\$1.20 | | | | | | | | | | | 2 | |
| | 2 | 4 | 1.21-1.40 | | | | | | | | | | | 4 | |
| | 3 | 8 | 1.41-1.60 | | | | | | | | | | | 4 | |
| | 4 | 5 | 1.61-1.80 | | 2 | 1 | | | | 1 | | | | 3 | |
| | 5 | 12 | 1.81-2.00 | 1 | | | | | | | | | | 1 | |
| | 6 | 4 | 2.01-2.20 | 1 | | 1 | | | 1 | 1 | 1 | | | 6 | |
| | 7 | 6 | 2.21-2.40 | | 2 | | | | | | | | | 1 | 3 |
| | 8 | 3 | 2.41-2.60 | | 1 | 1 | | | | | | | | 1 | 1 |
| | 9 | 1 | 3.01-3.20 | | | | | | | | | | | 1 | |
| | | 45 | | | 4 | 3 | 3 | | 1 | 2 | 1 | | 24 | 7 | |
| Engineers, stationary (in 21 roads). | 1 | 1 | .41-.60 | | | | | 1 | | | | | | 1 | |
| | 2 | 1 | .81-1.00 | | | | | | | | | | | 1 | |
| | 3 | 4 | 1.01-1.20 | | | | 1 | | | | | | | 3 | |
| | 4 | 30 | 1.21-1.40 | 4 | | | 3 | 1 | 2 | | | 1 | 12 | 7 | |
| | 5 | 55 | 1.41-1.60 | 8 | 3 | 5 | 4 | 4 | 2 | 2 | 2 | 18 | 9 | 5 | |
| | 6 | 48 | 1.61-1.80 | 1 | 2 | 3 | 5 | 7 | 2 | 3 | 20 | 5 | 9 | 5 | |
| | 7 | 47 | 1.81-2.00 | 7 | 2 | 2 | 4 | 3 | 2 | 3 | 18 | 6 | 6 | 1 | |
| | 8 | 10 | 2.01-2.20 | | | | 2 | | | 1 | 1 | 5 | 1 | 1 | |
| | 9 | 16 | 2.21-2.40 | 1 | 2 | 1 | 1 | | | 1 | 2 | 7 | 1 | | |
| | 10 | 13 | 2.41-2.60 | 7 | | | 1 | 1 | | | 2 | 2 | | | |
| | 11 | 8 | 2.61-2.80 | 2 | 1 | 1 | 1 | | | | 2 | 1 | | | |
| | 12 | 2 | 2.81-3.00 | | | | 1 | 1 | | | | | | | |
| | 13 | 5 | 3.01-3.20 | 1 | 1 | | | | | 1 | | 2 | | | |
| | 14 | 2 | 3.21-3.40 | 1 | | | | | | | | 1 | | | |
| | 15 | 1 | 3.41-3.60 | | | | | | | | | 1 | | | |
| | 16 | 2 | 3.81-4.00 | 1 | | | | | | | | 1 | | | |
| | 245 | | | 33 | 11 | 17 | 21 | 17 | 9 | 16 | 89 | 32 | | | |
| | 7 | (a) | | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | | | |
| | 252 | | | | | | | | | | | | | | |
| Engineer, steam hammer (in 1 road). | 1 | 1 | .41-.60 | | | | | | | 1 | | | | | |
| | | 1 | | | | | | | | 1 | | | | | |
| Engineers, steam shovel (in 5 roads). | 1 | 1 | 1.61-1.80 | | | | | | | | | | 1 | | |
| | 2 | 3 | 2.41-2.60 | | 2 | 1 | | | | | | | | | |
| | 3 | 1 | 2.81-3.00 | | | | | | | | 1 | | | | |
| | 4 | 8 | 3.81-4.00 | 1 | | | 1 | 1 | 1 | 1 | | 3 | | | |
| | 5 | 1 | 4.61-4.80 | | | | 1 | | | | | | | | |
| | 14 | | | 3 | 1 | 2 | 1 | 1 | 1 | 1 | 4 | | | | |
| Engineer, steam shovel, assistant (in 1 road). | 1 | 1 | 1.41-1.60 | | | | 1 | | | | | | | | |
| | | 1 | | | | | 1 | | | | | | | | |
| Engineers, switching (in 5 roads). | 1 | 2 | 1.21-1.40 | 1 | 1 | | | | | | | | | | |
| | 2 | 1 | 2.21-2.40 | | | | | | | | | | | 1 | |
| | 3 | 28 | 2.41-2.60 | 1 | 1 | 8 | 1 | 1 | 1 | 1 | 14 | | | | |
| | 4 | 1 | 2.61-2.80 | | | | | | | | 1 | | | | |
| | 5 | 5 | 2.81-3.00 | | | | | | | | 4 | | | | |
| | 6 | 40 | 3.41-3.60 | | | | 1 | 3 | | 1 | 3 | 27 | 5 | | |
| | 77 | | | 2 | 2 | 9 | 4 | 1 | 2 | 4 | 46 | 7 | | | |
| | 33 | (b) | | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | | | |
| | 110 | | | | | | | | | | | | | | |

^a Rate and time cannot be stated, as they worked by the ton, discharging coal.

^b Rate and time cannot be stated, as they worked by the day and mile combined.

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 163, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|-----------------------------------|----|
| 100 dolls and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 doll | 401 to 500 doll | 501 to 600 doll | 601 to 700 doll | 701 to 800 doll | 801 to 900 doll | 901 to 1000 doll | 1001 to 1100 doll | 1101 to 1200 doll | 1201 to 1300 doll | 1301 to 1400 doll | 1401 to 1500 doll | 1501 to 1600 doll | 1601 to 1700 doll | 1701 to 1800 doll | 1801 to 1900 doll | 1901 to 2000 doll | 2001 to doll and over | |
| | | | 1 | 1 | | | | | | | | | | | | | | | | | 1 |
| | | | 1 | 3 | | | | | | | | | | | | | | | | | 2 |
| 3 | | | 1 | 1 | 3 | | | | | | | | | | | | | | | | 3 |
| 1 | | | | | 3 | 1 | | | | | | | | | | | | | | | 4 |
| 1 | 1 | 1 | | 1 | 1 | 5 | 2 | | | | | | | | | | | | | | 5 |
| | | | | | | | 3 | | | | | | | | | | | | | | 6 |
| 3 | 1 | | | | | | 1 | 1 | | | | | | | | | | | | | 7 |
| | | | | | | | 1 | 1 | 1 | | | | | | | | | | | | 8 |
| | | | | | | | | | | | 1 | | | | | | | | | | 9 |
| 8 | 2 | 1 | 3 | 6 | 7 | 6 | 7 | 2 | 1 | 1 | 1 | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | |
| | | | 1 | | | | | | | | | | | | | | | | | | 1 |
| | | | | 3 | | | | | | | | | | | | | | | | | 2 |
| 6 | 4 | | 1 | 15 | 4 | | | | | | | | | | | | | | | | 3 |
| 13 | 7 | 3 | 3 | 7 | 16 | 6 | | | | | | | | | | | | | | | 4 |
| 3 | 6 | 7 | 3 | 4 | 12 | 9 | 4 | | | | | | | | | | | | | | 5 |
| 9 | 2 | 4 | 3 | 2 | 5 | 12 | 9 | 1 | | | | | | | | | | | | | 6 |
| | | | 2 | | | | 5 | 1 | | | | | | | | | | | | | 7 |
| 3 | 1 | | 1 | | 2 | 1 | 3 | 4 | 1 | | | | | | | | | | | | 8 |
| 7 | | | 1 | | | | 3 | 1 | | | | | | | | | | | | | 9 |
| 3 | | | 1 | | | | 2 | | 1 | | | | | | | | | | | | 10 |
| | 1 | | | 1 | | | | | | | | | | | | | | | | | 11 |
| | 1 | | | | | | 1 | | 1 | | 1 | | | | | | | | | | 12 |
| | 1 | | | | | | | | | | 1 | | | | | | | | | | 13 |
| | 1 | | | | | | | | | | | | | | | | | | | | 14 |
| | 1 | | | | | | | | | | 1 | | | | | | | | | | 15 |
| | | | | | | | | | | | | | 1 | | | | | | | | 16 |
| 49 | 22 | 17 | 13 | 34 | 41 | 28 | 27 | 7 | 3 | 1 | 2 | | | 1 | | | | | | | |
| 2 | 1 | | | | | | | 1 | 3 | 3 | | | | | | | | | | | |
| 51 | 23 | 17 | 13 | 34 | 41 | 28 | 27 | 8 | 3 | 4 | 2 | | | 1 | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| | 1 | | | | | | | | | | | | | | | | | | | | 1 |
| | 1 | | | | | | | | | | | | | | | | | | | | |
| | | | | | 1 | | | | | | | | | | | | | | | | 1 |
| 3 | | | | | | | | 1 | | | | | | | | | | | | | 2 |
| | | | | | | | | | 1 | | | | | | | | | | | | 3 |
| 1 | | 1 | | 1 | | 1 | 1 | | | | | 2 | | 1 | | | | | | | 4 |
| | | | 1 | | | | | | | | | | | | | | | | | | 5 |
| 4 | | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | | | 2 | | 1 | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| | 1 | | | | | | | | | | | | | | | | | | | | 1 |
| | 1 | | | | | | | | | | | | | | | | | | | | |
| 2 | | | | | | | | 1 | | | | | | | | | | | | | 1 |
| | | | | | | | | | 9 | | | | | | | | | | | | 2 |
| 2 | 7 | 1 | 2 | | 1 | 1 | 2 | 3 | | | | | | | | | | | | | 3 |
| | | | | | | | | 1 | 1 | | | | | | | | | | | | 4 |
| | | | 1 | 3 | | | 1 | | 3 | 5 | 1 | 8 | 18 | 4 | | | | | | | 5 |
| | | | | | | | | | | | | | | | | | | | | | |
| 4 | 7 | 1 | 3 | 3 | 1 | 1 | 3 | 10 | 5 | 8 | 9 | 18 | 4 | 4 | | | | | | | |
| 1 | 2 | | 1 | 1 | 1 | 1 | 1 | 4 | 4 | 6 | 6 | 6 | 4 | 1 | 1 | | | | | | |
| 5 | 9 | 1 | 3 | 4 | 2 | 2 | 4 | 14 | 9 | 14 | 15 | 22 | 5 | 1 | | | | | | | |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual days earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents]

| Occupation. | Marginal number. | Number of employ- és. | Groups of actual saily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | | | | | | |
|---|------------------|--------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|-----|-----|-----|-----|-----|-----|-----|---|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | | | | | | | |
| Engineers, work train (in 10 roads). | 1 | 2 | \$1.21-\$1.40 | 1 | | 1 | | | | | | | | | | | | | | |
| | 2 | 3 | 1.61-1.80 | 1 | | | | | | | | | | | | | | | | |
| | 3 | 4 | 1.81-2.00 | 1 | | 1 | 1 | 1 | | | | | 1 | 1 | | | | | | |
| | 4 | 1 | 2.01-2.20 | | | | | | | | | | | | 1 | | | | | |
| | 5 | 1 | 2.21-2.40 | | | | | | | | | | | | | | | | | |
| | 6 | 6 | 2.61-2.80 | 6 | 1 | | | | | | | | | | | | | | | |
| | 7 | 6 | 2.81-3.00 | 2 | 1 | 1 | | | 1 | 1 | | | | | | | | | | |
| | 8 | 1 | 3.01-3.20 | | | | | | | | | | | | | | | | | 1 |
| | 9 | 1 | 3.41-3.60 | | | | | | | | | | | | | | | | | 1 |
| | 10 | 4 | 3.81-4.00 | | | 1 | | | | 2 | 1 | | | | | | | | | |
| | | 29 | | | 11 | 3 | 3 | 1 | 4 | 2 | 2 | 2 | 2 | 2 | 1 | | | | | |
| | 2 | (a) | | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | |
| | 31 | | | | | | | | | | | | | | | | | | | |
| Engineers, yard (in 6 roads) | 1 | 2 | 1.41-1.60 | | | 1 | | 1 | | | | | | | | | | | | |
| | 2 | 2 | 1.61-1.80 | | | | 1 | | | | | | | | | | | | 1 | |
| | 3 | 3 | 1.81-2.00 | 3 | | | | | | | | | | | | | | | | |
| | 4 | 2 | 2.01-2.20 | | | 1 | 1 | | | | | | | | | | | | | |
| | 5 | 13 | 2.21-2.40 | 7 | 2 | | 1 | 1 | | | | | | | | | | | 2 | |
| | 6 | 23 | 2.41-2.60 | 1 | 2 | 4 | 1 | | | | | | | | 2 | | | | 18 | |
| | 7 | 59 | 2.61-2.80 | 8 | 4 | 4 | 5 | | | 1 | 3 | 1 | | | 9 | | | | 28 | |
| | 8 | 26 | 2.81-3.00 | 9 | | 1 | | | 1 | 3 | 1 | | | | 11 | | | | | |
| | 9 | 1 | 3.01-3.20 | 1 | | | | | | | | | | | | | | | | |
| | 10 | 3 | 3.41-3.60 | 3 | | | | | | | | | | | | | | | | |
| | | 139 | | | 32 | 9 | 10 | 9 | 3 | 4 | 12 | 60 | | | | | | | | |
| | 18 | (a) | | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | | |
| | 157 | | | | | | | | | | | | | | | | | | | |
| Engineer, assistant, and clerk (in 1 road). | 1 | 1 | 1.21-1.40 | | | | | | | | | | | 1 | | | | | | |
| | 1 | 1 | | | | | | | | | | | | 1 | | | | | | |
| Engineer and helper (in 1 road). | 1 | 1 | 1.21-1.40 | | | | | | | | | | | | | | | 1 | | |
| | 1 | 1 | | | | | | | | | | | | | | | | 1 | | |
| Engineers and hostlers (in 2 roads). | 1 | 1 | 2.41-2.60 | | | | | | | | | | | 1 | | | | | | |
| | 2 | 1 | 2.61-2.80 | 1 | | | | | | | | | | | | | | | | |
| | 2 | | | 1 | | | | | | | | | | 1 | | | | | | |
| Engineer and switchman (in 1 road). | 1 | 1 | 1.41-1.60 | | | | | | | | | | | | | | | 1 | | |
| | 1 | 1 | | | | | | | | | | | | | | | | 1 | | |
| Engineers and watchmen (in 1 road). | 1 | 2 | 1.01-1.20 | | | | | | | | | | | | | | | 1 | | |
| | 2 | | | | | | | | | | | | | | | | | 1 | | |
| Enginemen (in 15 roads). | 1 | 1 | .81-1.00 | | | 1 | | | | | | | | | | | | | | |
| | 2 | 12 | 1.21-1.40 | 8 | 1 | 1 | | | | | | | | | | | | 1 | | |
| | 3 | 11 | 1.41-1.60 | 2 | | | 1 | | | | | | | | | | | 1 | | |
| | 4 | 6 | 1.61-1.80 | 1 | | 2 | | | | | | | | | | | | 1 | | |
| | 5 | 6 | 1.81-2.00 | | | | 2 | | | | | | | | | | | 1 | | |
| | 6 | 17 | 2.01-2.20 | 3 | 2 | 4 | 3 | 1 | | | | | | | | | | 2 | | |
| | 7 | 11 | 2.21-2.40 | | 1 | 1 | | 1 | | | | | | | | | | 1 | | |
| | 8 | 19 | 2.41-2.60 | 1 | 1 | 1 | 2 | 4 | 2 | 1 | 2 | 1 | | | | | | 7 | | |
| | 9 | 16 | 2.61-2.80 | 4 | 1 | | | 1 | | | | | | | | | | 5 | | |
| | 10 | 43 | 2.81-3.00 | 6 | 3 | 2 | 2 | 2 | 3 | 8 | 15 | | | | | | | 2 | | |
| | 11 | 6 | 3.01-3.20 | | | | | 1 | | | | | | | | | | | | |
| | 12 | 24 | 3.21-3.40 | 5 | 2 | | | 4 | | | | | | | | | | 6 | | |

a Rate and time cannot be stated, as they worked by the trip and mile combined.

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Number of employ- és. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | |
|--|------------------|--------------------------|---|--|-------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|-----------------------------|-------|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | |
| Enginemén (in 15 roads)— concluded. | 13 | 24 | \$3.41-\$3.60 | 1 | ..... | 1 | ..... | ..... | ..... | 2 | 4 | 7 | 9 |
| | 14 | 1 | 3.61-3.80 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 15 | 15 | 3.81-4.00 | 1 | ..... | 1 | ..... | ..... | ..... | 2 | 3 | 8 | ..... |
| | 16 | 2 | 4.41-4.60 | ..... | ..... | ..... | ..... | ..... | ..... | 2 | ..... | ..... | ..... |
| | | 214 | ..... | ..... | 32 | 11 | 16 | 11 | 15 | 15 | 38 | 60 | 16 |
| | 6 | (a) | ..... | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | |
| | 220 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Enginemén, freight (in 2 roads). | 1 | 2 | 2.01-2.20 | ..... | ..... | 1 | ..... | ..... | ..... | 1 | ..... | ..... | ..... |
| | 2 | 5 | 2.41-2.60 | 1 | ..... | ..... | 1 | 1 | ..... | ..... | 1 | ..... | 1 |
| | 3 | 7 | 2.61-2.80 | ..... | 1 | 1 | 1 | 2 | ..... | ..... | ..... | ..... | 2 |
| | 4 | 51 | 2.81-3.00 | 5 | 4 | 6 | 3 | 3 | 6 | 7 | 9 | 8 | 8 |
| | 5 | 76 | 3.01-3.20 | 1 | 3 | 7 | 8 | 15 | 17 | 13 | 11 | 1 | 1 |
| | 6 | 94 | 3.21-3.40 | 7 | 4 | 10 | 5 | 8 | 13 | 18 | 24 | 5 | 5 |
| | 7 | 206 | 3.41-3.60 | 4 | 2 | 6 | 7 | 6 | 25 | 61 | 74 | 21 | 1 |
| | 8 | 8 | 3.61-3.80 | 2 | ..... | ..... | 2 | ..... | ..... | ..... | ..... | ..... | ..... |
| | 9 | 7 | 3.81-4.00 | 1 | 1 | ..... | ..... | ..... | 2 | 2 | ..... | ..... | 1 |
| | 10 | 7 | 4.01-4.20 | ..... | ..... | ..... | ..... | ..... | 2 | 5 | ..... | ..... | ..... |
| | 11 | 5 | 4.21-4.40 | 1 | ..... | ..... | 1 | 1 | 2 | ..... | ..... | ..... | ..... |
| | 468 | ..... | ..... | 22 | 15 | 31 | 28 | 36 | 70 | 108 | 118 | 40 | |
| | 260 | (b) | ..... | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | |
| | 728 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Enginemén, passenger (in 3 roads). | 1 | 1 | 1.61-1.80 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... |
| | 2 | 4 | 2.41-2.60 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | 2 | 1 | ..... |
| | 3 | 1 | 2.61-2.80 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 4 | 1 | 3.01-3.20 | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... |
| | 5 | 9 | 3.21-3.40 | 1 | 1 | 1 | 1 | ..... | ..... | ..... | 4 | 1 | ..... |
| | 6 | 82 | 3.41-3.60 | ..... | ..... | 3 | 5 | 2 | 7 | 6 | 24 | 35 | ..... |
| | 7 | 3 | 3.61-3.80 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... |
| | 8 | 5 | 3.81-4.00 | ..... | ..... | 1 | ..... | ..... | 1 | 2 | 1 | ..... | ..... |
| | 9 | 4 | 4.21-4.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 3 | ..... |
| | 10 | 5 | 4.41-4.60 | ..... | ..... | ..... | ..... | ..... | 1 | 1 | ..... | ..... | ..... |
| | 11 | 1 | 4.61-4.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... |
| | 12 | 1 | 4.81-5.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| | 13 | 2 | 5.01-5.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... |
| | 14 | 1 | 5.21-5.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| | 120 | ..... | ..... | 3 | 1 | 7 | 7 | 3 | 9 | 11 | 39 | 40 | |
| | 81 | (b) | ..... | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | |
| | 201 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Enginemén, shifting (in 2 roads). | 1 | 1 | 1.21-1.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| | 2 | 8 | 2.21-2.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 | 5 |
| | 3 | 20 | 2.41-2.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 | 18 |
| | 4 | 2 | 2.61-2.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 |
| | 31 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 6 | 25 | |
| | 5 | (c) | ..... | (c) | (c) | (c) | (c) | (c) | (c) | (c) | (c) | (c) | |
| | 36 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Enginemén, shop (in 1 road) | 1 | 1 | 1.61-1.80 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 2 | 1 | 1.81-2.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... |
| | 2 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |

a Rate and time cannot be stated, as they worked by the trip.

b Rate and time cannot be stated, as they worked by the trip and mile combined.

c Rate and time cannot be stated, as they worked by the day and trip combined.

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|-----------------------------|----|
| 100 dolls. and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 doll | 401 to 500 doll | 501 to 600 doll | 601 to 700 doll | 701 to 800 doll | 801 to 900 doll | 901 to 1000 doll | 1001 to 1100 doll | 1101 to 1200 doll | 1201 to 1300 doll | 1301 to 1400 doll | 1401 to 1500 doll | 1501 to 1600 doll | 1601 to 1700 doll | 1701 to 1800 doll | 1801 to 1900 doll | 1901 to 2000 doll | 2001 doll and over | |
| 1 | | 1 | | | | | | 1 | 5 | 4 | 1 | 2 | 4 | 3 | 1 | 1 | | | | | 13 |
| 1 | | 1 | | | | | | 1 | 1 | 3 | 5 | 3 | | | | | | | | | 14 |
| | | | | | | | | | 1 | 1 | 1 | | | | | | | | | | 15 |
| | | | | | | | | | 1 | | | | | | | | | | | | 16 |
| 40 | 16 | 9 | 12 | 13 | 8 | 10 | 16 | 21 | 26 | 17 | 10 | 6 | 4 | 3 | 1 | 2 | | | | | |
| | | | 2 | | | | 2 | 1 | 1 | | | | | | | | | | | | |
| 40 | 16 | 9 | 14 | 13 | 8 | 10 | 18 | 22 | 27 | 17 | 10 | 6 | 4 | 3 | 1 | 2 | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| | 1 | | | | 1 | | | | | | | | | | | | | | | | 1 |
| 1 | | | 1 | 1 | | 1 | | | | | 1 | | | | | | | | | | 2 |
| | 2 | | | 3 | | | | | | 2 | | | | | | | | | | | 3 |
| 6 | 6 | 3 | 1 | 3 | 3 | 4 | 6 | 3 | 6 | 4 | 4 | 1 | 1 | | | | | | | | 4 |
| 2 | 5 | 4 | 7 | 2 | 11 | 9 | 13 | 8 | 12 | 2 | | | | 1 | | | | | | | 5 |
| 7 | 6 | 8 | 1 | 4 | 6 | 6 | 7 | 11 | 9 | 16 | 6 | 6 | 1 | | | | | | | | 6 |
| 4 | 2 | 1 | 6 | 3 | 7 | 2 | 11 | 23 | 34 | 41 | 28 | 27 | 7 | 5 | 3 | 2 | | | | | 7 |
| 2 | | | | 2 | | | | 1 | 1 | 1 | | | 1 | | | | | | | | 8 |
| 1 | | 1 | | | | | | 2 | 1 | 1 | 1 | | | 1 | | | | | | | 9 |
| | | | | | | | | | 2 | 3 | 1 | 1 | | | | | | | | | 10 |
| | | | 1 | | 1 | | | 1 | 1 | | | | | | | | | | | | 11 |
| 24 | 23 | 16 | 16 | 19 | 28 | 23 | 37 | 49 | 66 | 70 | 40 | 85 | 10 | 7 | 3 | 2 | | | | | |
| 43 | 13 | 11 | 12 | 9 | 10 | 15 | 18 | 25 | 21 | 34 | 22 | 15 | 8 | 4 | | | | | | | |
| 67 | 36 | 27 | 28 | 28 | 38 | 38 | 55 | 74 | 87 | 104 | 62 | 50 | 18 | 11 | 3 | 2 | | | | | |
| | | 1 | | | | | | | | | | | | | | | | | | | 1 |
| | | 1 | | | | | 2 | | 1 | | | | | | | | | | | | 2 |
| | | | | | 1 | | | | | | | | | | | | | | | | 3 |
| | 2 | | 1 | | 1 | | | | | 4 | 1 | | | | | | | | | | 4 |
| | 1 | 1 | 2 | | 3 | 3 | 1 | 4 | 4 | 3 | 5 | 8 | 14 | 5 | 11 | 7 | 4 | 2 | 4 | 1 | 5 |
| | | 1 | 1 | | | | | | | 1 | | | | | | | | | | | 6 |
| | | 1 | | | | | | 1 | | | 2 | | 1 | | | | | | | | 7 |
| | | | | | | | | | | | 1 | | 2 | 1 | 1 | 2 | | 1 | | | 8 |
| | | | | | | | | | | | | | | 1 | 1 | | | | | | 9 |
| | | | | | | | | | | | | | | | 1 | | | | | | 10 |
| | | | | | | | | | | | | | | | | 1 | | | | | 11 |
| | | | | | | | | | | | | | | | | | 1 | | | | 12 |
| | | | | | | | | | | | | | | | | | | 1 | | | 13 |
| | | | | | | | | | | | | | | | | | | | | | 14 |
| 4 | 1 | 7 | | 4 | 4 | 1 | 6 | 5 | 4 | 5 | 16 | 15 | 8 | 14 | 10 | 7 | 3 | 5 | 1 | | |
| 4 | | 4 | 1 | 2 | | 2 | 3 | 1 | | 6 | 5 | 4 | 6 | 14 | 6 | 12 | 3 | 2 | 4 | a2 | |
| 8 | 1 | 11 | 1 | 6 | 4 | 3 | 9 | 6 | 4 | 11 | 21 | 19 | 14 | 28 | 16 | 19 | 6 | 7 | 5 | 2 | |
| | | | | 1 | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | 1 | 5 | 2 | | | | | | | | | | | | 2 |
| | | | | | | | 1 | 1 | 10 | 8 | | | | | | | | | | | 3 |
| | | | | | | | | | 2 | 2 | | | | | | | | | | | 4 |
| | | | | 1 | | | 2 | 6 | 12 | 10 | | | | | | | | | | | 5 |
| | | | | | | | | | 1 | 1 | 2 | | | | | | | | | | |
| | | 1 | | 1 | | | 2 | 6 | 13 | 11 | 2 | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | | | | | 1 | | | | | | | | | | | | | | | | 2 |
| 1 | | | | | 1 | | | | | | | | | | | | | | | | |

a One \$2,016, one \$2,268.

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Number of employees. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | |
|--|------------------|----------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|----|----|---|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | | |
| Enginemmen, stationary (in 3 roads). | 1 | 1 | \$0.61-\$0.80 | | | | | | | | | | | 1 | |
| | 2 | 1 | .81-1.00 | | | | | | | | | | | 1 | |
| | 3 | 2 | 1.01-1.20 | | | | | | | | | | | 1 | 1 |
| | 4 | 9 | 1.21-1.40 | 1 | | | | | | | | 1 | | 5 | 2 |
| | 5 | 6 | 1.41-1.60 | 1 | | | | | 1 | | | | | 3 | 1 |
| | 6 | 9 | 1.61-1.80 | | | 1 | | | | | | 1 | | 5 | 2 |
| | 7 | 2 | 1.81-2.00 | | | | | 1 | | | | | | | 1 |
| | 8 | 1 | 3.61-3.80 | | 1 | | | | | | | | | | |
| | | 31 | | 2 | 1 | 1 | 1 | 1 | | | 2 | | 16 | 7 | |
| Enginemmen, work train (in 1 road). | 1 | 3 | 2.21-2.40 | 1 | | | 2 | | | | | | | | |
| | 2 | 1 | 2.41-2.60 | | | | 1 | | | | | | | | |
| | 3 | 4 | 2.81-3.00 | 4 | | | | | | | | | | | |
| | | 8 | | 5 | | 3 | | | | | | | | | |
| Enginemmen, yard (in 2 roads). | 1 | 2 | 1.41-1.60 | | | | | | | | | | | 2 | |
| | 2 | 2 | 1.61-1.80 | 1 | | | | | | | 1 | | | | |
| | 3 | 4 | 1.81-2.00 | | 1 | | | | | | | 1 | 1 | 1 | |
| | 4 | 2 | 2.21-2.40 | | 1 | | | | | | 1 | | | | |
| | 5 | 6 | 2.41-2.60 | 4 | | | | | | | | 1 | | | |
| | 6 | 57 | 2.61-2.80 | 9 | 7 | 6 | 2 | 7 | 4 | 6 | 9 | 7 | | | |
| | 7 | 67 | 2.81-3.00 | 3 | 2 | 6 | 2 | 4 | 8 | 16 | 24 | 2 | | | |
| | 8 | 8 | 3.01-3.20 | 2 | | 1 | 1 | | 1 | 2 | | | | | 1 |
| | 9 | 6 | 3.21-3.40 | 1 | | | 1 | | | 3 | 1 | | | | |
| | 10 | 3 | 3.41-3.60 | 2 | | | | | | 1 | | | | | |
| | | 157 | | 22 | 11 | 14 | 6 | 11 | 16 | 29 | 37 | 11 | | | |
| | 1 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | | | |
| | | 158 | | | | | | | | | | | | | |
| Engraver (in 1 road) | 1 | 1 | 1.81-2.00 | | | | | | | | 1 | | | | |
| | | 1 | | | | | | | | | 1 | | | | |
| Examiners (in 1 road) | 1 | 8 | 1.21-1.40 | | 1 | 1 | | 1 | | | | | | 5 | |
| | 2 | 65 | 1.41-1.60 | 3 | 4 | 16 | 6 | 25 | 1 | | | | | 10 | |
| | 3 | 14 | 1.61-1.80 | | | | 2 | 3 | 1 | | | | | 8 | |
| | 4 | 4 | 1.81-2.00 | | | | | 3 | | | | | | 1 | |
| | 5 | 1 | 2.01-2.20 | | | | | | 1 | | | | | | |
| | | 92 | | 3 | 5 | 17 | 8 | 33 | 2 | | | | 24 | | |
| Examiner, boiler (in 1 road) | 1 | 1 | 1.81-2.00 | | | | | | | | 1 | | | | |
| | | 1 | | | | | | | | | 1 | | | | |
| Examiners, car (in 2 roads) | 1 | 24 | 1.01-1.20 | | | | 1 | 2 | 1 | 3 | 1 | 12 | 4 | | |
| | 2 | 12 | 1.21-1.40 | | | | | | | | | 10 | 2 | | |
| | 3 | 10 | 1.41-1.60 | | | | 1 | 1 | | | | 4 | 4 | | |
| | 4 | 5 | 1.61-1.80 | | | | | | | | 1 | 4 | | | |
| | 5 | 2 | 1.81-2.00 | | 1 | | | | | | | 1 | | | |
| | | 53 | | | 1 | 2 | 3 | 1 | 3 | 2 | 31 | 10 | | | |
| Examiner, fire box (in 1 road). | 1 | 1 | 1.21-1.40 | | | | | | | | | | | | 1 |
| | | 1 | | | | | | | | | | | | | 1 |
| Examiners, spark arrester (in 1 road). | 1 | 2 | 1.21-1.40 | | | | | | | | | | | 2 | |
| | 2 | 1 | 1.41-1.60 | | | | | | | | | | | 1 | |
| | 3 | 3 | 1.61-1.80 | | | | 1 | 1 | 1 | | | | | | |
| | | 6 | | | | | 1 | 1 | 1 | | | | | 3 | |

(a) Rate and time cannot be stated, as he worked by the day and trip combined.

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[Forexplanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Number of employ- ees. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | |
|--|---|---------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|-------|-------|-------|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | | |
| Examiner, stay bolt (in 1 road). | 1 | 1 | \$1.81-\$2.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |  |  |
| | | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |  |
| Examiner, tender brake (in 1 road). | 1 | 1 | 1.21- 1.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |  |
| | | 1 | | | | | | | | | | | | 1 | |
| Examiners, ticket (in 2 roads). | 1 | 22 | 1.81- 2.00 | 7 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 14 | ..... |  |
| | | 22 | | 7 | 1 | | | | | | | | | 14 | |
| Examiner, watch (in 1 road). | 1 | 1 | .81- 1.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |  |
| | | 1 | | | | | | | | | | | | 1 | |
| Feeders (in 1 road)..... | 1 | 2 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | |
| | | 2 | | | | | | | | | | | | | |
| Fence builders (in 2 roads). | 1 2 3 | 52 | 1.01- 1.20 | 22 | 12 | 13 | 3 | 2 | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | | 4 | 1.21- 1.40 | 3 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | | 10 | 1.41- 1.60 | ..... | 1 | 2 | 4 | ..... | ..... | 2 | 1 | ..... | ..... | ..... |  |
| | | 66 | ..... | 25 | 13 | 15 | 8 | 2 | 2 | 1 | ..... | ..... | ..... | ..... |  |
| Fenders, machine shop (in 1 road). | 1 2 | 5 | 1.41- 1.60 | ..... | ..... | ..... | 1 | 2 | 1 | ..... | ..... | ..... | 1 | ..... |  |
| | | 2 | 1.61- 1.80 | | | | | | | | | | | 2 | |
| | | 7 | | | | | 1 | 2 | 1 | | | | | 3 | |
| Ferry men (in 1 road)..... | 1 2 3 | 2 | .21- .40 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |  |
| | | 7 | .41- .60 | ..... | ..... | ..... | 1 | 2 | 1 | ..... | ..... | ..... | 1 | 2 | |
| | | 1 | .61- .80 | | | | | | | | | | | 1 | 1 |
| | | 10 | | | | 1 | 1 | 2 | 1 | | | | | 2 | 3 |
| | | 1 | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) |
| Fire department, members of (in 1 road). | 1 | 4 | 1.41- 1.60 | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | 3 | ..... |  |
| | | 4 | | | | | | | | | 1 | | | 3 | |
| Fire marshals (in 1 road) .. | 1 | 2 | 2.41- 2.60 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |  |
| | | 2 | | | 1 | | | | | | | | | 1 | |
| Fire tenders (in 2 roads)... | 1 2 3 4 | 6 | Under .21 | ..... | ..... | ..... | ..... | 2 | 4 | ..... | ..... | ..... | ..... | ..... |  |
| | | 8 | .21- .40 | 2 | 2 | 1 | 2 | 1 | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | | 4 | .41- .60 | ..... | 2 | 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | | 1 | .61- .80 | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Firemen (in 55 roads)..... | 1 2 3 4 5 6 7 8 9 | 71 | .81- 1.00 | 38 | 14 | 8 | 5 | 2 | 1 | ..... | ..... | ..... | 2 | 1 | |
| | | 57 | 1.01- 1.20 | 6 | 6 | 8 | 4 | 7 | 5 | 8 | ..... | ..... | 10 | 3 | |
| | | 212 | 1.21- 1.40 | 105 | 28 | 22 | 18 | 9 | 6 | 10 | 13 | 1 | ..... | ..... |  |
| | | 563 | 1.41- 1.60 | 204 | 58 | 82 | 43 | 29 | 29 | 36 | 64 | 18 | ..... | ..... |  |
| | | 1,185 | 1.61- 1.80 | 276 | 98 | 99 | 80 | 88 | 61 | 77 | 292 | 114 | ..... | ..... |  |
| | | 632 | 1.81- 2.00 | 111 | 50 | 52 | 42 | 51 | 53 | 49 | 159 | 65 | ..... | ..... |  |
| | | 175 | 2.01- 2.20 | 27 | 13 | 29 | 17 | 10 | 16 | 14 | 29 | 20 | ..... | ..... |  |
| | | 445 | 2.21- 2.40 | 148 | 42 | 70 | 44 | 44 | 27 | 26 | 34 | 10 | ..... | ..... |  |
| | | 130 | 2.41- 2.60 | 27 | 12 | 19 | 19 | 16 | 14 | 18 | 5 | ..... | ..... | ..... |  |

a Rate and time cannot be stated, as they worked by the piece.

b Rate and time cannot be stated, as he received commission.

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|-----------------------------|---|---|
| 100 dolls. and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 doll | 401 to 500 doll | 501 to 600 doll | 601 to 700 doll | 701 to 800 doll | 801 to 900 doll | 901 to 1000 doll | 1001 to 1100 doll | 1101 to 1200 doll | 1201 to 1300 doll | 1301 to 1400 doll | 1401 to 1500 doll | 1501 to 1600 doll | 1601 to 1700 doll | 1701 to 1800 doll | 1801 to 1900 doll | 1901 to 2000 doll | 2001 doll and over | | |
| | | | | | | 1 | | | | | | | | | | | | | | | 1 | |
| | | | | | | | 1 | | | | | | | | | | | | | | | 1 |
| | | | | | 1 | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | 1 | | | | | | | | | | | | | | 1 |
| | 8 | | | | | | 2 | 12 | | | | | | | | | | | | | | 1 |
| | 8 | | | | | | | 2 | 12 | | | | | | | | | | | | | 1 |
| | | | 1 | | | | | | | | | | | | | | | | | | | 1 |
| | | | 1 | | | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | | 2 | | | | 1 |
| | | | | | | | | | | | | | | | | | | 2 | | | | 1 |
| | 45 | 7 | | | | | | | | | | | | | | | | | | | | 1 |
| | 3 | 1 | | | | | | | | | | | | | | | | | | | | 2 |
| | 3 | 1 | 3 | 3 | | | | | | | | | | | | | | | | | | 3 |
| | 51 | 9 | 3 | 3 | | | | | | | | | | | | | | | | | | 1 |
| | | 1 | 2 | 1 | | | | | | | | | | | | | | | | | | 1 |
| | | | | | | 1 | | | | | | | | | | | | | | | | 2 |
| | | 1 | 2 | 1 | | 3 | | | | | | | | | | | | | | | | 1 |
| | 2 | | | | | | | | | | | | | | | | | | | | | 1 |
| | 1 | 4 | | | | | | | | | | | | | | | | | | | | 2 |
| | | | 2 | | | | | | | | | | | | | | | | | | | 3 |
| | | 1 | 1 | | | | | | | | | | | | | | | | | | | 3 |
| | 3 | 4 | | 3 | | | | | | | | | | | | | | | | | | 1 |
| | 1 | 4 | | | | | | | | | | | | | | | | | | | | 1 |
| | 4 | 4 | | 3 | | | | | | | | | | | | | | | | | | 1 |
| | | | | | 1 | 2 | 1 | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | | | | | | 1 |
| | | | | | 1 | 2 | 1 | | | | | | | | | | | | | | | 1 |
| | 1 | | | | | | | | 1 | | | | | | | | | | | | | 1 |
| | 1 | | | | | | | | 1 | | | | | | | | | | | | | 1 |
| | 6 | | | | | | | | | | | | | | | | | | | | | 1 |
| | 8 | | | | | | | | | | | | | | | | | | | | | 3 |
| | 4 | | | | | | | | | | | | | | | | | | | | | 3 |
| | | 1 | | | | | | | | | | | | | | | | | | | | 4 |
| | 18 | 1 | | | | | | | | | | | | | | | | | | | | 4 |
| | | | | | | | | | | | | | | | | | | | | | | 1 |
| | 61 | 6 | 1 | 3 | | | | | | | | | | | | | | | | | | 1 |
| | 16 | 11 | 10 | 14 | 6 | | | | | | | | | | | | | | | | | 2 |
| | 145 | 28 | 13 | 11 | 11 | 4 | | | | | | | | | | | | | | | | 3 |
| | 288 | 85 | 41 | 38 | 47 | 53 | 9 | 2 | | | | | | | | | | | | | | 4 |
| | 391 | 106 | 100 | 77 | 80 | 203 | 199 | 26 | 3 | | | | | | | | | | | | | 5 |
| | 163 | 52 | 45 | 54 | 52 | 64 | 128 | 47 | 14 | | | | | | | | | | | | | 6 |
| | 38 | 26 | 20 | 10 | 12 | 12 | 23 | 20 | 13 | | | | | | | | | | | | | 7 |
| | 189 | 60 | 37 | 47 | 22 | 24 | 22 | 32 | 6 | | | | | | | | | | | | | 8 |
| | 36 | 16 | 12 | 15 | 14 | 12 | 13 | 11 | 1 | | | | | | | | | | | | | 9 |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Number of employ-ees. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|---|------------------|-----------------------|--|--|----------------|-----------------|------------------|------------------|------------------|------------------|------------------|--------------------|-----|-----|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days. | 151 to 200 days. | 201 to 250 days. | 251 to 300 days. | 301 to 365 days. | 366 days and over. | | |
| Firemen (in 55 roads) concluded. | 10 | 12 | \$2.61-\$2.80 | 4 | 2 | 5 | | | | | | | 1 | |
| | 11 | 2 | 2.81-3.00 | 1 | 1 | | | | | | | | | |
| | 12 | 1 | 3.41-3.60 | | | 1 | | | | | | | | |
| | | 3,485 | | | 947 | 324 | 395 | 272 | 256 | 212 | 238 | 609 | 232 | |
| | | 2,064 | (a) | | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) |
| | 5,549 | | | | | | | | | | | | | |
| Firemen, coal train (in 1 road). | 1 | 4 | 2.01-2.20 | 3 | | 1 | | | | | | | | |
| | 2 | 145 | 2.21-2.40 | 89 | 8 | 10 | 5 | 3 | 4 | 8 | 16 | 2 | | |
| | 3 | 3 | 2.61-2.80 | | | 1 | 1 | | | | | | | |
| | | 152 | | 92 | 8 | 12 | 6 | 3 | 4 | 8 | 17 | 2 | | |
| | | 75 | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | |
| | 227 | | | | | | | | | | | | | |
| Firemen, dummy (in 1 road). | 1 | 6 | 1.61-1.80 | | | | | | | | | | 5 | 1 |
| | | 6 | | | | | | | | | | | 5 | 1 |
| Firemen, elevator (in 1 road). | 1 | 1 | 1.21-1.40 | | | | | | | | | | 1 | |
| | 2 | 3 | 1.41-1.60 | | | | | | | 1 | | | 2 | |
| | | 4 | | | | | | | | 1 | | | 3 | |
| Firemen, engineer room (in 2 roads). | 1 | 8 | 1.01-1.20 | | | 1 | 1 | 1 | 1 | 1 | | | | 3 |
| | 2 | 2 | 1.21-1.40 | | | | 1 | | | | | | | 1 |
| | 3 | 3 | 1.61-1.80 | | | | | | | | 1 | | 2 | |
| | | 13 | | | | | 1 | 2 | 1 | 1 | 2 | 2 | 4 | |
| Firemen, freight (in 18 roads). | 1 | 9 | 1.21-1.40 | 3 | | 4 | | 1 | | | | | 1 | |
| | 2 | 449 | 1.41-1.60 | 128 | 60 | 71 | 45 | 33 | 35 | 46 | 26 | 5 | | |
| | 3 | 450 | 1.61-1.80 | 70 | 42 | 63 | 31 | 30 | 46 | 48 | 88 | 32 | | |
| | 4 | 204 | 1.81-2.00 | 32 | 17 | 22 | 11 | 20 | 7 | 18 | 59 | 18 | | |
| | 5 | 38 | 2.01-2.20 | 8 | 3 | 7 | 3 | 2 | 5 | 7 | 3 | | | |
| | 6 | 24 | 2.21-2.40 | 7 | 1 | 2 | 3 | 2 | 1 | 1 | 6 | 1 | | |
| | 7 | 2 | 3.01-3.20 | 1 | | | | | | | | | 1 | |
| | | 1,185 | | 249 | 123 | 169 | 93 | 97 | 94 | 120 | 184 | 56 | | |
| | | 1,127 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | |
| | 2,312 | | | | | | | | | | | | | |
| Firemen, freight and coal (in 1 road). | 1 | 40 | | (c) | (c) | (c) | (c) | (c) | (c) | (c) | (c) | (c) | | |
| | | 40 | | | | | | | | | | | | |
| Firemen, freight and passenger in 4 roads). | 1 | 1 | 1.41-1.60 | 1 | | | | | | | | | | |
| | 2 | 9 | 1.61-1.80 | | 1 | 2 | 1 | 1 | | | | 3 | | |
| | 3 | 5 | 1.81-2.00 | 1 | | 2 | | | | | | 2 | | |
| | 4 | 1 | 2.01-2.20 | 1 | | | | | | | | | | |
| | | 16 | | 3 | 1 | 4 | 1 | 1 | 1 | | | 5 | | |

a Rate and time cannot be stated, as they worked by the day, trip, and mile.

b Rate and time cannot be stated, as they worked by the day and mile combined.

c Rate and time cannot be stated, as they worked by the mile.

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|-----------------------------|
| 100 dolls. and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 doll | 401 to 500 doll | 501 to 600 doll | 601 to 700 doll | 701 to 800 doll | 801 to 900 doll | 901 to 1000 doll | 1001 to 1100 doll | 1101 to 1200 doll | 1201 to 1300 doll | 1301 to 1400 doll | 1401 to 1500 doll | 1501 to 1600 doll | 1601 to 1700 doll | 1701 to 1800 doll | 1801 to 1900 doll | 1901 to 2000 doll | 2001 doll and over |
| 4 | 7 | | | | | | | 1 | | | | | | | | | | | | 10 |
| 1 | 1 | | | | | | | | | | | | | | | | | | | 11 |
| | | 1 | | | | | | | | | | | | | | | | | | 12 |
| 1,332 | 398 | 280 | 269 | 244 | 372 | 394 | 138 | 38 | 14 | 3 | 3 | | | | | | | | | |
| 431 | 201 | 121 | 127 | 171 | 361 | 348 | 157 | 84 | 51 | 11 | 1 | | | | | | | | | |
| 1,763 | 599 | 401 | 396 | 415 | 733 | 742 | 295 | 122 | 65 | 14 | 4 | | | | | | | | | |
| 3 | 1 | | | | | | | | | | | | | | | | | | | 1 |
| 94 | 12 | 4 | 4 | 2 | 4 | 12 | 9 | 4 | | | | | | | | | | | | 2 |
| | 1 | | 1 | | | | | 1 | | | | | | | | | | | | 3 |
| 97 | 14 | 4 | 5 | 2 | 4 | 12 | 9 | 5 | | | | | | | | | | | | |
| 11 | 5 | 5 | 5 | 3 | 10 | 18 | 14 | 2 | 1 | 1 | | | | | | | | | | |
| 108 | 19 | 9 | 10 | 5 | 14 | 30 | 23 | 7 | 1 | 1 | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | |
| | | | | | | 5 | 1 | | | | | | | | | | | | | 1 |
| | | | | | | 5 | 1 | | | | | | | | | | | | | |
| | | | | | 1 | 2 | | | | | | | | | | | | | | 1 |
| | | | | | 1 | 2 | | | | | | | | | | | | | | 2 |
| | | | | | | | | | | | | | | | | | | | | |
| 1 | 1 | 2 | 1 | 1 | 2 | | | | | | | | | | | | | | | 1 |
| | 1 | | | | 1 | 1 | | | | | | | | | | | | | | 2 |
| | | | | | 1 | 1 | | | | | | | | | | | | | | 3 |
| | | | | | | | | | | | | | | | | | | | | |
| 1 | 2 | 2 | 1 | 2 | 4 | 1 | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | |
| 6 | 1 | 1 | 1 | | | | | | | | | | | | | | | | | 1 |
| 221 | 66 | 47 | 46 | 58 | 9 | 1 | 1 | | | | | | | | | | | | | 2 |
| 126 | 55 | 41 | 55 | 50 | 71 | 50 | 10 | 1 | | | | | | | | | | | | 3 |
| 51 | 21 | 12 | 19 | 7 | 21 | 49 | 16 | 6 | 2 | | | | | | | | | | | 4 |
| 10 | 8 | 2 | 3 | 3 | 7 | 4 | 1 | | | | | | | | | | | | | 5 |
| 8 | 2 | 2 | 3 | 1 | | 3 | 4 | 1 | | | | | | | | | | | | 6 |
| 1 | | | | | | | | | 1 | | | | | | | | | | | 7 |
| | | | | | | | | | | | | | | | | | | | | |
| 423 | 153 | 105 | 127 | 119 | 108 | 107 | 32 | 8 | 3 | | | | | | | | | | | |
| 261 | 139 | 104 | 89 | 109 | 183 | 157 | 65 | 18 | 2 | | | | | | | | | | | |
| 684 | 292 | 209 | 216 | 228 | 291 | 264 | 97 | 26 | 5 | | | | | | | | | | | |
| 10 | 5 | 3 | 1 | 3 | 2 | 4 | 8 | 4 | | | | | | | | | | | | 1 |
| 10 | 5 | 3 | 1 | 3 | 2 | 4 | 8 | 4 | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | |
| 2 | | | | | | | | | | | | | | | | | | | | |
| 1 | 1 | 1 | 1 | 1 | 3 | | | | | | | | | | | | | | | 1 |
| 1 | 2 | | | | 1 | 1 | | | | | | | | | | | | | | 2 |
| 1 | | | | | | | | | | | | | | | | | | | | 3 |
| 1 | | | | | | | | | | | | | | | | | | | | 4 |
| 5 | 3 | 1 | 1 | 1 | 4 | 1 | | | | | | | | | | | | | | |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Number of employ- ees. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | | | | | | |
|------------------------------------|-----------------------------------|---------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|-----|-----|--|--|--|--|--|--|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | | | | | | | |
| Firemen, locomotive (in 3 roads) | 1 | 10 | \$1.21-\$.1.40 | | | 1 | | | | | | | | | | | | | | |
| | 2 | 22 | 1.61- 1.80 | 3 | | 6 | 4 | | | 2 | 2 | | | | | | | | | |
| | 3 | 7 | 1.81- 2.00 | 4 | 1 | | | | | 2 | | 4 | | | | | | | | |
| | 4 | 6 | 2.01- 2.20 | | | 1 | 1 | | | 1 | | 1 | | | | | | | | |
| | 5 | 1 | 2.21- 2.40 | 1 | | | | | | | | | | | | | | | | |
| | | 46 | | | 8 | 1 | 8 | 5 | 5 | 3 | | 5 | 5 | 6 | | | | | | |
| | | 151 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | | | | | | |
| | | 197 | | | | | | | | | | | | | | | | | | |
| | Firemen, passenger (in 18 roads). | 1 | 2 | .81- 1.00 | 2 | | | | | | | | | | | | | | | |
| | | 2 | 26 | 1.41- 1.60 | 7 | 1 | 4 | 3 | 4 | 2 | | | | | | | | | | |
| 3 | | 164 | 1.61- 1.80 | 22 | 8 | 20 | 14 | 8 | 13 | | 15 | 34 | 30 | | | | | | | |
| 4 | | 72 | 1.81- 2.00 | 18 | 3 | 6 | 2 | 7 | 8 | | 9 | 17 | 2 | | | | | | | |
| 5 | | 9 | 2.01- 2.20 | 1 | 1 | 2 | | | 1 | | 2 | 1 | 1 | | | | | | | |
| 6 | | 9 | 2.21- 2.40 | 1 | | 1 | 1 | | | | 1 | 4 | 1 | | | | | | | |
| 7 | | 3 | 2.41- 2.60 | 1 | | | | | | | 2 | | | | | | | | | |
| 8 | | 1 | 2.61- 2.80 | | | | | | | | 1 | | | | | | | | | |
| | | 286 | | | 52 | 13 | 33 | 20 | 19 | 28 | 30 | 55 | 36 | | | | | | | |
| | | 335 | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | | | | | | | |
| | 621 | | | | | | | | | | | | | | | | | | | |
| Firemen, roundhouse (in 2 roads). | 1 | 4 | 1.41- 1.60 | 1 | | | | | | | | | | | | | | | | |
| | 2 | 4 | 1.61- 1.80 | | 1 | 1 | 2 | | | | | | | | | | | | | |
| | 3 | 7 | 1.81- 2.00 | | | | 1 | | | 1 | 1 | 4 | | | | | | | | |
| | | 12 | | | 1 | 1 | 1 | 3 | | 1 | 1 | 4 | | | | | | | | |
| | | 18 | 1.21- 1.40 | 3 | | 2 | | | | | | | | | | | | | | |
| Firemen, shifting (in 4 roads). | 1 | 18 | 1.21- 1.40 | 3 | | 2 | | | | | 2 | 2 | 9 | | | | | | | |
| | 2 | 33 | 1.41- 1.60 | 9 | 6 | 5 | 3 | 1 | 5 | 2 | 1 | 1 | 1 | | | | | | | |
| | 3 | 77 | 1.61- 1.80 | 13 | 5 | 9 | 1 | 3 | 4 | 4 | 16 | 22 | | | | | | | | |
| | 4 | 1 | 2.61- 2.80 | | 1 | | | | | | | | | | | | | | | |
| | | 129 | | | 25 | 12 | 16 | 4 | 4 | 11 | 6 | 19 | 32 | | | | | | | |
| | 92 | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | | | | | | | | |
| | 221 | | | | | | | | | | | | | | | | | | | |
| Firemen, shop (in 4 roads). | 1 | 4 | 1.01- 1.20 | | | | | 2 | | 1 | 1 | | | | | | | | | |
| | 2 | 3 | 1.21- 1.40 | 1 | 1 | | | | | 1 | | | | | | | | | | |
| | 3 | 5 | 1.41- 1.60 | 1 | | | | | 1 | | | | | | | | | | | |
| | 4 | 5 | 1.61- 1.80 | 1 | | | 1 | | | 2 | 1 | | | | | | | | | |
| | 5 | 3 | 1.81- 2.00 | | | | 1 | | | | | | | | | | | | | |
| | 6 | 1 | 2.41- 2.60 | | | | | | | | 1 | | | | | | | | | |
| | | 21 | | | 3 | 1 | | 2 | 2 | 3 | 4 | 1 | 5 | | | | | | | |
| | 1 | (c) | (c) | (c) | (c) | (c) | (c) | (c) | (c) | (c) | (c) | (c) | | | | | | | | |
| | 22 | | | | | | | | | | | | | | | | | | | |
| Firemen, stationary (in 11 roads). | 1 | 1 | .61- .80 | | 1 | | | | | | | | | | | | | | | |
| | 2 | 1 | .81- 1.00 | | | | | | | | | | | | | | | | | |
| | 3 | 9 | 1.01- 1.20 | | 2 | | 2 | 2 | 1 | 1 | 1 | 1 | | | | | | | | |
| | 4 | 22 | 1.21- 1.40 | 2 | 4 | 2 | 1 | 1 | 1 | 1 | 5 | 6 | | | | | | | | |
| | 5 | 9 | 1.41- 1.60 | | 1 | 3 | | | | 2 | | 3 | | | | | | | | |
| | 6 | 6 | 1.61- 1.80 | 1 | | | 2 | | | | | 3 | | | | | | | | |
| | 7 | 7 | 1.81- 2.00 | 1 | | | 2 | | | | 3 | 1 | | | | | | | | |
| | 8 | 1 | 2.01- 2.20 | | | | | | | | | 1 | | | | | | | | |
| | | 56 | | | 4 | 8 | 5 | 7 | 3 | 4 | 4 | 15 | 6 | | | | | | | |
| | | 2 | (c) | (c) | (c) | (c) | (c) | (c) | (c) | (c) | (c) | (c) | (c) | | | | | | | |
| | 58 | | | | | | | | | | | | | | | | | | | |

a Rate and time cannot be stated, as they worked by the mile.

b Rate and time cannot be stated, as they worked by the day, mile, and trip.

c Rate and time not given.

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 68, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|---------------------------|---------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|-----------------------------|---|
| 100 dols. and under | 101 to 200 dols. | 201 to 300 dols. | 301 to 400 doll | 401 to 500 doll | 501 to 600 doll | 601 to 700 doll | 701 to 800 doll | 801 to 900 doll | 901 to 1000 doll | 1001 to 1100 doll | 1101 to 1200 doll | 1201 to 1300 doll | 1301 to 1400 doll | 1401 to 1500 doll | 1501 to 1600 doll | 1601 to 1700 doll | 1701 to 1800 doll | 1801 to 1900 doll | 1901 to 2000 doll | 2001 doll and over | |
| 4 | 1 | 3 | 1 | 3 | 5 | | | | | | | | | | | | | | | | 1 |
| 5 | 7 | 3 | 2 | 2 | 4 | | | | | | | | | | | | | | | | 2 |
| 1 | 1 | | 2 | | 2 | 1 | | | | | | | | | | | | | | | 3 |
| 10 | 9 | 3 | 7 | 5 | 11 | 1 | | | | | | | | | | | | | | | 4 |
| 20 | 11 | 6 | 10 | 15 | 41 | 31 | 16 | 1 | | | | | | | | | | | | | 5 |
| 30 | 20 | 9 | 17 | 20 | 52 | 32 | 16 | 1 | | | | | | | | | | | | | |
| 2 | | | | | | | | | | | | | | | | | | | | | 1 |
| 9 | 6 | 3 | 3 | 1 | 3 | | 1 | | | | | | | | | | | | | | 2 |
| 31 | 23 | 12 | 15 | 15 | 28 | 10 | 8 | 10 | 3 | | | | | | | | | | | | 3 |
| 22 | 5 | 2 | 9 | 6 | 11 | 15 | 1 | 1 | | | | | | | | | | | | | 4 |
| 2 | 2 | | | | | 3 | | | | | | | | | | | | | | | 5 |
| 1 | 1 | 1 | | | 1 | 1 | | | 1 | | | | | | | | | | | | 6 |
| 1 | | | | | 1 | 2 | | | | | | | | | | | | | | | 7 |
| 68 | 37 | 18 | 27 | 22 | 45 | 43 | 11 | 11 | 4 | | | | | | | | | | | | 8 |
| 33 | 20 | 14 | 13 | 29 | 34 | 42 | 62 | 55 | 31 | 2 | | | | | | | | | | | |
| 101 | 57 | 32 | 40 | 51 | 79 | 85 | 73 | 66 | 35 | 2 | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| 2 | | 2 | | | | | | | | | | | | | | | | | | | 2 |
| | | 1 | | 1 | 1 | 4 | | | | | | | | | | | | | | | 3 |
| 3 | | 3 | | 1 | 1 | 4 | | | | | | | | | | | | | | | |
| 4 | 1 | 2 | | 4 | 7 | | | | | | | | | | | | | | | | 1 |
| 17 | 6 | 1 | 5 | 2 | 2 | | | | | | | | | | | | | | | | 2 |
| 19 | 9 | 3 | 3 | 5 | 14 | 20 | 4 | | | | | | | | | | | | | | 3 |
| 1 | | | | | | | | | | | | | | | | | | | | | 4 |
| 41 | 16 | 6 | 8 | 11 | 23 | 20 | 4 | | | | | | | | | | | | | | |
| 11 | 8 | 6 | 4 | 20 | 23 | 13 | 6 | 1 | | | | | | | | | | | | | |
| 52 | 24 | 12 | 12 | 31 | 46 | 33 | 10 | 1 | | | | | | | | | | | | | |
| | 2 | 1 | 1 | | | | | | | | | | | | | | | | | | 1 |
| 2 | | | 1 | | | | | | | | | | | | | | | | | | 2 |
| 1 | | | 1 | | | 3 | | | | | | | | | | | | | | | 3 |
| 1 | | 1 | 2 | | 1 | | | 2 | | | | | | | | | | | | | 4 |
| | | 1 | | | | 1 | | | | | | | | | | | | | | | 5 |
| 4 | 2 | 3 | 5 | | 1 | 3 | 3 | | | | | | | | | | | | | | 6 |
| 1 | | | | | | | | | | | | | | | | | | | | | |
| 5 | 2 | 3 | 5 | | 1 | 3 | 3 | | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| | | | 1 | | | | | | | | | | | | | | | | | | 2 |
| 2 | 3 | 2 | 2 | | | | | | | | | | | | | | | | | | 3 |
| 7 | 2 | 2 | 1 | 5 | 4 | 1 | | | | | | | | | | | | | | | 4 |
| 2 | 2 | 2 | 2 | 1 | 2 | | | | | | | | | | | | | | | | 5 |
| 1 | 2 | | | | 2 | 1 | | | | | | | | | | | | | | | 6 |
| 1 | 1 | 1 | | | 2 | 1 | | | | | | | | | | | | | | | 7 |
| 1 | | | | | | 1 | | | | | | | | | | | | | | | 8 |
| 14 | 10 | 5 | 6 | 8 | 9 | 4 | | | | | | | | | | | | | | | |
| | | 1 | 1 | | | | | | | | | | | | | | | | | | |
| 14 | 10 | 5 | 7 | 9 | 9 | 4 | | | | | | | | | | | | | | | |

REPORT OF THE COMMISSIONER OF LABOR.

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Number of employ- és. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|-------------------------------------|------------------|--------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|-------|-------|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | |
| Firemen, steam shovel (in 4 roads). | 1 | 3 | \$1.21-\$1.40 | | 1 | 2 | | | | | | | | |
| | 2 | 5 | 1.41-1.60 | | 1 | 2 | 2 | | | | | | | |
| | 3 | 5 | 1.61-1.80 | 1 | | | | 2 | 2 | | | | | |
| | | 13 | | 1 | 2 | 4 | 2 | 2 | 2 | | | | | |
| Firemen, switching (in 3 roads). | 1 | 3 | 1.21-1.40 | 2 | | | | 1 | | | | | | |
| | 2 | 13 | 1.41-1.60 | 4 | 5 | | 1 | | | | | | | |
| | 3 | 2 | 1.61-1.80 | 1 | | | 1 | 1 | | 1 | | | | |
| | 4 | 1 | 1.81-2.00 | | 1 | | | | | | | | | |
| | 5 | 1 | 2.01-2.20 | | 1 | | | | | | | | | |
| | 6 | 10 | 2.21-2.40 | 1 | | | | | | | | 1 | 7 | 1 |
| | 7 | 1 | 2.61-2.80 | | | | | | | | | | 1 | |
| Firemen, work train (in 9 roads). | 31 | | | 8 | 7 | 1 | 1 | 1 | 1 | 1 | 3 | 8 | 1 | |
| | 18 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) |
| | 49 | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| Firemen, yard (in 5 roads). | 1 | 1 | .41-.60 | | | | | | | | | | | |
| | 2 | 1 | 1.61-1.80 | 1 | | 1 | | | | | | | | |
| | 3 | 10 | 1.41-1.60 | 8 | | | | | | | | | | |
| | 4 | 24 | 1.61-1.80 | 17 | 3 | 2 | | | | 1 | 1 | | | |
| | 5 | 1 | 1.81-2.00 | | | | | | | | | | | |
| | 6 | 8 | 2.21-2.40 | 2 | | 1 | | | | 3 | 1 | | 1 | |
| Firemen, yard (in 5 roads). | 45 | ..... | ..... | 28 | 4 | 5 | ..... | 4 | 2 | ..... | 1 | 1 | ..... |  |
| | 11 | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | |
| | 56 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Firemen, yard (in 5 roads). | 1 | 4 | 1.21-1.40 | | | | | | 2 | | | | 2 | |
| | 2 | 196 | 1.41-1.60 | 72 | 15 | 24 | 21 | 11 | 6 | 10 | 34 | 3 | ..... |  |
| | 3 | 120 | 1.61-1.80 | 39 | 12 | 10 | 11 | 7 | 5 | 10 | 20 | 6 | ..... |  |
| | 4 | 3 | 1.81-2.00 | ..... | ..... | 1 | ..... | 1 | ..... | ..... | ..... | ..... | ..... |  |
| | 5 | 1 | 2.01-2.20 | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... |  |
| Firemen, yard (in 5 roads). | 324 | ..... | ..... | 111 | 27 | 35 | 32 | 22 | 12 | 20 | 56 | 9 | ..... |  |
| | 42 | (c) | (c) | (c) | (c) | (c) | (c) | (c) | (c) | (c) | (c) | (c) | (c) | |
| Firemen, yard (in 5 roads). | 366 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | | | | | | | | | | | | | | |
| Fitters (in 2 roads)..... | 1 | 6 | 1.41-1.60 | ..... | 2 | 1 | 1 | ..... | ..... | ..... | 1 | 1 | ..... |  |
| | 2 | 3 | 1.61-1.80 | ..... | 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 3 | 28 | 1.81-2.00 | 3 | 3 | 6 | 2 | 3 | ..... | 5 | 6 | ..... | ..... |  |
| | 4 | 25 | 2.01-2.20 | 1 | 2 | 9 | 3 | 3 | 4 | ..... | 2 | 1 | ..... |  |
| | 5 | 49 | 2.21-2.40 | 4 | 5 | 5 | 4 | 3 | 3 | 10 | 12 | 3 | ..... |  |
| | 6 | 17 | 2.41-2.60 | ..... | 1 | 3 | 1 | ..... | 1 | 4 | 6 | 1 | ..... |  |
| | 7 | 1 | 2.61-2.80 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 8 | 2 | 2.81-3.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 1 | |
| Fitters (in 2 roads)..... | 131 | ..... | ..... | 8 | 14 | 26 | 11 | 9 | 8 | 21 | 28 | 9 | ..... |  |
| | | | | | | | | | | | | | | |
| Fitters' helpers (in 2 roads). | 1 | 1 | .41-.60 | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... |  |
| | 2 | 44 | 1.21-1.40 | ..... | 7 | 11 | 7 | 3 | 4 | 4 | 5 | 2 | ..... |  |
| | 3 | 5 | 1.41-1.60 | ..... | ..... | 1 | ..... | 1 | ..... | 1 | 1 | 1 | ..... |  |
| | 4 | 2 | 1.61-1.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 | ..... | ..... |  |
| | 5 | 1 | 1.81-2.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |  |
| Fitters' helpers (in 2 roads). | 53 | ..... | ..... | ..... | 7 | 12 | 7 | 5 | 4 | 5 | 8 | 5 | ..... |  |
| | | | | | | | | | | | | | | |

a Rate and time cannot be stated, as they worked by the day and mile combined.

b Rate and time cannot be stated, as they worked by the mile and trip combined.

c Rate and time cannot be stated, as they worked by the day, trip, mile, and received premiums.

TABLE 17.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|-----------------------------|-------|
| 100 dolls. and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 doll | 401 to 500 doll | 501 to 600 doll | 601 to 700 doll | 701 to 800 doll | 801 to 900 doll | 901 to 1000 doll | 1001 to 1100 doll | 1101 to 1200 doll | 1201 to 1300 doll | 1301 to 1400 doll | 1401 to 1500 doll | 1501 to 1600 doll | 1601 to 1700 doll | 1701 to 1800 doll | 1801 to 1900 doll | 1901 to 2000 doll | 2001 doll and over | |
| 2 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| 1 | 4 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 |
| 1 | ..... | ..... | 3 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 |
| 4 | 5 | ..... | 3 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 2 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| 10 | ..... | 1 | 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 |
| 1 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 |
| 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 4 |
| 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 5 |
| 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 6 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 7 |
| 16 | ..... | 2 | 1 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | ..... | 2 | 2 | 3 | 1 | 2 | 5 | 3 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 16 | ..... | 4 | 3 | 5 | 1 | 8 | 8 | 4 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 |
| 9 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 |
| 20 | 2 | ..... | 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 4 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 5 |
| 2 | 1 | ..... | 1 | 3 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 6 |
| 33 | 4 | ..... | 3 | 4 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 6 | 1 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 39 | 5 | 2 | 3 | 4 | 1 | ..... | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | | | | | | | | | | | | | | | | | | | | |
| 94 | 30 | 2 | 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| 53 | 14 | 18 | 10 | 17 | 27 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 |
| ..... | 1 | 8 | 7 | 13 | 18 | 5 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 4 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 5 |
| 147 | 45 | 28 | 19 | 32 | 46 | 5 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 8 | 5 | 5 | 4 | 4 | 12 | 4 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 155 | 50 | 33 | 23 | 36 | 58 | 9 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | | | | | | | | | | | | | | | | | | | | |
| 2 | 1 | 1 | ..... | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 |
| 6 | 5 | 3 | 3 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 |
| 3 | 9 | 2 | 2 | 4 | 2 | 5 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 4 |
| 8 | 4 | 6 | 2 | 2 | 5 | 11 | 8 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 5 |
| 1 | 2 | 2 | ..... | ..... | ..... | ..... | 1 | 6 | 3 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 6 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 7 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 8 |
| | | | | | | | | | | | | | | | | | | | | | |
| 22 | 21 | 15 | 7 | 8 | 14 | 19 | 14 | 3 | 6 | 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | | | | | | | | | | | | | | | | | | | | |
| 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| 11 | 14 | 7 | 7 | 4 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 |
| ..... | 1 | 1 | 1 | ..... | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 |
| ..... | ..... | ..... | ..... | ..... | 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 4 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 5 |
| 12 | 15 | 8 | 8 | 4 | 4 | 1 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|-----------------------------|
| 100 dolls. and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 doll | 401 to 500 doll | 501 to 600 doll | 601 to 700 doll | 701 to 800 doll | 801 to 900 doll | 901 to 1000 doll | 1001 to 1100 doll | 1101 to 1200 doll | 1201 to 1300 doll | 1301 to 1400 doll | 1401 to 1500 doll | 1501 to 1600 doll | 1601 to 1700 doll | 1701 to 1800 doll | 1801 to 1900 doll | 1901 to 2000 doll | 2001 doll and over |
| 4 | | | | | | | | | | | | | | | | | | | | 1 |
| 4 | 13 | | | | | | | | | | | | | | | | | | | 2 |
| 46 | 52 | 24 | | | | | | | | | | | | | | | | | | 3 |
| 11 | 7 | 17 | | | | | | | | | | | | | | | | | | 4 |
| 179 | 74 | 86 | 235 | 2 | | | | | | | | | | | | | | | | 5 |
| 112 | 51 | 51 | 116 | 111 | | | | | | | | | | | | | | | | 6 |
| 76 | 20 | 11 | 15 | 55 | 1 | | | | | | | | | | | | | | | 7 |
| 44 | 12 | 12 | 11 | 16 | 37 | | 1 | | | | | | | | | | | | | 8 |
| 41 | 14 | 7 | 2 | 6 | 12 | 4 | 3 | | | | | | | | | | | | | 9 |
| 33 | 14 | 7 | 4 | 11 | 25 | 5 | 1 | | | | | | | | | | | | | 10 |
| | 2 | | | | 1 | | | | | | | | | | | | | | | 11 |
| | | | | | | 1 | | | | | | | | | | | | | | 12 |
| 1 | | | | | | | | | | | | | | | | | | | | 13 |
| 551 | 259 | 215 | 383 | 201 | 76 | 10 | 5 | | | | | | | | | | | | | |
| 5 | 4 | 1 | 2 | | 22 | 18 | 15 | 6 | 1 | | | | | | | | | | | |
| 556 | 263 | 216 | 385 | 201 | 98 | 28 | 20 | 6 | 1 | | | | | | | | | | | |
| | 1 | 1 | | | | | | | | | | | | | | | | | | 1 |
| 10 | 15 | 7 | 9 | 7 | 6 | 6 | | | | | | | | | | | | | | 2 |
| 1 | | | | | | | | | | | | | | | | | | | | 3 |
| 11 | 16 | 8 | 9 | 7 | 6 | 6 | | | | | | | | | | | | | | |
| 3 | | | | | | | | | | | | | | | | | | | | 1 |
| 5 | 5 | 1 | | | | | | | | | | | | | | | | | | 2 |
| 5 | 1 | 7 | 15 | | | | | | | | | | | | | | | | | 3 |
| 17 | 9 | 7 | 21 | 10 | | | | | | | | | | | | | | | | 4 |
| 7 | 2 | | 2 | 14 | | | | | | | | | | | | | | | | 5 |
| 37 | 17 | 13 | 38 | 24 | | | | | | | | | | | | | | | | |
| 1 | 1 | 1 | | 1 | | 1 | | | | | | | | | | | | | | 1 |
| 3 | 1 | 1 | | | | | | | | | | | | | | | | | | 2 |
| 13 | 6 | 5 | 5 | 2 | 7 | 11 | 5 | | | | | | | | | | | | | 3 |
| | 1 | | | | | | | | | | | | | | | | | | | 4 |
| 4 | | 1 | | | | 1 | | | | | | | | | | | | | | 5 |
| | | 1 | | | | | 1 | | | | | | | | | | | | | 6 |
| 4 | | | | | | | | | | | | | | | | | | | | 7 |
| 1 | | | | | | | | | | | | | | | | | | | | 8 |
| 26 | 9 | 8 | 5 | 3 | 7 | 13 | 6 | | | | | | | | | | | | | |
| 7 | 15 | 24 | | | 1 | 1 | | | | | | | | | | | | | | |
| 33 | 24 | 32 | 5 | 3 | 8 | 14 | 6 | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | 1 |
| 13 | 1 | | | | | | | | | | | | | | | | | | | 2 |
| 14 | 1 | | | | | | | | | | | | | | | | | | | |
| | 1 | | | | | | | | | | | | | | | | | | | 1 |
| 1 | | 1 | | 2 | | | | | | | | | | | | | | | | 2 |
| 1 | 1 | 1 | | 2 | | | | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | 1 |
| | | 1 | | | | | | | | | | | | | | | | | | 2 |
| 1 | | 1 | | | | | | | | | | | | | | | | | | |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Number of employ-és. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|-------------------------------------|------------------|----------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|----|---|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | |
| Flagmen and conductors (in 1 road). | 1 | 1 | \$1.81-\$2.00 | | | | | | | | | | | |
| | 2 | 1 | 2.21- 2.40 | | | | | | | | | | 1 | 1 |
| | | 2 | | | | | | | | | | | 1 | 1 |
| Flagmen and switchmen (in 2 roads). | 1 | 1 | .81- 1.00 | | | | | | | | | | 1 | |
| | 2 | 1 | 1.01- 1.20 | | | | 1 | | | | | | | |
| | 3 | 6 | 1.21- 1.40 | | 1 | | | | 1 | | | | 3 | |
| | 4 | 2 | 1.41- 1.60 | | | | 1 | | | | | | 1 | |
| | | 10 | | | 1 | | 3 | | | 1 | | | 5 | |
| Flange turners (in 2 roads). | 1 | 2 | 2.41- 2.60 | | | | | | | | 1 | 1 | | |
| | 2 | 2 | 2.61- 2.80 | | | | | | | | 1 | | | 1 |
| | | 4 | | | | | | | | | 2 | 1 | 1 | |
| Flangers (in 1 road)..... | 1 | 1 | 2.21- 2.40 | | | | | | | | | | 1 | |
| | 2 | 1 | 3.01- 3.20 | | | | | | | | 1 | | | |
| | | 2 | | | | | | | | | 1 | 1 | | |
| Flaskmakers (in 1 road) .. | 1 | 1 | 1.21- 1.40 | | | | | | | | 1 | | | |
| | 2 | 2 | 1.61- 1.80 | | | 1 | | | | | | 1 | | |
| | | 3 | | | | 1 | | | | | 1 | 1 | | |
| Float captains (in 1 road) . | 1 | 9 | 1.41- 1.60 | | 2 | 1 | 2 | | | | 3 | | | 1 |
| | | 9 | | | 2 | 1 | 2 | | | | 3 | | | 1 |
| Float tenders (in 1 road)... | 1 | 3 | 1.41- 1.60 | | | 1 | | | | | 1 | 1 | | |
| | 2 | 1 | 1.61- 1.80 | | | | | | | | | | | 1 |
| | | 4 | | | | 1 | | | | | 1 | 1 | 1 | |
| Floormen (in 1 road) | 1 | 3 | 1.61- 1.80 | | | | | | | | | | 3 | |
| | 2 | 1 | 1.81- 2.00 | | | | | | | | | 1 | | |
| | | 4 | | | | | | | | | | | 4 | |
| Flue borers (in 1 road) | 1 | 1 | .61- .80 | | 1 | | | | | | | | | |
| | 2 | 1 | 1.01- 1.20 | | | | | | | | 1 | | | |
| | 3 | 1 | 1.21- 1.40 | 1 | | | | | | | | | | |
| | | 3 | | | 1 | 1 | | | | | 1 | | | |
| Flue caulkers (in 3 roads). | 1 | 8 | 1.21- 1.40 | | | | 1 | | 1 | | | 1 | 5 | |
| | 2 | 5 | 1.41- 1.60 | | | | | | | | 1 | 2 | 2 | |
| | 3 | 9 | 1.61- 1.80 | | | | 1 | 2 | | | 1 | 3 | 2 | |
| | 4 | 5 | 1.81- 2.00 | 2 | | | | | | | | 3 | | |
| | 5 | 4 | 2.01- 2.20 | | | | | | | | | 2 | 2 | |
| | 6 | 2 | 2.21- 2.40 | | | | | | | | | | 2 | |
| | | 33 | | | 2 | | 2 | 2 | 1 | 2 | 2 | 13 | 11 | |
| Flue cleaners (in 2 roads). | 1 | 1 | .81- 1.00 | | | | | | | | | | | 1 |
| | 2 | 14 | 1.01- 1.20 | 1 | 1 | 1 | 2 | 1 | | | 1 | 3 | 4 | |
| | 3 | 6 | 1.21- 1.40 | | | 1 | | | | 1 | | 2 | 1 | |
| | 4 | 2 | 1.41- 1.60 | | | | | | | 1 | 1 | | | |
| | 23 | | | 2 | 1 | 2 | 2 | 1 | 2 | 2 | 5 | 6 | | |
| Flue cutters (in 1 road).... | 1 | 3 | 1.41- 1.60 | | | | | | | | 1 | 2 | | |
| | | 3 | | | | | | | | | 1 | 2 | | |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Number of employ-ees. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|-------------------------------|---|-----------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|---|---|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | |
| Flue fitters (in 1 road)..... | 1 2 | 1 | \$1.81-\$2.00 | | | | | | | | 1 | | | |
| | | 1 | 2.01- 2.20 | | | | | | | | | 1 | | |
| Flue punchers (in 1 road) . | 1 | 2 | | | | | | | | | 1 | 1 | | |
| | | 3 | 1.21- 1.40 | | 2 | | | 1 | | | | | | |
| Flue setters (in 2 roads)... | 1 2 3 4 5 6 | 1 | 1.21- 1.40 | | | | | | | | | | 1 | |
| | | 8 | 1.41- 1.60 | 1 | | | 3 | | 1 | | | 2 | 1 | |
| | | 1 | 1.61- 1.80 | | | | | | | | | 1 | 4 | |
| | | 4 | 1.81- 2.00 | | | | | | | | 1 | 1 | 1 | |
| | | 2 | 2.01- 2.20 | | | | | | | | | 1 | 1 | |
| | | 1 | 2.41- 2.60 | | | | | | | | | | 1 | |
| Flue tester (in 1 road)..... | 1 | 17 | | 1 | | | 3 | | 1 | 1 | 9 | 2 | | |
| | | 1 | 1.41- 1.60 | | | | | | | | | 1 | | |
| Flue welders (in 2 roads).. | 1 2 3 | 1 | | | | | | | | | | 1 | | |
| | | 2 | 1.41- 1.60 | | | | | | | | 2 | | | |
| | | 1 | 2.01- 2.20 | | | | | | | | 1 | | | |
| | | 3 | 2.21- 2.40 | | | 1 | | | | | 2 | | | |
| Footmen (in 1 road) | 1 2 3 4 5 6 7 | 6 | | | | 1 | | | | | | 5 | | |
| | | 1 | .61- .80 | 1 | | | | | | | | | | |
| | | 1 | .81- 1.00 | | | | | | | | | | 1 | |
| | | 2 | 1.01- 1.20 | | | | 1 | | 1 | | | | | |
| | | 2 | 1.21- 1.40 | | | | 1 | | | | | | 1 | |
| | | 3 | 1.41- 1.60 | 1 | | | 2 | | | | | | | 3 |
| | | 3 | 1.61- 1.80 | | | | | | | | | | | |
| 1 | 2.21- 2.40 | | | 1 | | | | | | | | | | |
| Foremen (in 20 roads)..... | 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 | 13 | | 2 | 1 | 3 | 1 | | 1 | | 5 | | | |
| | | 1 | 1.01- 1.20 | | | | | | | | 1 | | | |
| | | 50 | 1.21- 1.40 | 1 | | 8 | 4 | 2 | 4 | 2 | 27 | 2 | | |
| | | 66 | 1.41- 1.60 | 16 | 5 | 3 | 5 | 3 | 5 | 6 | 22 | 1 | | |
| | | 61 | 1.61- 1.80 | 6 | 4 | 4 | 7 | 5 | 2 | 1 | 28 | 4 | | |
| | | 77 | 1.81- 2.00 | 6 | 4 | 10 | 4 | 6 | 2 | 7 | 37 | 1 | | |
| | | 24 | 2.01- 2.20 | 1 | 3 | 3 | | 1 | 2 | 1 | 10 | 3 | | |
| | | 30 | 2.21- 2.40 | 5 | 2 | | 1 | 2 | 3 | 1 | 15 | 1 | | |
| | | 43 | 2.41- 2.60 | 4 | 2 | 2 | 2 | 3 | 2 | 4 | 23 | 1 | | |
| | | 47 | 2.61- 2.80 | 1 | 1 | 6 | 1 | 2 | 1 | 5 | 26 | 4 | | |
| | | 38 | 2.81- 3.00 | 1 | 4 | 2 | 3 | 3 | 1 | 2 | 21 | 1 | | |
| | | 5 | 3.01- 3.20 | | | | | | | | 1 | 4 | | |
| | | 21 | 3.21- 3.40 | | | | 1 | 3 | | | | 17 | | |
| | | 12 | 3.41- 3.60 | 1 | | 1 | | | | 1 | 8 | | | |
| | | 6 | 3.61- 3.80 | | | | 1 | | | | 5 | 1 | | |
| | | 3 | 3.81- 4.00 | | 1 | | | | | | | | | |
| | | 3 | 4.01- 4.20 | | 1 | | | | 1 | | | 2 | | |
| | | 1 | 4.21- 4.40 | | | | | 1 | | | | | | |
| | | 4 | 4.41- 4.60 | | | | | | | | 2 | 2 | | |
| 1 | 4.81- 5.00 | | | | | 1 | | | | | | | | |
| | | 493 | | 42 | 27 | 39 | 31 | 30 | 23 | 35 | 247 | 19 | | |
| | | 1 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | | |
| | | 494 | | | | | | | | | | | | |

a Rate and time cannot be stated, as he worked by the piece.

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|-----------------------------|----|--|
| 100 dolls. and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 doll | 401 to 500 doll | 501 to 600 doll | 601 to 700 doll | 701 to 800 doll | 801 to 900 doll | 901 to 1000 doll | 1001 to 1100 doll | 1101 to 1200 doll | 1201 to 1300 doll | 1301 to 1400 doll | 1401 to 1500 doll | 1501 to 1600 doll | 1601 to 1700 doll | 1701 to 1800 doll | 1801 to 1900 doll | 1901 to 2000 doll | 2001 doll and over | | |
| | | | | | 1 | | | | | | | | | | | | | | | | 1 | |
| | | | | | | | 1 | | | | | | | | | | | | | | 2 | |
| | | | | | 1 | | 1 | | | | | | | | | | | | | | | |
| 2 | 1 | | | | | | | | | | | | | | | | | | | | 1 | |
| 2 | 1 | | | | | | | | | | | | | | | | | | | | | |
| 1 | 3 | | 1 | 2 | 1 | | | | | | | | | | | | | | | | 1 | |
| | | | | | 1 | | | | | | | | | | | | | | | | 2 | |
| | | | | | 2 | | | | | | | | | | | | | | | | 3 | |
| | | | | | 2 | | | | | | | | | | | | | | | | 4 | |
| | | | | | 2 | | | | | | | | | | | | | | | | 5 | |
| | | | | | 1 | | | | | | | | | | | | | | | | 6 | |
| 1 | 3 | | 1 | 2 | 5 | 4 | 1 | | | | | | | | | | | | | | | |
| | | | | 1 | | | | | | | | | | | | | | | | | 1 | |
| | | | | 1 | | | | | | | | | | | | | | | | | | |
| | | | | 2 | | | | | | | | | | | | | | | | | 1 | |
| | | | | | | 1 | | | | | | | | | | | | | | | 2 | |
| | 1 | | | | | 2 | | | | | | | | | | | | | | | 3 | |
| | | | | 2 | | 3 | | | | | | | | | | | | | | | | |
| 1 | | | 1 | | | | | | | | | | | | | | | | | | 1 | |
| | 1 | 1 | | | | | | | | | | | | | | | | | | | 2 | |
| | 1 | 1 | | 1 | | | | | | | | | | | | | | | | | 3 | |
| | 1 | 2 | | | | | | | | | | | | | | | | | | | 4 | |
| | | | | | 1 | 2 | | | | | | | | | | | | | | | 5 | |
| | | | | | | | | | | | | | | | | | | | | | 6 | |
| | | | | | | | | | | | | | | | | | | | | | 7 | |
| 3 | 4 | 1 | 1 | 1 | 1 | 2 | | | | | | | | | | | | | | | | |
| | | | 1 | | | | | | | | | | | | | | | | | | | |
| | | | 4 | | | | | | | | | | | | | | | | | | 1 | |
| 5 | 8 | 5 | 4 | 27 | 1 | | | | | | | | | | | | | | | | 2 | |
| 23 | 5 | 5 | 6 | 6 | 21 | | | | | | | | | | | | | | | | 3 | |
| 11 | 9 | 5 | 2 | 2 | 25 | 7 | | | | | | | | | | | | | | | 4 | |
| 11 | 9 | 4 | 7 | 1 | 11 | 19 | 15 | | | | | | | | | | | | | | 5 | |
| 3 | 4 | | 1 | 2 | 1 | 1 | 10 | 2 | | | | | | | | | | | | | 6 | |
| 7 | | 1 | 1 | 1 | 3 | 2 | 6 | 9 | | | | | | | | | | | | | 7 | |
| 6 | 2 | 1 | 1 | 3 | 2 | 1 | 5 | 20 | 2 | | | | | | | | | | | | 8 | |
| 2 | 2 | 4 | 2 | 2 | 2 | 1 | 4 | 4 | 17 | 9 | 1 | | | | | | | | | | 9 | |
| 3 | 2 | 2 | 3 | 3 | 3 | 1 | 3 | 3 | 6 | 14 | 1 | | | | | | | | | | 10 | |
| | | | | | | | | | 2 | | 3 | | | | | | | | | | 11 | |
| | | | 1 | | 1 | 2 | | | 1 | 16 | 3 | | | | | | | | | | 12 | |
| | | | | | | | | | 5 | 2 | 2 | | | | | | | | | | 13 | |
| | 1 | | 1 | | | | | | | | 6 | | | | | | | | | | 14 | |
| | | 1 | | | | | | | | 1 | | | | | | | | | | | 15 | |
| | | | | | 1 | | | | | | | | | | 2 | | | | | | 16 | |
| | | | | | | | | | | | 2 | | | | | 2 | | | | | 17 | |
| | | | | | 1 | | | | | | | | | | | | | | | | 18 | |
| | | | | | | | | | | | | | | | | | | | | | 19 | |
| 72 | 43 | 28 | 29 | 44 | 71 | 33 | 40 | 39 | 27 | 29 | 26 | 2 | 6 | 2 | | 2 | | | | | | |
| 72 | 43 | 28 | 29 | 44 | 71 | 33 | 40 | 40 | 27 | 29 | 26 | 2 | 6 | 2 | | 2 | | | | | | |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Num-ber of employ-es. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|---|------------------|-----------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|----|---|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | |
| Foremen, assistant (in 5 roads). | 1 | 3 | \$1.01-\$1.20 | | | | | | 1 | | | | 2 | |
| | 2 | 9 | 1.21- 1.40 | | | 1 | 2 | 2 | | | | 2 | | |
| | 3 | 1 | 1.41- 1.60 | | 1 | | | | | | | | | |
| | 4 | 4 | 1.61- 1.80 | | | 1 | 1 | | | | | | 2 | |
| | 5 | 2 | 1.81- 2.00 | | | | 2 | | | | | | | |
| | 6 | 1 | 2.01- 2.20 | | | | | | | | | | 1 | |
| | 7 | 1 | 2.21- 2.40 | | | | | | | | | | 1 | |
| | 8 | 1 | 2.41- 2.60 | | | | | | | | | | | 1 |
| | 9 | 2 | 2.61- 2.80 | | | | | | | | | | | 2 |
| | | | 24 | | | 1 | 2 | 5 | 3 | 2 | 3 | | | 8 |
| Foremen, blacksmiths (in 16 roads). | 1 | 1 | 1.81- 2.00 | | | | | | | | | | | 1 |
| | 2 | 1 | 2.01- 2.20 | | | | | | | | | | | 1 |
| | 3 | 3 | 2.21- 2.40 | | | | | 1 | | | | | 2 | 6 |
| | 4 | 10 | 2.41- 2.60 | | | 1 | | | 1 | | | 2 | 12 | 1 |
| | 5 | 16 | 2.61- 2.80 | | | | | | 1 | | | 2 | 9 | 1 |
| | 6 | 14 | 2.81- 3.00 | 2 | 1 | | 1 | | | 1 | | | 1 | 9 |
| | 7 | 1 | 3.01- 3.20 | | | | | | | | | | | 1 |
| | 8 | 10 | 3.21- 3.40 | | 1 | 1 | | | | 1 | 2 | | 5 | |
| | 9 | 1 | 3.41- 3.60 | | | | | | | | | | | 1 |
| | 10 | 3 | 3.61- 3.80 | | | | | | | | | | | 3 |
| | 11 | 2 | 3.81- 4.00 | | | | | | | | | | | 2 |
| | | 62 | | 2 | 2 | 2 | 1 | 2 | 2 | 6 | | 42 | 3 | |
| Foremen, boilermakers (in 12 roads). | 1 | 6 | 2.41- 2.60 | | | | | | | | | | 5 | 1 |
| | 2 | 8 | 2.61- 2.80 | | | | | | 1 | | | 1 | 6 | |
| | 3 | 11 | 2.81- 3.00 | | 1 | | | | | | 1 | | 9 | |
| | 4 | 3 | 3.21- 3.40 | | | 1 | | | | | | | 2 | |
| | 5 | 1 | 3.41- 3.60 | | | | | | | | | | 1 | |
| | 6 | 1 | 3.61- 3.80 | | | | | | | | 1 | | | |
| | 7 | 3 | 3.81- 4.00 | | 1 | | | | | | | | 2 | |
| | | 33 | | 2 | 1 | | 1 | | | 3 | | 25 | 1 | |
| Foreman, brassmoulders (in 1 road). | 1 | 1 | 2.81- 3.00 | | | | | | | | | | | 1 |
| | | 1 | | | | | | | | | | | | 1 |
| Foremen, bricklayers (in 1 road). | 1 | 3 | 3.21- 3.40 | | | | | 1 | 1 | | | | 1 | |
| | 2 | 1 | 4.41- 4.60 | | | | 1 | | | | | | | |
| | | 4 | | | | 1 | | 1 | 1 | | | | 1 | |
| Foremen, bridge carpenters (in 1 road). | 1 | 1 | 2.21- 2.40 | | | | | 1 | | | | | | |
| | 2 | 4 | 2.41- 2.60 | 2 | | | | | | 1 | | | 1 | |
| | 3 | 9 | 2.61- 2.80 | 2 | | 1 | 2 | 1 | | | | | 3 | |
| | | 14 | | 4 | | 1 | 3 | 1 | 1 | | | 4 | | |
| Foremen, bridge gang (in 6 roads). | 1 | 3 | 1.61- 1.80 | | 1 | 1 | | | | | | | 1 | |
| | 2 | 2 | 2.01- 2.20 | | | 1 | | | | | | | 1 | |
| | 3 | 9 | 2.21- 2.40 | 1 | 1 | | | 1 | | | 1 | | 5 | |
| | 4 | 16 | 2.41- 2.60 | | 2 | 2 | 1 | | | | 2 | | 9 | |
| | 5 | 8 | 2.61- 2.80 | 4 | | 1 | | | | | 2 | | 1 | |
| | 6 | 4 | 2.81- 3.00 | | | 2 | | | | 1 | | | 1 | |
| | 7 | 2 | 3.21- 3.40 | | 1 | | | | | | | | 1 | |
| | 8 | 1 | 3.41- 3.60 | | | | | | | 1 | | | | |
| | | 45 | | 5 | 6 | 6 | 1 | 1 | 2 | 5 | | 19 | | |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Number of employ- ees. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | |
|--|------------------|---------------------------|--|--|-------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|-----------------------------|----|---|--|
| | | | | 25' days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | | |
| Foremen, cabinetmakers (in 2 roads). | 1 | 1 | \$1.81-\$2.00 | | | | | | | | | | 1 | | |
| | 2 | 1 | 2.81- 3.00 | | | | | | | | | | 1 | | |
| | 3 | 1 | 3.01- 3.20 | | | | | 1 | | | | | | | |
| | 4 | 1 | 3.21- 3.40 | | | | | | | | | | 1 | | |
| | 4 | | | | | | | 1 | | | | | 3 | | |
| Foremen, car cleaners (in 5 roads). | 1 | 2 | 1.21- 1.40 | | | | | | | | | | 1 | 1 | |
| | 2 | 1 | 1.61- 1.80 | | | | | | | | | | 1 | | |
| | 3 | 3 | 2.21- 2.40 | | | 1 | | | | | 1 | | 1 | | |
| | 4 | 3 | 2.41- 2.60 | | | | | | | | | | 3 | | |
| | 5 | 1 | 2.61- 2.80 | | | | | | | | | | 1 | | |
| | 10 | | | | | 1 | | | | | 1 | | 7 | 1 | |
| Foremen, car inspectors (in 8 roads). | 1 | 3 | 1.41- 1.60 | | | | 1 | | | | | | 1 | 1 | |
| | 2 | 8 | 1.61- 1.80 | | 1 | 2 | | 1 | | 1 | | | 2 | 1 | |
| | 3 | 14 | 1.81- 2.00 | | | | 2 | 1 | | 4 | 1 | | 5 | 1 | |
| | 4 | 3 | 2.01- 2.20 | | | | 1 | | | | | | 2 | | |
| | 5 | 3 | 2.21- 2.40 | | | | 1 | | | | | | 2 | | |
| | 6 | 3 | 2.41- 2.60 | | | | | | | | 1 | | 2 | | |
| | 7 | 3 | 2.61- 2.80 | | | | 1 | | | | | | 2 | | |
| | 8 | 1 | 2.81- 3.00 | | | | | | | | | | 1 | | |
| | 9 | 1 | 3.21- 3.40 | | | | | | | | | | 1 | | |
| | 10 | 1 | 3.61- 3.80 | | | | | | | | | | 1 | | |
| | 40 | | | | 1 | 2 | 6 | 2 | 5 | 2 | | 19 | 3 | | |
| Foremen, car repairers (in 8 roads). | 1 | 1 | 1.41- 1.60 | | | | | | | | | | 1 | | |
| | 2 | 3 | 1.61- 1.80 | | | | 1 | | | | | | 2 | | |
| | 3 | 5 | 1.81- 2.00 | | | | | | | | | | 3 | 2 | |
| | 4 | 1 | 2.01- 2.20 | | | | | | | | 1 | | | | |
| | 5 | 4 | 2.41- 2.60 | | | | | | | | 2 | | 2 | | |
| | 6 | 1 | 2.61- 2.80 | | | | | 1 | | | | | 1 | | |
| | 7 | 3 | 2.81- 3.00 | | | 1 | | | | | | | 1 | 1 | |
| | 8 | 1 | 3.21- 3.40 | | | | | | | | | | 1 | | |
| | 9 | 2 | 3.61- 3.80 | | | | | | | | 1 | | 1 | | |
| | 10 | 1 | 4.41- 4.60 | | | | | | 1 | | | | | | |
| | 22 | | | | | 1 | 1 | 2 | | | 4 | 11 | 3 | | |
| Foremen, carsmiths (in 1 road). | 1 | 1 | 1.41- 1.60 | | 1 | | | | | | | | | | |
| | 2 | 4 | 1.61- 1.80 | | | | | | | | | | 4 | | |
| | 3 | 4 | 1.81- 2.00 | | | 1 | | | | | | | 3 | | |
| | 4 | 1 | 2.01- 2.20 | | | | | | | | | | 1 | | |
| | 5 | 1 | 2.21- 2.40 | | | | | | | | | | 1 | | |
| | 6 | 1 | 2.61- 2.80 | | | | | | | | | | 1 | | |
| | 12 | | | | 1 | 1 | | | | | | | 10 | | |
| Foremen, car works (in 6 roads). | 1 | 1 | 1.61- 1.80 | | | | | | | | | | 1 | | |
| | 2 | 2 | 1.81- 2.00 | | | | | | | | | | 2 | | |
| | 3 | 3 | 2.01- 2.20 | | | | | | | | | | 3 | | |
| | 4 | 2 | 2.21- 2.40 | | | | | | | | 1 | | 1 | | |
| | 5 | 6 | 2.41- 2.60 | | | | | | | | | | 4 | 1 | |
| | 6 | 6 | 2.61- 2.80 | | | | | | 1 | | | | 5 | 1 | |
| | 7 | 6 | 2.81- 3.00 | | | | | | | | | | 6 | | |
| | 8 | 3 | 3.21- 3.40 | | | | | | | | | | 3 | | |
| | 9 | 2 | 3.61- 3.80 | | | | | | | | | | | 2 | |
| | 10 | 1 | 3.81- 4.00 | | | | 1 | | | | | | | | |
| | 11 | 2 | 4.01- 4.20 | | | | 1 | | | | | | | 1 | |
| | 34 | | | | | 2 | | 1 | | | 1 | 26 | 4 | | |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Number of employ- és. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | | | | | | |
|--|------------------|--------------------------|---|--|-------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|-----------------------------------|-----|----|--|--|--|----|---|---|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 to days and over. | | | | | | | | |
| Foremen, carpenters (in 29 roads). | 1 | 5 | \$1.61-\$1.80 | | | 1 | | 3 | | 1 | | | | | | | | | | |
| | 2 | 22 | 1.81-2.00 | | | | | | | | | | | | | | | | | |
| | 3 | 13 | 2.01-2.20 | | 1 | | 2 | | | | | | | | | | | 13 | 6 | |
| | 4 | 45 | 2.21-2.40 | | | | | | | | 3 | 2 | | | | | | 8 | | |
| | 5 | 77 | 2.41-2.60 | | | 2 | 4 | 1 | 2 | 11 | 21 | 2 | | | | | | | | |
| | 6 | 78 | 2.61-2.80 | 5 | 5 | 5 | 7 | 1 | 5 | 9 | 36 | 4 | | | | | | | | |
| | 7 | 44 | 2.81-3.00 | 1 | 2 | 6 | 6 | 5 | 5 | 6 | 44 | | | | | | | | | |
| | 8 | 5 | 3.01-3.20 | | | 3 | 4 | 4 | 2 | 4 | 22 | 2 | | | | | | | | |
| | 9 | 28 | 3.21-3.40 | | 2 | 2 | 3 | 2 | 1 | 2 | 1 | 14 | 1 | | | | | | | |
| | 10 | 2 | 3.41-3.60 | | | | | | | | | | | | | | | | | |
| | 11 | 2 | 3.61-3.80 | | | 1 | | | | 1 | | | | | | | | | | |
| | 12 | 5 | 3.81-4.00 | | | | 1 | 1 | | | 1 | | | | | | | | | |
| | 13 | 3 | 4.01-4.20 | | | | | 1 | | | | 1 | 2 | | | | | | | |
| | 14 | 1 | 4.81-5.00 | | | 1 | | | | | | | 2 | | | | | | | |
| | | 330 | | | | 9 | 19 | 22 | 26 | 16 | 20 | 35 | 168 | 15 | | | | | | |
| Foreman, cleaners (in 1 road). | 1 | 1 | 1.61-1.80 | | | | | | | | | | | | | | | | 1 | |
| | | 1 | | | | | | | | | | | | | | | | | 1 | |
| Foremen, coal heavers (in 7 roads). | 1 | 2 | .21-.40 | | | | 1 | | | | | | | | | | | | 1 | |
| | 2 | 1 | .61-.80 | | | | | | | | | | | | | | | | 1 | |
| | 3 | 2 | .81-1.00 | | | | 1 | | | | 1 | | | | | | | | | |
| | 4 | 6 | 1.01-1.20 | | | 2 | 2 | | | | 1 | | | | | | | | | 1 |
| | 5 | 12 | 1.21-1.40 | | | 3 | | 1 | 2 | | 2 | 3 | 1 | | | | | | | 1 |
| | 6 | 11 | 1.41-1.60 | 1 | | 4 | | 3 | 1 | | | | | | | | | | 1 | 1 |
| | 7 | 4 | 1.61-1.80 | | | | | | | | | | | | | | | | | 4 |
| | 8 | 4 | 1.81-2.00 | | | | | | 1 | | | | | | | | | | | 3 |
| | 9 | 2 | 2.01-2.20 | | 1 | | | | | | | | | | | | | | | 1 |
| | 10 | 2 | 2.21-2.40 | | | | | 1 | | | | | 1 | | | | | | | |
| | | 46 | | | | 2 | 5 | 8 | 3 | 5 | 3 | 3 | 14 | 3 | | | | | | |
| Foremen, construction gang (in 3 roads). | 1 | 1 | 1.21-1.40 | | | | | | | | | | | | | | | | 1 | |
| | 2 | 12 | 1.41-1.60 | | 3 | 7 | 1 | | | | | | | | | | | | 1 | |
| | 3 | 4 | 1.61-1.80 | | 1 | | 1 | 2 | | | | | | | | | | | | |
| | 4 | 8 | 1.81-2.00 | | 1 | 2 | 2 | | 1 | | | | | | | | | | | 2 |
| | 5 | 3 | 2.21-2.40 | | | | | | | | | | | | | | | | 2 | 1 |
| | 6 | 2 | 2.41-2.60 | | | | | | | 1 | 1 | | | | | | | | | |
| | 7 | 1 | 2.61-2.80 | | | | 1 | | | | | | | | | | | | | |
| | 8 | 1 | 2.81-3.00 | | | | | | | | | | | | | | | | | 1 |
| | 9 | 2 | 3.41-3.60 | | | | | | | | 1 | | | | | | | | | 1 |
| | 10 | 1 | 4.01-4.20 | | | | | | | | 1 | | | | | | | | | 1 |
| | | 35 | | | | 5 | 9 | 5 | 2 | 4 | 1 | | | | | | | 6 | 3 | |
| Foremen, coppersmiths (in 1 road). | 1 | 1 | 2.81-3.00 | | | | | | | | | | | | | | | | 1 | |
| | | 1 | | | | | | | | | | | | | | | | | 1 | |
| Foremen, dock laborers (in 2 roads). | 1 | 3 | 1.61-1.80 | | | | 1 | 1 | | | | 1 | | | | | | | | |
| | 2 | 1 | 1.81-2.00 | | | | | | | | | | | | | | | | | 1 |
| | 3 | 1 | 2.01-2.20 | | | | | | | | | | | | | | | | | 1 |
| | | 5 | | | | | 1 | 1 | | | | 1 | 2 | | | | | | | |
| Foremen, draw tenders (in 2 roads). | 1 | 1 | 1.21-1.40 | | | | 1 | | | | | | | | | | | | | |
| | 2 | 3 | 1.41-1.60 | | | | 1 | | | | | 1 | | | | | | | | 1 |
| | 3 | 1 | 1.61-1.80 | | | | | | | | | | | | | | | | | 1 |
| | 4 | 1 | 1.81-2.00 | | | | | | | | | | | | | | | | | 1 |
| | 5 | 2 | 2.41-2.60 | | | | | | | | | | | | | | | | | 2 |
| | | 8 | | | | | 2 | | | | | 1 | 5 | | | | | | | |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Num-ber of em-ploy-és. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|---|------------------|------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|-------|-------|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | |
| Foremen, drillers (in 2 roads). | 1 | 1 | \$1.41-\$1.60 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 2 | 1 | 1.81- 2.00 | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... |
| | 3 | 33 | 2.21- 2.40 | 5 | 3 | 8 | 2 | 4 | 1 | ..... | 5 | 5 | ..... | ..... |
| | | | 35 | ..... | 5 | 3 | 9 | 2 | 4 | 2 | 5 | 5 | ..... | ..... |
| Foremen, elevator hands (in 3 roads). | 1 | 1 | 1.41- 1.60 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 2 | 2 | 1.81- 2.00 | ..... | ..... | 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 3 | 6 | 2.41- 2.60 | ..... | ..... | ..... | ..... | 1 | ..... | ..... | 1 | 4 | ..... | ..... |
| | 4 | 3 | 2.61- 2.80 | ..... | ..... | ..... | ..... | 1 | ..... | 1 | ..... | 1 | ..... | ..... |
| | 5 | 1 | 4.01- 4.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... |
| | | 13 | ..... | 1 | ..... | 1 | 2 | 1 | 1 | 1 | 6 | ..... | ..... |  |
| Foreman, engine carpenters (in 1 road). | 1 | 1 | 2.41- 2.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... |
| | | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... |
| Foremen, engine cleaners (in 2 roads). | 1 | 1 | 1.41- 1.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| | 2 | 1 | 2.01- 2.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| | 3 | 1 | 2.41- 2.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| | | 3 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 | ..... |
| Foremen, enginehouse (in 6 roads). | 1 | 1 | 1.61- 1.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| | 2 | 5 | 1.81- 2.00 | 2 | 1 | ..... | ..... | 1 | ..... | ..... | 1 | ..... | ..... | ..... |
| | 3 | 2 | 2.01- 2.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 | ..... |
| | 4 | 1 | 2.21- 2.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| | 5 | 1 | 2.61- 2.80 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 6 | 3 | 2.81- 3.00 | ..... | ..... | 1 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 7 | 2 | 3.21- 3.40 | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | 1 | ..... |
| | 8 | 2 | 3.61- 3.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 | ..... |
| | | 17 | ..... | 2 | 2 | 1 | 2 | 2 | ..... | 1 | 7 | ..... | ..... |  |
| Foremen, extra gang (in 2 roads). | 1 | 1 | 1.21- 1.40 | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... |
| | 2 | 8 | 1.41- 1.60 | 1 | 1 | 4 | ..... | 1 | ..... | ..... | 1 | ..... | ..... | ..... |
| | 3 | 8 | 1.61- 1.80 | 2 | 3 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| | 4 | 18 | 1.81- 2.00 | 1 | 2 | 3 | 3 | 2 | 3 | ..... | ..... | ..... | 4 | ..... |
| | 5 | 1 | 2.01- 2.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| | 6 | 5 | 2.21- 2.40 | 1 | 2 | ..... | 1 | ..... | 1 | ..... | ..... | ..... | ..... | ..... |
| | 7 | 4 | 2.41- 2.60 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 | ..... |
| | | 45 | ..... | 5 | 9 | 9 | 4 | 4 | 4 | 1 | 9 | ..... | ..... |  |
| Foremen, fence gang (in 9 roads). | 1 | 1 | 1.21- 1.40 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 2 | 21 | 1.41- 1.60 | ..... | ..... | 4 | 3 | 1 | 5 | 5 | ..... | 2 | ..... | ..... |
| | 3 | 32 | 1.61- 1.80 | ..... | 3 | 7 | 4 | 5 | 5 | 4 | 4 | ..... | ..... | ..... |
| | 4 | 15 | 1.81- 2.00 | 1 | 3 | ..... | 1 | 1 | 1 | 4 | 4 | ..... | ..... | ..... |
| | 5 | 2 | 2.01- 2.20 | ..... | ..... | ..... | ..... | ..... | 1 | 1 | ..... | ..... | ..... | ..... |
| | 6 | 4 | 2.21- 2.40 | 1 | ..... | ..... | ..... | 1 | 2 | ..... | ..... | ..... | ..... | ..... |
| | 7 | 2 | 2.41- 2.60 | ..... | 1 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... |
| | | 77 | ..... | 2 | 9 | 11 | 8 | 8 | 15 | 14 | 10 | ..... | ..... |  |
| Foremen, floating gang (in 4 roads). | 1 | 2 | 1.41- 1.60 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... |
| | 2 | 7 | 1.61- 1.80 | ..... | ..... | ..... | 2 | 1 | ..... | ..... | 1 | 3 | ..... | ..... |
| | 3 | 7 | 1.81- 2.00 | ..... | ..... | 1 | 1 | 1 | 2 | 1 | 1 | ..... | ..... | ..... |
| | 4 | 1 | 2.41- 2.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... |
| | | 17 | ..... | ..... | 2 | 3 | 2 | 2 | 3 | 5 | ..... | ..... | ..... |  |
| Foreman, freight car works (in 1 road). | 1 | 1 | 2.41- 2.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| | | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|---------------------|----|
| 100 dolls. and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 doll | 401 to 500 doll | 501 to 600 doll | 601 to 700 doll | 701 to 800 doll | 801 to 900 doll | 901 to 1000 doll | 1001 to 1100 doll | 1101 to 1200 doll | 1201 to 1300 doll | 1301 to 1400 doll | 1401 to 1500 doll | 1501 to 1600 doll | 1601 to 1700 doll | 1701 to 1800 doll | 1801 to 1900 doll | 1901 to 2000 doll | 2001 and over | |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| 8 | 8 | 2 | 3 | 1 | 2 | 1 | 5 | 3 | 1 | | | | | | | | | | | | 3 |
| 8 | 9 | 2 | 3 | 3 | 1 | 5 | 3 | 1 | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| | 1 | 1 | | | | | 1 | 4 | | | | | | | | | | | | | 2 |
| | | 1 | | | 1 | | | | 1 | | | | | | | | | | | | 3 |
| | | 1 | | | | | | | | | | | | 1 | | | | | | | 4 |
| 1 | 1 | 2 | 1 | | 1 | | 1 | 4 | 1 | | | | | 1 | | | | | | | 5 |
| | | | | | | | | 1 | | | | | | | | | | | | | 1 |
| | | | | | | | | 1 | | | | | | | | | | | | | |
| | | | | | 1 | | | | | | | | | | | | | | | | 1 |
| | | | | | | | 1 | | | | | | | | | | | | | | 2 |
| | | | | | | | 1 | 1 | | | | | | | | | | | | | 3 |
| | | | | | | | | 1 | 1 | | | | | | | | | | | | 4 |
| | | | | | | | | | | | | | | | | | | | | | 5 |
| | | | | | | | | | | | | | | | | | | | | | 6 |
| 3 | | | | 1 | | 1 | | | | | | | | | | | | | | | 7 |
| | | | | | | | 1 | 1 | | | | | | | | | | | | | 8 |
| | 1 | | 1 | 1 | | 1 | | | | | | 1 | | | | | | | | | 9 |
| | | | | | | | | | | | | | 2 | | | | | | | | 10 |
| | | | | | | | | | | | | | | 2 | | | | | | | 11 |
| 4 | | 1 | 2 | 1 | 3 | 1 | 1 | 1 | | | 1 | | | 2 | | | | | | | 12 |
| | | | | | | | | | | | | | | | | | | | | | 13 |
| 2 | 4 | 1 | | 1 | | | | | | | | | | | | | | | | | 14 |
| 6 | | | | | | | | | | | | | | | | | | | | | 15 |
| 3 | 3 | 3 | 2 | 3 | 1 | 2 | 1 | | | | | | | | | | | | | | 16 |
| | | | | | | | | | | | | | | | | | | | | | 17 |
| 2 | 1 | 1 | | 1 | | | | | | | | | | | | | | | | | 18 |
| 1 | | | | | | | | 3 | | | | | | | | | | | | | 19 |
| 14 | 9 | 6 | 2 | 5 | 2 | 2 | 5 | | | | | | | | | | | | | | 20 |
| 1 | | | | | | | | | | | | | | | | | | | | | 21 |
| 2 | 5 | 2 | 6 | 5 | 1 | | | | | | | | | | | | | | | | 22 |
| 5 | 8 | 2 | 9 | 4 | 2 | | | | | | | | | | | | | | | | 23 |
| 4 | | 1 | 1 | 2 | 2 | 5 | 1 | | | | | | | | | | | | | | 24 |
| | | | | | 1 | | | | | | | | | | | | | | | | 25 |
| 1 | | | 1 | | 2 | 1 | | | | | | | | | | | | | | | 26 |
| 1 | | | | | 1 | | | | | | | | | | | | | | | | 27 |
| 14 | 13 | 5 | 17 | 12 | 10 | 6 | | | | | | | | | | | | | | | 28 |
| | | | | | | | | | | | | | | | | | | | | | 29 |
| | 1 | | 1 | | | | | | | | | | | | | | | | | | 30 |
| | 1 | 2 | 2 | 2 | 1 | 1 | | | | | | | | | | | | | | | 31 |
| | 1 | 1 | 2 | 2 | 1 | 1 | 1 | | | | | | | | | | | | | | 32 |
| | | | | | | | | | | | | | | | | | | | | | 33 |
| | 3 | 3 | 3 | 4 | 1 | 1 | 2 | | | | | | | | | | | | | | 34 |
| | | | | | | | | | | | | | | | | | | | | | 35 |
| | | | | | | | | | 1 | | | | | | | | | | | | 36 |
| | | | | | | | | | | | | | | | | | | | | | 37 |
| | | | | | | | | | | | | | | | | | | | | | 38 |
| | | | | | | | | | | 1 | | | | | | | | | | | 39 |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Number of employ- ees. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|---|------------------|---------------------------|---|--|-------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|-----------------------------|-------|-------|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | |
| Foremen, freighthandlers (in 5 roads). | 1 | 7 | \$1.41-\$1.60 | ..... | ..... | ..... | 2 | ..... | ..... | ..... | ..... | 5 | ..... |  |
| | 2 | 2 | 1.61-1.80 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | 1 | ..... |  |
| | 3 | 9 | 1.81-2.00 | ..... | ..... | 1 | ..... | 2 | ..... | ..... | ..... | 6 | ..... |  |
| | 4 | 22 | 2.01-2.20 | | 1 | | 1 | | | | 4 | | 16 | |
| | 5 | 5 | 2.21-2.40 | ..... | ..... | 1 | 1 | ..... | ..... | ..... | ..... | 3 | ..... |  |
| | 6 | 4 | 2.41-2.60 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | 3 | ..... |  |
| | 7 | 4 | 2.61-2.80 | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | 3 | ..... |  |
| | 8 | 4 | 2.81-3.00 | ..... | ..... | 1 | 1 | ..... | ..... | ..... | ..... | 2 | ..... |  |
| | 9 | 1 | 3.01-3.20 | | | | | | | | | | 1 | |
| | 10 | 1 | 3.21-3.40 | | | | | | | | | | 1 | |
| | 11 | 1 | 3.61-3.80 | | | | | | | | | | 1 | |
| | 12 | 3 | 4.01-4.20 | | | | | | | | | | 3 | |
| | | 63 | ..... | 1 | 3 | 5 | 3 | 2 | ..... | 4 | ..... | 45 | ..... |  |
| Foremen, fuel preparers (in 2 roads). | 1 | 3 | 1.41-1.60 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | 1 | 1 | ..... |  |
| | | 3 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | 1 | 1 | ..... |  |
| Foremen, general (in 12 roads). | 1 | 1 | 2.01-2.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |  |
| | 2 | 1 | 2.21-2.40 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 3 | 3 | 2.41-2.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 | 1 | |
| | 4 | 6 | 2.61-2.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 5 | 1 | |
| | 5 | 1 | 2.81-3.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |  |
| | 6 | 1 | 3.01-3.20 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 7 | 9 | 3.21-3.40 | ..... | 3 | ..... | ..... | ..... | 1 | ..... | ..... | 5 | ..... |  |
| | 8 | 3 | 3.41-3.60 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | 2 | ..... |  |
| | 9 | 2 | 3.81-4.00 | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | 1 | ..... |  |
| | 10 | 6 | 4.01-4.20 | ..... | 1 | 1 | ..... | ..... | ..... | ..... | ..... | 4 | ..... |  |
| | 11 | 1 | 4.21-4.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |  |
| | 12 | 2 | 4.41-4.60 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | 1 | ..... |  |
| | 13 | 1 | 4.61-4.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... |  |
| | 14 | 1 | 4.81-5.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |  |
| | | 38 | ..... | 5 | 3 | 1 | 1 | 1 | 1 | 1 | ..... | 24 | 2 | |
| Foremen gravel pit (in 1 road). | 1 | 1 | 1.21-1.40 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 2 | 1 | 1.61-1.80 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | | 2 | ..... | 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Foreman, ice gang (in 1 road). | 1 | 1 | 1.81-2.00 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | | 1 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Foremen, inspectors (in 1 road). | 1 | 2 | 1.81-2.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 1 | ..... |  |
| | | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 1 | ..... |  |
| Foremen, laborers (in 4 roads). | 1 | 1 | 1.01-1.20 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 2 | 7 | 1.21-1.40 | ..... | 1 | 2 | 1 | 1 | 1 | 1 | ..... | ..... | ..... |  |
| | 3 | 9 | 1.41-1.60 | ..... | ..... | ..... | 1 | 2 | 1 | 1 | ..... | 4 | ..... |  |
| | 4 | 4 | 1.61-1.80 | ..... | ..... | ..... | ..... | 1 | 2 | 1 | ..... | 2 | ..... |  |
| | 5 | 4 | 1.81-2.00 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | 1 | 3 | ..... |  |
| | 6 | 4 | 2.01-2.20 | ..... | ..... | ..... | 2 | ..... | ..... | ..... | 1 | 1 | ..... |  |
| | 7 | 1 | 2.21-2.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |  |
| | 8 | 2 | 2.41-2.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 | ..... |  |
| | 9 | 2 | 2.61-2.80 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | 1 | ..... | ..... |  |
| | | 34 | ..... | 1 | 1 | 5 | 3 | 3 | 3 | 5 | ..... | 13 | ..... |  |
| Foremen, linemen (in 3 roads). | 1 | 1 | 1.41-1.60 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 2 | 1 | 1.81-2.00 | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... |  |
| | 3 | 9 | 2.01-2.20 | ..... | 2 | ..... | ..... | 1 | 2 | 1 | 1 | 2 | ..... |  |
| | 4 | 1 | 2.21-2.40 | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... |  |
| | 5 | 2 | 2.61-2.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 | ..... | ..... |  |
| | | 14 | ..... | 2 | 1 | ..... | 1 | 4 | 1 | 3 | ..... | 2 | ..... |  |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Number of employ- ees. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|---|---|---------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|----|---|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | |
| Foreman, linkmen (in 1 road). | 1 | 1 | \$2.41-\$2.60 | | | 1 | | | | | | | | |
| | | 1 | | | | 1 | | | | | | | | |
| Foremen, locomotive works (in 2 roads.) | 1 2 3 4 5 6 7 | 1 | 1.81- 2.00 | | | | | | | | | | | 1 |
| | | 1 | 2.41- 2.60 | | | | | | | | | 1 | | |
| | | 2 | 2.61- 2.80 | 1 | | 1 | | | | | | | | |
| | | 4 | 2.81- 3.00 | | | 1 | | | | | | | | |
| | | 5 | 3.01- 3.20 | | | 1 | | | | | | | | |
| | | 6 | 3.21- 3.40 | | 1 | 1 | 1 | | | | | | | |
| | | 7 | 3.61- 3.80 | | | | | | | | | | | |
| | | 11 | | 1 | 1 | 4 | 1 | | | | | 1 | 3 | |
| Foremen, lumber yard (in 3 roads). | 1 2 3 4 | 2 | 1.61- 1.80 | | | | | | | | 1 | 1 | | |
| | | 1 | 2.01- 2.20 | | | | | | | | 1 | | | |
| | | 1 | 2.41- 2.60 | | | | | | | | | 1 | | |
| | | 1 | 2.81- 3.00 | | | | | | | | 1 | | | |
| | | 5 | | | | | | | | 3 | 2 | | | |
| Foremen, machine shop (in 7 roads). | 1 2 3 4 5 6 7 8 9 10 11 12 13 | 1 | 1.41- 1.60 | | | | | | | | | | | 1 |
| | | 4 | 1.61- 1.80 | | | | | | | | | | | 4 |
| | | 6 | 1.81- 2.00 | | | | | | | | | | | 6 |
| | | 1 | 2.01- 2.20 | | | | | | | | | | 1 | |
| | | 2 | 2.21- 2.40 | | | | | | | | | 1 | | 1 |
| | | 5 | 2.41- 2.60 | | 1 | | | 1 | 1 | | | | 2 | |
| | | 20 | 2.61- 2.80 | | | 1 | 1 | 2 | | | | 3 | 13 | |
| | | 12 | 2.81- 3.00 | | | | | | | | | 1 | 11 | |
| | | 6 | 3.01- 3.20 | | | | | | | | | | 6 | |
| | | 13 | 3.21- 3.40 | | 1 | 1 | | | | | | 1 | 10 | |
| | | 4 | 3.41- 3.60 | | | | | | | | | 1 | 2 | 1 |
| | | 2 | 3.61- 3.80 | | | | | | | | | | 2 | |
| | | 4 | 3.81- 4.00 | | | | | | | | | | 4 | |
| | | 80 | | 2 | 2 | 1 | 3 | 2 | 6 | 61 | 3 | | | |
| Foremen, machinists (in 17 roads). | 1 2 3 4 5 6 7 8 9 10 11 12 13 14 | 2 | 1.61- 1.80 | | | | 1 | | | | | | 1 | |
| | | 2 | 1.81- 2.00 | | | | | | | | | | 2 | |
| | | 5 | 2.01- 2.20 | | | | 1 | 1 | | | | | 3 | |
| | | 13 | 2.21- 2.40 | | | 1 | 1 | | | | 1 | 10 | | |
| | | 23 | 2.41- 2.60 | | | 3 | 1 | | | 2 | 3 | 11 | 1 | |
| | | 33 | 2.61- 2.80 | | 1 | | | 1 | 1 | 1 | 3 | 26 | 1 | |
| | | 45 | 2.81- 3.00 | 4 | 1 | 7 | 3 | 2 | 4 | 3 | 15 | 7 | 6 | |
| | | 10 | 3.01- 3.20 | | | 3 | 2 | | | 2 | 3 | 1 | 10 | |
| | | 1 | 3.41- 3.60 | | | | | | | | | | 1 | |
| | | 10 | 3.61- 3.80 | | 1 | 2 | | | | | | 3 | 1 | |
| | | 4 | 3.81- 4.00 | | | | 1 | | | 1 | | 2 | | |
| | | 3 | 4.01- 4.20 | | | | | | | | | 3 | | |
| | | 1 | 4.41- 4.60 | | | | | | | | | 1 | | |
| | | | | 173 | | 4 | 7 | 16 | 9 | 11 | 11 | 11 | 95 | 9 |
| Foremen, masons (in 15 roads). | 1 2 3 4 5 6 7 8 9 10 11 12 | 1 | 1.41- 1.60 | | | | | | | 1 | | | | |
| | | 1 | 1.81- 2.00 | | 1 | | | | | | | | | |
| | | 1 | 2.01- 2.20 | 1 | | | | | | | | | | |
| | | 2 | 2.21- 2.40 | | | 1 | | | | | 1 | | | |
| | | 8 | 2.41- 2.60 | | | | | | | 2 | 2 | 5 | | |
| | | 8 | 2.61- 2.80 | 1 | | 1 | | 1 | 2 | 1 | 2 | 1 | | |
| | | 17 | 2.81- 3.00 | 1 | | 1 | 2 | | | 6 | 5 | | | |
| | | 4 | 3.01- 3.20 | 1 | 1 | | 1 | 1 | | | | | | |
| | | 9 | 3.21- 3.40 | | 1 | | 2 | | | 5 | 1 | | | |
| | | 7 | 3.41- 3.60 | 1 | 1 | | | | | 3 | 1 | 1 | | |
| | | 3 | 3.81- 4.00 | | | | | 1 | | 2 | | | | |
| | | 1 | 4.01- 4.20 | | | | | | | | | 1 | | |
| | | 62 | | 5 | 4 | 3 | 5 | 7 | 12 | 13 | 13 | | | |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|---------------------|----|
| 100 dolls. and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 doll | 401 to 500 doll | 501 to 600 doll | 601 to 700 doll | 701 to 800 doll | 801 to 900 doll | 901 to 1000 doll | 1001 to 1100 doll | 1101 to 1200 doll | 1201 to 1300 doll | 1301 to 1400 doll | 1401 to 1500 doll | 1501 to 1600 doll | 1601 to 1700 doll | 1701 to 1800 doll | 1801 to 1900 doll | 1901 to 2000 doll | 2001 and over | |
| | | | | | | | | | | | | | | | | | | | | | |
| | 1 | | | | | | | | | | | | | | | | | | | 1 | |
| | 1 | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | 1 | | | | | | | | | | | | 1 | |
| | | | | | | | | 1 | | | | | | | | | | | | 2 | |
| 1 | | 1 | | | | | | | | | | | | | | | | | | 3 | |
| | 1 | | 1 | | | | | | | | | | | | | | | | | 4 | |
| | 1 | | 1 | 1 | | | | | | | | | | | | | | | | 5 | |
| | | | | | | | | | | | | | | | | | | | | 6 | |
| | 2 | 1 | 3 | 1 | | | | 2 | | | | | | | | | | | | 7 | |
| | | | | | 1 | 1 | | | | | | | | | | | | | | 1 | |
| | | | | | | | 1 | | | | | | | | | | | | | 2 | |
| | | | | | | | 1 | 1 | | | | | | | | | | | | 3 | |
| | | | | | | | | | 2 | | | | | | | | | | | 4 | |
| | | | | | | | | | | 1 | | | | | | | | | | 1 | |
| | | | | | 4 | | | | | | | | | | | | | | | 2 | |
| | | | | | | 2 | 4 | | | | | | | | | | | | | 3 | |
| | | | | | | | 1 | | | | | | | | | | | | | 4 | |
| | | | | | | | | 1 | | | | | | | | | | | | 5 | |
| | 1 | | 1 | 2 | | | 3 | 3 | 8 | 2 | | | | | | | | | | 6 | |
| | | | | | | | | 1 | 7 | 4 | | | | | | | | | | 7 | |
| | | | | | | | | | | | | | | | | | | | | 8 | |
| | | | | | | | | | | | | | | | | | | | | 9 | |
| | 1 | | 1 | | | | | 1 | 1 | | 6 | | | | | | | | | 10 | |
| | | | | | | | | | | | | | | | | | | | | 11 | |
| | | | | | | | | | | | | | | | | | | | | 12 | |
| | | | | | | | | | | | | | | | | | | | | 13 | |
| | | | | | | | | | | | | | | | | | | | | 13 | |
| 1 | 1 | 2 | 2 | 2 | 5 | 4 | 9 | 7 | 17 | 8 | 16 | 3 | 3 | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| | 1 | | | | 1 | | | 2 | | | | | | | | | | | | | 1 |
| | | | | | | | | 3 | | | | | | | | | | | | | 2 |
| | | | | | | | | 3 | | | | | | | | | | | | | 3 |
| | 1 | | 1 | | | | | 7 | | | | | | | | | | | | | 4 |
| 1 | 2 | 2 | | 1 | | 2 | 2 | 1 | 10 | 2 | | | | | | | | | | | 5 |
| 1 | | | | | | | | | | | | | | | | | | | | | 6 |
| 4 | 5 | 3 | 2 | 3 | | 3 | 2 | 3 | 20 | 6 | | | | | | | | | | | 7 |
| | | | | | | | | | | | | | | | | | | | | | 8 |
| 2 | 3 | | | | | | | | 5 | 9 | 5 | | | | | | | | | | 9 |
| | | | | | | | | | 4 | 1 | 2 | | | | | | | | | | 10 |
| | | | | | | | | | | | | | | | | | | | | | 11 |
| | | | | | | | | | | | | | | | | | | | | | 12 |
| | | | | | | | | | | | | | | | | | | | | | 13 |
| | | | | | | | | | | | | | | | | | | | | | 14 |
| | | | | | | | | | | | | | | | | | | | | | 14 |
| 8 | 14 | 8 | 3 | 8 | 8 | 10 | 12 | 24 | 33 | 17 | 17 | 2 | 4 | 4 | | 1 | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| | | | 1 | | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | | | | | 2 |
| | | | | | | | | | | | | | | | | | | | | | 3 |
| | | | | | | | | | | | | | | | | | | | | | 4 |
| | | | | | | | | | | | | | | | | | | | | | 5 |
| | | | | | | | | | | | | | | | | | | | | | 6 |
| | | | | | | | | | | | | | | | | | | | | | 7 |
| | | | | | | | | | | | | | | | | | | | | | 8 |
| | | | | | | | | | | | | | | | | | | | | | 9 |
| | | | | | | | | | | | | | | | | | | | | | 10 |
| | | | | | | | | | | | | | | | | | | | | | 11 |
| | | | | | | | | | | | | | | | | | | | | | 12 |
| 6 | 5 | 1 | 4 | 6 | 3 | 4 | 11 | 12 | 4 | 4 | 1 | | | 1 | | | | | | | |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Number of employ-ees. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | |
|--|------------------|-----------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|-------|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | |
| Foremen, miners and quarrymen (in 1 road). . . | 1 | 3 | \$1.81-2.00 | ..... | ..... | 1 | 1 | ..... | ..... | ..... | ..... | 1 | ..... |
| | 2 | 4 | 2.21- 2.40 | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | 1 | 2 |
| | 3 | 3 | 2.41- 2.60 | ..... | ..... | 2 | ..... | ..... | ..... | ..... | 1 | ..... | ..... |
| | | 10 | ..... | ..... | ..... | 3 | 1 | ..... | 1 | 2 | 3 | ..... | ..... |
| Foreman, motive power, general (in 1 road). | 1 | 1 | 3.21- 3.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| | | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| Foremen, moulders (in 1 road). | 1 | 2 | 2.61- 2.80 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | 1 |
| | 2 | 2 | 3.21- 3.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 |
| | 3 | 1 | 3.41- 3.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| | | 5 | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | 4 |
| Foremen, painters (in 20 roads). | 1 | 1 | 1.61- 1.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| | 2 | 5 | 1.81- 2.00 | 1 | 1 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | 1 |
| | 3 | 2 | 2.01- 2.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 |
| | 4 | 10 | 2.21- 2.40 | ..... | ..... | 1 | ..... | 1 | ..... | 3 | ..... | ..... | 5 |
| | 5 | 23 | 2.41- 2.60 | 3 | 1 | 2 | ..... | 1 | ..... | 6 | 10 | ..... | ..... |
| | 6 | 17 | 2.61- 2.80 | ..... | 1 | 1 | ..... | ..... | ..... | 2 | 12 | ..... | 1 |
| | 7 | 8 | 2.81- 3.00 | ..... | ..... | ..... | ..... | ..... | ..... | 2 | 6 | ..... | ..... |
| | 8 | 1 | 3.01- 3.20 | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... |
| | 9 | 3 | 3.21- 3.40 | ..... | ..... | ..... | ..... | ..... | ..... | 2 | 1 | ..... | ..... |
| | 10 | 2 | 3.41- 3.60 | ..... | ..... | ..... | 1 | ..... | ..... | 1 | ..... | ..... | ..... |
| | 11 | 1 | 3.61- 3.80 | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... |
| | 12 | 1 | 4.81- 5.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| | 74 | ..... | ..... | 4 | 3 | 4 | 2 | 2 | 1 | 17 | 39 | 2 | ..... |
| Foremen, passenger car works (in 2 roads). | 1 | 1 | 2.21- 2.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| | 2 | 1 | 2.81- 3.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| | | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| Foremen, patternmakers (in 1 road). | 1 | 1 | 2.61- 2.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| | 2 | 1 | 2.81- 3.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| | 3 | 1 | 3.41- 3.60 | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... |
| | | 3 | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | 2 |
| Foremen, pavers (in 1 road) | 1 | 5 | 1.81- 2.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 5 |
| | | 5 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 5 |
| Foremen, pier laborers (in 1 road). | 1 | 3 | 1.61- 1.80 | 2 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 2 | 1 | 1.81- 2.00 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... |
| | 3 | 4 | 2.21- 2.40 | ..... | ..... | ..... | 4 | ..... | ..... | ..... | ..... | ..... | ..... |
| | 4 | 3 | 2.41- 2.60 | ..... | ..... | ..... | 1 | 2 | ..... | ..... | ..... | ..... | ..... |
| | 5 | 1 | 2.81- 3.00 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... |
| | 12 | ..... | ..... | 2 | ..... | 1 | 7 | 2 | ..... | ..... | ..... | ..... |  |
| Foremen, piledrivers (in 3 roads). | 1 | 1 | 2.01- 2.20 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 2 | 4 | 2.41- 2.60 | ..... | ..... | ..... | 1 | 2 | 1 | ..... | ..... | ..... | ..... |
| | | 5 | ..... | ..... | ..... | 1 | 1 | 2 | 1 | ..... | ..... | ..... | ..... |
| Foremen, planing mill (in 1 road). | 1 | 1 | 2.21- 2.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| | 2 | 1 | 2.41- 2.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| | | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 |
| Foremen, porters (in 1 road). | 1 | 2 | 1.81- 2.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 |
| | | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|----------------------------|---------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|-----------------------------|----|
| 100 dolls. and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 doll. | 401 to 500 doll | 501 to 600 doll | 601 to 700 doll | 701 to 800 doll | 801 to 900 doll | 901 to 1000 doll | 1001 to 1100 doll | 1101 to 1200 doll | 1201 to 1300 doll | 1301 to 1400 doll | 1401 to 1500 doll | 1501 to 1600 doll | 1601 to 1700 doll | 1701 to 1800 doll | 1801 to 1900 doll | 1901 to 2000 doll | 2001 doll and over | |
| | 1 | 1 | | | 1 | | | | | | | | | | | | | | | | 1 |
| | 1 | 1 | | | 1 | 1 | 2 | | | | | | | | | | | | | | 2 |
| | 2 | 2 | | | 2 | 2 | 2 | | | | | | | | | | | | | | 3 |
| | | | | | | | | | | | 1 | | | | | | | | | | 1 |
| | | | | | | | | | | | 1 | | | | | | | | | | 1 |
| | | | 1 | | | | | 1 | | | 2 | | 1 | | | | | | | | 1 |
| | | | 1 | | | | | 1 | | | 2 | 1 | | | | | | | | | 3 |
| | | | | | 1 | | | | | | 2 | 1 | | | | | | | | | 3 |
| 2 | | 1 | | | | | 1 | | 1 | | | | | | | | | | | | 1 |
| | | 1 | | | | 1 | 3 | 2 | | | | | | | | | | | | | 2 |
| 4 | | 2 | 1 | 1 | | 3 | 3 | 10 | | | | | | | | | | | | | 4 |
| 1 | 1 | | | | | 3 | 1 | 9 | | | | | | | | | | | | | 5 |
| | | | | | | | | 2 | | | 4 | 1 | | | | | | | | | 6 |
| | | | | | | | | 2 | | | 1 | 5 | | | | | | | | | 7 |
| | | | | | | | | 3 | | | 1 | | | | | | | | | | 8 |
| | | | 1 | | | | | 1 | | | 1 | | | | | | | | | | 9 |
| | | | | | | | | 1 | | | | | | | | | | | | | 10 |
| | | | | | | | | | | | | | | | | | | 1 | | | 11 |
| | | | | | | | | | | | | | | | | | | | | | 12 |
| 7 | 2 | 3 | 2 | 1 | 1 | 7 | 8 | 25 | 10 | 7 | | | | | | | | | | | |
| | | | | | | | | | 1 | | | | | | | | | | | | 1 |
| | | | | | | | | | 1 | | | | | | | | | | | | 2 |
| | | | | | | | | | 1 | 1 | | | | | | | | | | | 2 |
| | | | | | | | | | 1 | | | | | | | | | | | | 1 |
| | | | | | | | | 1 | 1 | | | | | | | | | | | | 3 |
| | | | | | | | | 4 | 1 | | | | | | | | | | | | 1 |
| | | | | | | | | 4 | 1 | | | | | | | | | | | | 1 |
| 3 | | | | | | | | | | | | | | | | | | | | | 1 |
| | | 1 | | | | | | | | | | | | | | | | | | | 2 |
| | | | 4 | | | | | | | | | | | | | | | | | | 3 |
| | | | 3 | | | | | | | | | | | | | | | | | | 4 |
| | | | 1 | | | | | | | | | | | | | | | | | | 5 |
| 3 | | 1 | 8 | | | | | | | | | | | | | | | | | | |
| | 1 | | | | | | | | | | | | | | | | | | | | 1 |
| | | 1 | | 2 | | | 1 | | | | | | | | | | | | | | 2 |
| | 1 | 1 | | 2 | | | 1 | | | | | | | | | | | | | | 2 |
| | | | | | | | | | 1 | | | | | | | | | | | | 1 |
| | | | | | | | | | 1 | | | | | | | | | | | | 2 |
| | | | | | | | | | 2 | | | | | | | | | | | | 1 |
| | | | | | | | | | 2 | | | | | | | | | | | | 1 |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Num-ber of em-ploy-és. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | | | | | | |
|--------------------------------------|------------------|------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|----|---|---|---|--|---|----|---|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | | | | | | | |
| Foremen, pumpers (in 2 roads). | 2 | 1 | \$1.41-\$1.60 | | | | | | | | | | | | | | | 1 | | |
| | 2 | 2 | 1.81-2.00 | | | | | | | | | | | | | | | | 1 | 1 |
| | 3 | 1 | 2.61-2.80 | | | | | | | | | | | | | | | | | 1 |
| | | 4 | | | | | | | | | | | | | | | | | 1 | 2 | 1 |
| Foremen, quarrymen (in 8 roads). | 1 | 1 | 1.21-1.40 | | | | 1 | | | | | | | | | | | | | |
| | 2 | 2 | 1.41-1.60 | | | | 1 | 1 | | | | | | | | | | | | |
| | 3 | 2 | 1.61-1.80 | | | | | 2 | | | | | | | | | | | | |
| | 4 | 5 | 1.81-2.00 | | 2 | | | | | | 1 | 2 | | | | | | | | |
| | 5 | 2 | 2.21-2.40 | | | | | | 1 | 1 | | | | | | | | | | |
| | 6 | 1 | 2.41-2.60 | | | | 1 | | | | | | | | | | | | | |
| | 13 | | | 2 | | 3 | 4 | 1 | 1 | 2 | | | | | | | | | | |
| Foreman, road (in 1 road). | 1 | 1 | 3.61-3.80 | | | | | | | | | | | | | | | | 1 | |
| | 1 | 1 | | | | | | | | | | | | | | | | | 1 | |
| Foreman, rock gang (in 1 road) | 1 | 1 | 2.41-2.60 | | | 1 | | | | | | | | | | | | | | |
| | 1 | 1 | | | | 1 | | | | | | | | | | | | | | |
| Foreman, rodmen (in 1 road). | 1 | 1 | 2.41-2.60 | | | | | | | | | | | | | | | | 1 | |
| | 1 | 1 | | | | | | | | | | | | | | | | | 1 | |
| Foremen, roundhouse (in 7 roads). | 1 | 1 | 1.41-1.60 | | | | | | | | | | | | | | | | | 1 |
| | 2 | 2 | 1.61-1.80 | | | 1 | | | | | | | | | | | | | | 1 |
| | 3 | 2 | 2.01-2.20 | | | | 1 | | | | | | | | | | | | | 2 |
| | 4 | 4 | 2.21-2.40 | | | | | | | | | | | 1 | 2 | | | | | 1 |
| | 5 | 2 | 2.41-2.60 | | | | | | | | | | | | | | | | | 2 |
| | 6 | 10 | 2.61-2.80 | | | | | 3 | | | | | | | | | | | | 6 |
| | 7 | 13 | 2.81-3.00 | | 1 | 1 | 2 | 1 | 1 | | | | | | 1 | 6 | | | | 3 |
| | 8 | 3 | 3.21-3.40 | | | | | | | | | | | | | | | | | |
| | 9 | 1 | 3.41-3.60 | | | | | | | | | | | 1 | | | | | | |
| | 10 | 1 | 3.61-3.80 | | | | | | | | | | | | | | | | | 1 |
| | 11 | 1 | 3.81-4.00 | | | | | | | | | | | | | | | | | 1 |
| | 12 | 2 | 4.01-4.20 | | | 1 | | | | | | | | | | | | | | 1 |
| | 13 | 1 | 4.81-5.00 | | | | | | | | | | | | | | | | 1 | |
| | 43 | | | 2 | 2 | 6 | 1 | 1 | 1 | 3 | 25 | 2 | | | | | | | | |
| Foremen, section hands (in 2 roads). | 1 | 1 | 1.01-1.20 | | | | | 1 | | | | | | | | | | | | |
| | 2 | 17 | 1.21-1.40 | | | 1 | 1 | 1 | | | | 2 | 11 | | | | | | | |
| | 3 | 619 | 1.41-1.60 | | 87 | 79 | 147 | 81 | 52 | 30 | 29 | 114 | | | | | | | | |
| | 4 | 62 | 1.61-1.80 | | 18 | 9 | 7 | 4 | 4 | 2 | 4 | 15 | 1 | | | | | | | |
| | 5 | 24 | 1.81-2.00 | | 6 | 7 | 4 | 2 | 2 | 1 | | 2 | | | | | | | | |
| | 6 | 3 | 2.01-2.20 | | | | | 1 | | | | 1 | 1 | | | | | | | |
| | 7 | 2 | 2.21-2.40 | | | 1 | | 1 | | | | | | | | | | | | |
| | 728 | | | 109 | 97 | 159 | 91 | 59 | 33 | 36 | 143 | 1 | | | | | | | | |
| Foremen, shop (in 14 roads) | 1 | 1 | 1.41-1.60 | | | | | | | | | | | | | | | | 1 | |
| | 2 | 4 | 1.61-1.80 | | | | | 1 | | | | | | | | | | | 1 | 1 |
| | 3 | 6 | 1.81-2.00 | | | | | | | | | | | | | | | | 3 | 3 |
| | 4 | 3 | 2.01-2.20 | | | | | | | | | | | | | | | | 3 | |
| | 5 | 11 | 2.21-2.40 | | | | | | | | | | | | | | | | 7 | 2 |
| | 6 | 10 | 2.41-2.60 | | | 1 | | 1 | | | | | | | | | | | 10 | 5 |
| | 7 | 11 | 2.61-2.80 | | | | | 1 | 1 | | | | | | | | | | 5 | 4 |
| | 8 | 11 | 2.81-3.00 | | | | | 1 | 1 | | | | | | | | | | 6 | 3 |
| | 9 | 10 | 3.21-3.40 | | | | | 2 | 1 | | | | | 1 | 6 | | | | 2 | 2 |
| | 10 | 3 | 3.61-3.80 | | | | | | | | | | | | | | | | | |
| | 11 | 1 | 4.01-4.20 | | | | | | | | | | | | | | | | 1 | |
| | 12 | 2 | 4.21-4.40 | | | | | | 1 | | | | | | 1 | | | | | |
| | 13 | 2 | 4.41-4.60 | | | | | | | | | | | | | | | | | 2 |
| | 14 | 1 | 4.61-4.80 | | | | | | | | | | | | | | | | | 1 |
| | 15 | 1 | 4.81-5.00 | | | | | | | | | | | | | | | | | |
| | 77 | | | 1 | | 4 | 4 | 3 | 1 | 3 | 47 | 14 | | | | | | | | |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | |
|---|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|-------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------------|
| 100 dolls and under | 101 to 200 | 201 to 300 | 301 to 400 | 401 to 500 | 501 to 600 | 601 to 700 | 701 to 800 | 801 to 900 | 901 to 1000 | 1001 to 1100 | 1101 to 1200 | 1201 to 1300 | 1301 to 1400 | 1401 to 1500 | 1501 to 1600 | 1601 to 1700 | 1701 to 1800 | 1801 to 1900 | 1901 to 2000 | 2001 and over |
| | | | | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | 1 | | | | | | | | | 2 |
| | | | | | | | | | | | | 1 | 1 | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | | | | | | | | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | | | | | | | | | 1 | | | | | | | | | | | 2 |
| 1 | | | | | | | | | 1 | | | | | | | | | | | |
| 1 | | 1 | 1 | 2 | | | | | | | | | | | | | | | | 1 |
| | | | 1 | 1 | | | | | | | | | | | | | | | | 2 |
| 1 | | 1 | 1 | 3 | | | | | | | | | | | | | | | | |
| 1 | | 1 | 1 | | | | | | | | | | | | | | | | | 1 |
| 1 | 1 | | | 1 | | | | | | | | | | | | | | | | 2 |
| 1 | 1 | | | | 1 | | | 1 | | | | | | | | | | | | 3 |
| 2 | 1 | | | | | | | | | | | | | | | | | | | 4 |
| | | | 1 | | | | | | | | | | | | | | | | | 5 |
| 4 | 3 | 1 | 2 | | 2 | | 1 | | 2 | | | | | | | | | | | 6 |
| | | 1 | | | | | | 2 | | | | | | | | | | | | |
| | | | 1 | | | | | 1 | | | | | | | | | | | | 1 |
| | | | 1 | 1 | | | | | | | | | | | | | | | | 2 |
| | | 1 | 1 | 1 | | | | 3 | | | | | | | | | | | | |
| | | | 1 | 1 | | | | 1 | | | | | | | | | | | | 1 |
| | | | 1 | 1 | | | | 1 | | | | | | | | | | | | 2 |
| | | | | 1 | 1 | | | | | | | | | | | | | | | 1 |
| | | | | 1 | 1 | | | | | | | | | | | | | | | |
| 1 | 1 | | | | | | | | | | | | | | | | | | | 1 |
| 1 | 1 | | | | | | | | | | | | | | | | | | | 2 |
| 1 | 2 | | | | | | | | | | | | | | | | | | | |
| 1 | | 1 | | | | 1 | 2 | | | | | | | | | | | | | 1 |
| | 1 | 1 | | | | 1 | 1 | | | | | | | | | | | | | 2 |
| | 2 | 1 | | | | 1 | 1 | | | | | | | | | | | | | 3 |
| 14 | 9 | 3 | 1 | 4 | 5 | 4 | 3 | 5 | 1 | | | | | | | | | | | 4 |
| 2 | 1 | | | 4 | 1 | 1 | 1 | 3 | 1 | | | | | | | | | | | 5 |
| 9 | 2 | 5 | 3 | 3 | 2 | 5 | 2 | 2 | 3 | | 1 | | | | | | | | | 6 |
| 3 | 2 | 1 | | | 1 | 1 | | 1 | | | | | | | | | | | | 7 |
| | 1 | | | | | | | | | | | | | | | | | | | 8 |
| 29 | 18 | 10 | 4 | 8 | 10 | 12 | 9 | 11 | 5 | | 1 | | | | | | | | | |
| | | | | | | | | | | | 1 | | | | | | | | | 1 |
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| | | | | 1 | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | 1 | | | | | | | | | | | | 2 |
| | | | | | | | | | 1 | | | | | | | | | | | |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Number of employees. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|--|------------------|----------------------|--|--|----------------|-----------------|------------------|------------------|------------------|------------------|------------------|--------------------|----|---|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days. | 151 to 200 days. | 201 to 250 days. | 251 to 300 days. | 301 to 365 days. | 366 days and over. | | |
| Foremen, telegraph gang (in 2 roads). | 1 | 1 | \$1.61-\$1.80 | | | | 1 | | | | | | | |
| | 2 | 5 | 1.81-2.00 | | 2 | 2 | | 1 | | | | | | |
| | 3 | 1 | 2.01-2.20 | | | | 1 | | | | | | | |
| | | 7 | | | 2 | 2 | 2 | 1 | | | | | | |
| Foremen, tie gang (in 1 road). | 1 | 1 | 1.21-1.40 | | 1 | | | | | | | | | |
| | 2 | 1 | 1.81-2.00 | | | | 1 | | | | | | | |
| | | 2 | | | 1 | | 1 | | | | | | | |
| Foreman, tie hoist (in 1 road). | 1 | 1 | 1.81-2.00 | 1 | | | | | | | | | | |
| | | 1 | | 1 | | | | | | | | | | |
| Foremen, tinnerns (in 5 roads). | 1 | 2 | 2.21-2.40 | | | | | | | | | | 2 | |
| | 2 | 5 | 2.41-2.60 | | | | | | | | | | 3 | 2 |
| | 3 | 4 | 2.61-2.80 | | | | | | | | | | 4 | |
| | 4 | 2 | 2.81-3.00 | | | | | | | | | | 1 | 1 |
| | 5 | 1 | 3.01-3.20 | | | | | | | | | | 1 | |
| | 6 | 1 | 3.41-3.60 | | | | | | | | | | 1 | |
| | 15 | | | | | | | | | | | | 12 | 3 |
| Foremen, tinsmiths (in 4 roads). | 1 | 1 | 1.81-2.00 | | | | | | | | | | | 1 |
| | 2 | 1 | 2.21-2.40 | | | | | | | 1 | | | | |
| | 3 | 1 | 2.61-2.80 | | | | | | | | | | 1 | |
| | 4 | 1 | 3.21-3.40 | | | | | | | | | | 1 | |
| | 4 | | | | | | | | 1 | | | 2 | 1 | |
| Foremen, track laborers (in 55 roads). | 1 | 1 | .81-1.00 | | | | | | | | | | 1 | |
| | 2 | 23 | 1.01-1.20 | 1 | 3 | 1 | 1 | | | 1 | 2 | 13 | 1 | |
| | 3 | 1,151 | 1.21-1.40 | 38 | 39 | 92 | 57 | 56 | 68 | 69 | 690 | 42 | | |
| | 4 | 1,552 | 1.41-1.60 | 67 | 69 | 181 | 79 | 98 | 69 | 67 | 965 | 7 | | |
| | 5 | 327 | 1.61-1.80 | 8 | 15 | 38 | 27 | 21 | 22 | 19 | 175 | 2 | | |
| | 6 | 185 | 1.81-2.00 | 12 | 5 | 15 | 10 | 8 | 7 | 9 | 118 | 1 | | |
| | 7 | 165 | 2.01-2.20 | 9 | 8 | 19 | 10 | 15 | 11 | 9 | 84 | | | |
| | 8 | 45 | 2.21-2.40 | 6 | | 1 | 5 | 3 | 4 | 2 | 24 | | | |
| | 9 | 136 | 2.41-2.60 | 4 | 5 | 7 | 3 | 5 | 14 | 3 | 95 | | | |
| | 10 | 9 | 2.61-2.80 | | | 1 | | 2 | 2 | 1 | 3 | | | |
| | 11 | 8 | 2.81-3.00 | | | 1 | 2 | 1 | 1 | | 3 | | | |
| | 12 | 2 | 3.21-3.40 | | | | | | | 1 | 1 | | | |
| | 13 | 4 | 3.41-3.60 | | | | 1 | | | 1 | 2 | | | |
| | 14 | 2 | 3.61-3.80 | | | | 1 | 1 | | | | | | |
| | 15 | 4 | 3.81-4.00 | | | 1 | | 1 | | | 1 | 1 | | |
| | 16 | 1 | 4.21-4.40 | | | | | | | | | 1 | | |
| | 3,615 | | | 145 | 146 | 309 | 195 | 208 | 200 | 183 | 2,176 | 53 | | |
| Foremen, transfer laborers (in 3 roads). | 1 | 4 | 1.41-1.60 | | | | 1 | | | | | | 3 | |
| | 2 | 4 | 1.61-1.80 | | 1 | | 1 | | | | | | 1 | 1 |
| | | 8 | | | 1 | 1 | 1 | | | | | | 4 | 1 |
| Foreman, trimmers (in 1 road). | 1 | 1 | 3.21-3.40 | | | | | | | | | | 1 | |
| | | 1 | | | | | | | | | | | 1 | |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|----------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|---------------------|
| 100 dolls. and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 doll. | 401 to 500 doll. | 501 to 600 doll. | 601 to 700 doll. | 701 to 800 doll. | 801 to 900 doll. | 901 to 1000 doll. | 1001 to 1100 doll. | 1101 to 1200 doll. | 1201 to 1300 doll. | 1301 to 1400 doll. | 1401 to 1500 doll. | 1501 to 1600 doll. | 1601 to 1700 doll. | 1701 to 1800 doll. | 1801 to 1900 doll. | 1901 to 2000 doll. | 2001 and over |
| | | 1 | | | | | | | | | | | | | | | | | | 1 |
| 2 | 2 | 1 | | | | | | | | | | | | | | | | | | 2 |
| | | 1 | | | | | | | | | | | | | | | | | | 3 |
| 2 | 2 | 1 | 2 | | | | | | | | | | | | | | | | | |
| 1 | | 1 | | | | | | | | | | | | | | | | | | 1 |
| 1 | | 1 | | | | | | | | | | | | | | | | | | 2 |
| 1 | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | | | | | | | 2 | | | | | | | | | | | | | |
| | | | | | | | | 2 | | 1 | | | | | | | | | | 1 |
| | | | | | | | | 1 | 2 | | | | | | | | | | | 2 |
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| | | | | | | | | | | | 1 | | | | | | | | | 2 |
| | | | | | | | | | | | 1 | | | | | | | | | 3 |
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| 5 | 1 | 1 | 4 | 12 | | | | | | | | | | | | | | | | 1 |
| 124 | 113 | 77 | 112 | 704 | 21 | | | | | | | | | | | | | | | 2 |
| 195 | 135 | 114 | 93 | 195 | 820 | | | | | | | | | | | | | | | 3 |
| 34 | 44 | 26 | 22 | 23 | 146 | 32 | | | | | | | | | | | | | | 4 |
| 17 | 15 | 13 | 5 | 8 | 37 | 73 | 17 | | | | | | | | | | | | | 5 |
| 16 | 19 | 10 | 12 | 12 | 9 | 35 | 52 | | | | | | | | | | | | | 6 |
| 6 | 1 | 4 | 2 | 4 | 2 | 6 | 9 | 11 | | | | | | | | | | | | 7 |
| 6 | 7 | 4 | 4 | 3 | 10 | 7 | 51 | 44 | | | | | | | | | | | | 8 |
| | 1 | | | | 2 | 1 | 1 | 1 | 2 | | | | | | | | | | | 9 |
| | 1 | 2 | 1 | | | 1 | | | 1 | 2 | | | | | | | | | | 10 |
| | | | | | | | | | 1 | | | | | | | | | | | 11 |
| | | | | | | | | | | 1 | | | | | | | | | | 12 |
| | | | | | | | | | | | 2 | | | | | | | | | 13 |
| | | | | | | | | | | | | 2 | | | | | | | | 14 |
| | | | | | | | | | | | | | 2 | | | | | | | 15 |
| | | | | | | | | | | | | | | 1 | | | | | | 16 |
| 403 | 338 | 252 | 257 | 965 | 1046 | 135 | 131 | 57 | 3 | 4 | 3 | 1 | | | | | | | | |
| 1 | | | | 1 | 2 | | | | | | | | | | | | | | | 1 |
| 1 | 1 | | | 1 | 1 | 1 | | | | | | | | | | | | | | 2 |
| 2 | 1 | | | 1 | 3 | 1 | | | | | | | | | | | | | | |
| | | | | | | | | | | 1 | | | | | | | | | | |
| | | | | | | | | | | | 1 | | | | | | | | | 1 |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Number of employes. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|-------------------------------------|---|---------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|----|---|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 355 days | 366 days and over. | | |
| Foremen, upholsterers (in 2 roads). | 1 | 2 | \$3.21-\$3.40 | | | | | | | | | | 2 | |
| | | 2 | | | | | | | | | | | | 2 |
| Foremen, warehouse (in 4 roads). | 1 2 3 4 5 6 | 4 | 1.21-1.40 | 1 | 1 | | 1 | | | | | | | 1 |
| | | 3 | 1.41-1.60 | 1 | | | | | | | | | | 1 |
| | | 2 | 1.61-1.80 | | | | | | | | | | | 2 |
| | | 4 | 1.81-2.00 | | | | | | | 2 | | | | 2 |
| | | 1 | 2.21-2.40 | | | | | | | | | 1 | | |
| | | 1 | 2.41-2.60 | | | | | | | | | | | 1 |
| | 15 | | | 2 | 1 | | 1 | | 2 | 1 | | 6 | 2 | |
| Foremen, watchmen (in 3 roads). | 1 2 3 4 | 2 | 1.21-1.40 | | | | | | 1 | | | | 1 | |
| | | 1 | 1.81-2.00 | | | | | | | | | | 1 | |
| | | 1 | 2.61-2.80 | | | | | | | | | | 1 | |
| | | 4 | | | | | | | 1 | | | | 2 | |
| Foreman, water supply (in 1 road). | 1 | 1 | 2.61-2.80 | | | | 1 | | | | | | | |
| | | 1 | | | | | 1 | | | | | | | |
| Foremen, well diggers (in 1 road). | 1 2 2 | 1 | 2.61-2.80 | | | | | | | | | | | |
| | | 1 | 2.81-3.00 | | 1 | | | | | | | | | |
| | | 2 | | | | | 2 | | | | | | | |
| Foremen, wharf hands (in 1 road). | 1 2 3 4 4 | 9 | 1.61-1.80 | | | | 2 | 3 | | 1 | 1 | 2 | | |
| | | 8 | 1.81-2.00 | | | | | 1 | 1 | | 2 | 4 | | |
| | | 3 | 2.01-2.20 | | | | 1 | | | | | 2 | | |
| | | 1 | 2.21-2.40 | | | | | | | | | 1 | | |
| | | 21 | | | | 1 | 2 | 4 | 1 | 1 | 3 | 9 | | |
| Foremen, wipers (in 4 roads). | 1 3 3 4 | 2 | 1.01-1.20 | | | | | | | 1 | | | 1 | |
| | | 1 | 1.41-1.60 | | | | | | | | | | 1 | |
| | | 3 | 1.61-1.80 | | 1 | | | | 2 | | | | | |
| | | 1 | 1.81-2.00 | | | | | | 1 | | | | | |
| | 7 | | | 1 | | | | 3 | 1 | | | 2 | | |
| Foremen, work train (in 18 roads). | 1 2 3 4 5 6 7 8 9 9 | 1 | 1.01-1.20 | | | | 1 | | | | | | | |
| | | 22 | 1.21-1.40 | 1 | 2 | | 2 | 1 | 1 | 1 | 1 | 12 | | |
| | | 14 | 1.41-1.60 | 1 | 1 | 3 | | 1 | 1 | 1 | 1 | 6 | | |
| | | 26 | 1.61-1.80 | | 3 | 6 | 3 | 3 | 5 | 2 | 4 | 4 | | |
| | | 35 | 1.81-2.00 | 3 | 5 | 5 | 3 | 4 | 2 | | 11 | 2 | | |
| | | 13 | 2.01-2.20 | 2 | | 2 | 2 | 4 | 1 | | 2 | | | |
| | | 5 | 2.21-2.40 | 2 | | 1 | | 1 | | | 1 | | | |
| | | 5 | 2.41-2.60 | | | 1 | 1 | | 1 | | 2 | | | |
| | | 1 | 2.81-3.00 | | | | | | | | 1 | | | |
| | | | 122 | | | 9 | 11 | 21 | 11 | 14 | 11 | 4 | 39 | 2 |
| Foremen, yard (in 14 roads) | 1 2 3 4 5 6 7 8 9 10 11 | 24 | 1.21-1.40 | 1 | 2 | 2 | 2 | 1 | 2 | 4 | 9 | 1 | | |
| | | 22 | 1.41-1.60 | 1 | | 2 | 2 | 1 | 1 | 4 | 10 | 1 | | |
| | | 19 | 1.61-1.80 | | 3 | | 2 | 1 | 2 | 2 | 8 | 1 | | |
| | | 30 | 1.81-2.00 | 1 | 2 | 4 | 1 | 1 | 2 | 17 | 2 | | | |
| | | 14 | 2.01-2.20 | 1 | 1 | 4 | 1 | 1 | | 4 | 1 | | | |
| | | 19 | 2.21-2.40 | | | 3 | | | | 12 | | | | |
| | | 40 | 2.41-2.60 | 6 | 5 | 4 | 1 | 4 | 3 | 1 | 16 | | | |
| | | 12 | 2.61-2.80 | | | 1 | 1 | 1 | 2 | 7 | | | | |
| | | 3 | 2.81-3.00 | | | 1 | | | | 2 | | | | |
| | | 1 | 3.21-3.40 | | | | | | | 1 | | | | |
| | | 3 | 4.01-4.20 | | | | | | | 3 | | | | |
| | 187 | | | 12 | 13 | 21 | 10 | 12 | 13 | 11 | 89 | 6 | | |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 163, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|-----------------------------|----|
| 100 dolls. and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 doll | 401 to 500 doll | 501 to 600 doll | 601 to 700 doll | 701 to 800 doll | 801 to 900 doll | 901 to 1000 doll | 1001 to 1100 doll | 1101 to 1200 doll | 1201 to 1300 doll | 1301 to 1400 doll | 1401 to 1500 doll | 1501 to 1600 doll | 1601 to 1700 doli | 1701 to 1800 doll | 1801 to 1900 doll | 1901 to 2000 doll | 2001 doll and over | |
| | | | | | | | | | | 2 | | | | | | | | | | 1 | |
| | | | | | | | | | | 2 | | | | | | | | | | | |
| 2 | 1 | | | 1 | | | | | | | | | | | | | | | | | 1 |
| | | | | | 2 | | | | | | | | | | | | | | | | 2 |
| | | | | | | 1 | | | | | | | | | | | | | | | 3 |
| | | | | | | | 1 | | | | | | | | | | | | | | 4 |
| | | | | | | | | 1 | | | | | | | | | | | | | 5 |
| | | | | | | | | | 1 | | | | | | | | | | | | 6 |
| 3 | 1 | | 2 | 1 | 5 | 2 | | 1 | | | | | | | | | | | | | |
| | | | 1 | | | | 1 | | | | | | | | | | | | | | 1 |
| | | | | 1 | | | | | 1 | | | | | | | | | | | | 2 |
| | | | | | | | | | | 1 | | | | | | | | | | | 3 |
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| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| | 1 | | | | | | | | | | | | | | | | | | | | 2 |
| 1 | 1 | | | | | | | | | | | | | | | | | | | | |
| 2 | 1 | 2 | 1 | | 3 | | | | | | | | | | | | | | | | 1 |
| 1 | | 1 | 1 | | 5 | 1 | | | | | | | | | | | | | | | 2 |
| | | | | | | 1 | | | | | | | | | | | | | | | 3 |
| 3 | 1 | 3 | 2 | | 8 | 2 | 1 | 1 | | | | | | | | | | | | | 4 |
| | | | 1 | 1 | | | | | | | | | | | | | | | | | 1 |
| 1 | | | 1 | 1 | | 1 | | | | | | | | | | | | | | | 2 |
| | | | | 1 | | | | | | | | | | | | | | | | | 3 |
| 1 | | | 2 | 3 | | | | | | | | | | | | | | | | | 4 |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| 4 | 3 | 2 | 1 | 12 | | | | | | | | | | | | | | | | | 2 |
| 3 | 2 | 1 | 1 | 2 | 5 | | | | | | | | | | | | | | | | 3 |
| 4 | 5 | 4 | 5 | 5 | 2 | 1 | | | | | | | | | | | | | | | 4 |
| 8 | 6 | 2 | 5 | 1 | | 10 | 3 | | | | | | | | | | | | | | 5 |
| 2 | 2 | 2 | 4 | 1 | | | 2 | | | | | | | | | | | | | | 6 |
| 2 | 1 | | 1 | | | | 1 | | | | | | | | | | | | | | 7 |
| | 1 | | 1 | | | | 1 | 1 | | | | | | | | | | | | | 8 |
| | | | | | | | | | | 1 | | | | | | | | | | | 9 |
| 24 | 20 | 11 | 18 | 21 | 8 | 11 | 7 | 1 | | 1 | | | | | | | | | | | |
| 4 | 3 | 2 | 5 | 10 | | | | | | | | | | | | | | | | | 1 |
| 2 | 2 | 2 | 2 | 5 | 9 | | | | | | | | | | | | | | | | 2 |
| 3 | | 3 | 3 | | 8 | 1 | 1 | | | | | | | | | | | | | | 3 |
| 3 | 5 | | 1 | 2 | 2 | 10 | 6 | 1 | | | | | | | | | | | | | 4 |
| 1 | 3 | 2 | 2 | 1 | | | 3 | | | | | | | | | | | | | | 5 |
| 2 | 3 | | 2 | | | | 1 | 6 | 5 | | | | | | | | | | | | 6 |
| 9 | 5 | 1 | 2 | 3 | 3 | | 2 | 14 | 1 | | | | | | | | | | | | 7 |
| | | | | | 3 | | | 3 | 3 | 1 | | | | | | | | | | | 8 |
| | 1 | | 1 | | | | | | 2 | | | | | | | | | | | | 9 |
| | | | | | | | | | | 1 | | | | | | | | | | | 10 |
| | | | | | | | | | | | | | | | 3 | | | | | | 11 |
| 24 | 23 | 10 | 18 | 21 | 25 | 15 | 17 | 23 | 4 | 3 | 1 | | | 3 | | | | | | | |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Num-ber of em-ploy-ees. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR | | | | | | | | | | | |
|-----------------------------------|------------------|-------------------------|--|---|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|---------------|-----|---|--|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 and over. | | | |
| Freight checkers (in 1 road). | 1 | 2 | \$1.21-\$1.40 | | | | | | | | | 1 | 2 | | |
| | | 1 | 1.41- 1.60 | | | | | | | | | | 1 | | |
| | | 4 | | | | | | | | | | | 1 | 3 | |
| Freight deliverers (in 1 road.) | 1 | 4 | 1.81- 2.00 | | | | | | | | | 1 | 3 | | |
| | | 4 | | | | | | | | | | 1 | 3 | | |
| Freight receivers (in 1 road). | 1 | 4 | 1.81- 2.00 | | | | | | | | | | 4 | | |
| | | 4 | | | | | | | | | | | 4 | | |
| Freight truckers (in 1 road) | 1 | 142 | 1.01- 1.20 | 31 | 17 | 29 | 18 | 7 | 12 | | 9 | 18 | 1 | | |
| | | 142 | | 31 | 17 | 29 | 18 | 7 | 12 | | 9 | 18 | 1 | | |
| Freighthandlers (in 12 roads). | 1 | 1 | Under .21 | | | | | | | | | | | 1 | |
| | | 1 | .41- .60 | | | | | | | | 1 | | | | |
| | | 1 | .61- .80 | | | | | | | | 1 | | | | |
| | | 4 | .81- 1.00 | 8 | 1 | 1 | 1 | | | | | | | | |
| | | 33 | 1.01- 1.20 | 10 | 11 | 7 | 4 | | | | | | | | |
| | | 5 | 1.21- 1.40 | 16 | 17 | 30 | 21 | 5 | 13 | | 6 | 7 | | | |
| | | 7 | 1.41- 1.60 | 40 | 23 | 30 | 15 | 12 | 11 | 25 | 29 | 6 | | | |
| | | 8 | 1.61- 1.80 | 14 | 7 | 7 | 4 | | | 1 | | 3 | | | |
| | | 9 | 1.81- 2.00 | | 1 | | 1 | | | | | | | | |
| | | 10 | 2.01- 2.20 | | 2 | 1 | | | | | | | | | |
| | | 11 | 2.21- 2.40 | | 1 | | | | | | | | | | |
| | | 12 | 2.81- 3.00 | | 1 | | | | | | | | | | |
| | | 396 | | 89 | 63 | 76 | 46 | 17 | 28 | 31 | 39 | 7 | | | |
| Freightmasters (in 2 roads) | 1 | 1 | 1.21- 1.40 | | | | | | 1 | | | | | | |
| | | 1 | 1.41- 1.60 | | | | | | | | | | 1 | | |
| | | 1 | 1.61- 1.80 | | | | | | | | | | 1 | | |
| | | 3 | | | | | | | 1 | | | 2 | | | |
| Fuel preparers (in 1 road). | 1 | 2 | .81- 1.00 | | | 1 | | | | | | | 1 | | |
| | | 2 | 1.01- 1.20 | | | | | | | | | | 2 | | |
| | | 4 | 1.21- 1.40 | | | | | | | | | | 4 | | |
| | | 8 | | | | 1 | | | | | | | 5 | | |
| Fuelmen (in 1 road) | 1 | 5 | 1.41- 1.60 | | 1 | | | | | | | | 1 | | |
| | | 5 | | | 1 | | | | | | | | 1 | | |
| Fuelman and storeman (in 1 road). | 1 | 1 | 1.81- 2.00 | | | | | | | | | | 1 | | |
| | | 1 | | | | | | | | | | | 1 | | |
| Fuel-station tenders (in 1 road). | 1 | 3 | 1.01- 1.20 | | | | | | 1 | | 1 | 1 | | | |
| | | 1 | 1.41- 1.60 | | | | | | | | | | 1 | | |
| | | 4 | | | | | | | 1 | | 1 | 2 | | | |
| Furnace tenders (in 3 roads). | 1 | 1 | 1.21- 1.40 | | | | | | | | | | 1 | | |
| | | 1 | 1.61- 1.80 | | | | | | | | | 1 | | | |
| | | 2 | | | | | | | | | 1 | 1 | | | |
| | | 1 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | | |
| | | 3 | | | | | | | | | | | | | |

a Rate and time can not be stated, as he worked by the piece.

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|-----------------------------|
| 100 dolls and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 doll | 401 to 500 doll | 501 to 600 doll | 601 to 700 doll | 701 to 800 doll | 801 to 900 doll | 901 to 1000 doll | 1001 to 1100 doll | 1101 to 1200 doll | 1201 to 1300 doll | 1301 to 1400 doll | 1401 to 1500 doll | 1501 to 1600 doll | 1601 to 1700 doll | 1701 to 1800 doll | 1801 to 1900 doll | 1901 to 2000 doll | 2001 doll and over |
| ..... | ..... | ..... | 1 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 |
| ..... | ..... | ..... | 1 | 2 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | ..... | ..... | ..... | ..... | ..... | 4 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| ..... | ..... | ..... | ..... | ..... | ..... | 4 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | ..... | ..... | ..... | ..... | ..... | 3 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| ..... | ..... | ..... | ..... | ..... | ..... | 3 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 65 | 35 | 14 | 13 | 15 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| 65 | 35 | 14 | 13 | 15 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 |
| ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 |
| 10 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 4 |
| 25 | 7 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 5 |
| 50 | 37 | 10 | 11 | 7 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 6 |
| 72 | 32 | 16 | 17 | 41 | 12 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 7 |
| 23 | 7 | 2 | 1 | 3 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 8 |
| 1 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 9 |
| 2 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 10 |
| 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 11 |
| 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 12 |
| 186 | 86 | 31 | 29 | 48 | 15 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 |
| ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 |
| ..... | ..... | 1 | ..... | 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 1 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| ..... | ..... | ..... | ..... | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 |
| ..... | ..... | ..... | ..... | 4 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 |
| 1 | ..... | ..... | 1 | 6 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 1 | ..... | ..... | ..... | 1 | 3 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| 1 | ..... | ..... | ..... | 1 | 3 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | 1 | ..... | 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| ..... | 1 | ..... | 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 |
| ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 |
| ..... | ..... | ..... | ..... | ..... | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | ..... | 1 | ..... | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 163, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation | Marginal number. | Number of employ- ees. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | | | |
|----------------------------------|------------------|---------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-------------------|---|--|---|----|---|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over | | | | | |
| Galvanizers (in 1 road) ... | 1 | 2 | \$0.61-\$0.80 | 1 | | 1 | | | | | | | | | | | |
| | 2 | 3 | 1.01- 1.20 | 1 | 1 | 1 | | | | | | | | | | | |
| | 3 | 10 | 1.21- 1.40 | 2 | 3 | 1 | 4 | | | | | | | | | | |
| | 4 | 1 | 1.41- 1.60 | | | 1 | | | | | | | | | | | |
| | | 16 | | | 4 | 4 | 4 | 4 | | | | | | | | | |
| Gardeners (in 4 roads) | 1 | 1 | .61- .80 | 1 | | | | | | | | | | | | | |
| | 2 | 1 | 1.01- 1.20 | 1 | | | | | | | | | | | | | |
| | 3 | 3 | 1.21- 1.40 | 1 | | | | | | | | | | | | | |
| | 4 | 91 | 1.41- 1.60 | 70 | 7 | 8 | | 4 | | | | | | | | 2 | 2 |
| | 5 | 3 | 1.61- 1.80 | | | 1 | | | 1 | | | | | | | 1 | 1 |
| | 6 | 1 | 1.81- 2.00 | | | | | | | | | | | | | 1 | 1 |
| | 7 | 1 | 2.41- 2.60 | | | | | | | | | | | | | 1 | 1 |
| | 101 | | | 73 | 7 | 9 | | 4 | 1 | | | | | | 7 | | |
| Gasfitters (in 2 roads)..... | 1 | 2 | 1.81- 2.00 | 1 | | | | | | | | | | | | 1 | |
| | 2 | 1 | 2.01- 2.20 | | | | | | | | | | | | | 1 | |
| | 3 | 1 | 2.61- 2.80 | 1 | | | | | | | | | | | | | |
| | | 4 | | | 2 | | | | | | | | | | | | 2 |
| Gasfitters' helpers (in 1 road). | 1 | 2 | 1.61- 1.80 | | | | 1 | | 1 | | | | | | | | |
| | | 2 | | | | | 1 | | 1 | | | | | | | | |
| Gasman (in 1 road)..... | 1 | 1 | 1.61- 1.80 | | | | | | | | | | | | | 1 | |
| | | 1 | | | | | | | | | | | | | | 1 | |
| Gasman, assistant (in 1 road). | 1 | 1 | 1.01- 1.20 | | | | | | | | | | | | | 1 | |
| | | 1 | | | | | | | | | | | | | | 1 | |
| Gatekeepers (in 6 roads)... | 1 | 1 | .41- .60 | | | | | | | | | | | | | 1 | 1 |
| | 2 | 2 | .81- 1.00 | | | | | | | | | | 1 | | | | 1 |
| | 3 | 3 | 1.01- 1.20 | | | | | | | | | | | | | 3 | |
| | 4 | 45 | 1.81- 1.00 | 3 | 1 | 3 | 6 | 5 | 2 | 4 | | | | | | 18 | 3 |
| | 5 | 162 | 1.01- 1.10 | 15 | 9 | 16 | 6 | 16 | 3 | 9 | | | | | | 85 | 3 |
| | 6 | 181 | 1.21- 1.40 | 22 | 13 | 14 | 18 | 8 | 12 | 9 | | | | | | 85 | |
| | 7 | 85 | 1.41- 1.60 | 17 | 5 | 10 | 4 | 5 | 7 | 2 | 33 | | | | | 2 | 2 |
| | 33 | 1.61- 1.80 | 3 | 3 | 4 | 2 | 2 | 2 | 1 | 15 | | | | | 1 | 1 | |
| | 9 | 1.81- 2.00 | 3 | | | | | 1 | 1 | 4 | | | | | | | |
| | 11 | 2.01- 2.20 | 1 | 1 | 2 | 1 | | 1 | 1 | 4 | | | | | | | |
| | 11 | 2.21- 2.40 | | | | | | | 1 | | | | | | | | |
| | 12 | 2.81- 3.00 | | | | | | | | | | | | | 2 | | |
| | 551 | | | 64 | 32 | 49 | 37 | 37 | 28 | 28 | 267 | | | | 9 | | |
| Gatemen, bridge (in 1 road) | 1 | 1 | .81- 1.00 | | | | | | | | | | | | | 1 | |
| | 2 | 1 | 1.41- 1.60 | | | | 1 | | | | | | | | | | |
| | | 2 | | | | | 1 | | | | | | | | | 1 | |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|-----------------------------|----|
| 100 dolls. and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 doll | 401 to 500 doll | 501 to 600 doll | 601 to 700 doll | 701 to 800 doll | 801 to 900 doll | 901 to 1000 doll | 1001 to 1100 doll | 1101 to 1200 doll | 1201 to 1300 doll | 1301 to 1400 doll | 1401 to 1500 doll | 1501 to 1600 doll | 1601 to 1700 doll | 1701 to 1800 doll | 1801 to 1900 doll | 1901 to 2000 doll | 2001 doll and over | |
| 2 | | | | | | | | | | | | | | | | | | | | | 1 |
| 3 | | | | | | | | | | | | | | | | | | | | | 2 |
| 6 | 4 | | | | | | | | | | | | | | | | | | | | 3 |
| | 1 | | | | | | | | | | | | | | | | | | | | 4 |
| 11 | 5 | | | | | | | | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | | | | | | | | | | | | | | | | | | | | | 2 |
| 1 | | | | 2 | | | | | | | | | | | | | | | | | 3 |
| 80 | 5 | 4 | | 2 | | | | | | | | | | | | | | | | | 4 |
| | 1 | | 1 | 1 | | | | | | | | | | | | | | | | | 5 |
| | | | | | 1 | | | | | | | | | | | | | | | | 6 |
| | | | | | | 1 | | | | | | | | | | | | | | | 7 |
| 83 | 6 | 4 | 1 | 2 | 3 | 1 | 1 | | | | | | | | | | | | | | |
| 1 | | | | | | 1 | | | | | | | | | | | | | | | 1 |
| 1 | | | | | | | 1 | | | | | | | | | | | | | | 2 |
| 2 | | | | | | 1 | 1 | | | | | | | | | | | | | | 3 |
| | 1 | | | 1 | | | | | | | | | | | | | | | | | 1 |
| | 1 | | | 1 | | | | | | | | | | | | | | | | | 1 |
| | | | | | 1 | | | | | | | | | | | | | | | | 1 |
| | | | | | | 1 | | | | | | | | | | | | | | | 1 |
| | 1 | | | 2 | | | | | | | | | | | | | | | | | 1 |
| | | | | | 3 | | | | | | | | | | | | | | | | 2 |
| 2 | | | | | | | | | | | | | | | | | | | | | 3 |
| 1 | 2 | | 1 | | 1 | | | | | | | | | | | | | | | | 4 |
| 1 | | | | | 1 | | | | | | | | | | | | | | | | 5 |
| | | | | | | | 1 | | | | | | | | | | | | | | 6 |
| | | | | | | | | 1 | | | | | | | | | | | | | 7 |
| 4 | 3 | | 3 | 3 | 2 | | 1 | | | | | | | | | | | | | | |
| | 3 | | | | | | | | | | | | | | | | | | | | 1 |
| | 1 | 1 | | | | | | | | | | | | | | | | | | | 2 |
| | 11 | 16 | | | | | | | | | | | | | | | | | | | 3 |
| 7 | 11 | 8 | 18 | 1 | | | | | | | | | | | | | | | | | 4 |
| 35 | 16 | 14 | 31 | 66 | | | | | | | | | | | | | | | | | 5 |
| 43 | 26 | 10 | 24 | 73 | 5 | | | | | | | | | | | | | | | | 6 |
| 30 | 6 | 5 | 7 | 10 | 27 | | | | | | | | | | | | | | | | 7 |
| 7 | 4 | 3 | 2 | 1 | 14 | 2 | | | | | | | | | | | | | | | 8 |
| 3 | | | | 1 | 1 | 3 | 1 | | | | | | | | | | | | | | 9 |
| 2 | 2 | 1 | 1 | | | 1 | 1 | | | | | | | | | | | | | | 10 |
| | | | | | | | | | | | | | | | | | | | | | 11 |
| | | | | | | | | | | 2 | | | | | | | | | | | 12 |
| 127 | 70 | 58 | 83 | 152 | 48 | 9 | 2 | | | 2 | | | | | | | | | | | |
| | | | | 1 | | | | | | | | | | | | | | | | | 1 |
| | 1 | | | | | | | | | | | | | | | | | | | | 2 |
| | 1 | | | 1 | | | | | | | | | | | | | | | | | |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Num. ber of em- ploy- ées. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|-----------------------------------|------------------|----------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|-----|-----|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | |
| Gatemn, crossing (in 2 roads). | 1 | 3 | \$1.21-\$1.40 | 1 | | | | | | | | | 2 | |
| | 2 | 1 | 2.01- 2.20 | | | | | | | | | | | 1 |
| | | 4 | | 1 | | | | | | | | | 2 | 1 |
| Gatemn and signalmen (in 1 road). | 1 | 2 | 1.81- 2.00 | | | | | | | | | | 2 | |
| | | 2 | | | | | | | | | | | 2 | |
| Gatetenders (in 5 roads)... | 1 | 11 | .41- .60 | | | 1 | 2 | | | 2 | 1 | | 5 | |
| | 2 | 1 | .61- .80 | | | | | | | | | | 1 | |
| | 3 | 3 | .81- 1.00 | | | | | | | 1 | | | 2 | |
| | 4 | 4 | 1.01- 1.20 | 1 | | 1 | | | | 2 | | | | |
| | 5 | 19 | 1.21- 1.40 | 1 | 2 | 2 | 1 | | | | | | 12 | 1 |
| | 6 | 26 | 1.41- 1.60 | | 1 | 1 | 1 | 1 | | | | | 22 | |
| | 7 | 1 | 2.01- 2.20 | | | | | | | | | | | 1 |
| | | 65 | | 2 | 3 | 5 | 4 | 1 | 5 | 1 | | 42 | 2 | |
| Gauntletmen (in 1 road)... | 1 | 3 | 1.61- 1.80 | 1 | | | | | | | | | 2 | |
| | | 3 | | 1 | | | | | | | | | 2 | |
| Gilder (in 1 road)..... | 1 | 1 | 1.81- 2.00 | | | | | | | | | 1 | | |
| | | 1 | | | | | | | | | | 1 | | |
| Grainers (in 1 road) | 1 | 1 | 4.81- 5.00 | 1 | | | | | | | | | | |
| | | 1 | | 1 | | | | | | | | | | |
| | | 1 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) |
| | 2 | | | | | | | | | | | | | |
| Greasers (in 3 roads) | 1 | 7 | .81- 1.00 | | 1 | 1 | 1 | | | 1 | | | 3 | |
| | 2 | 1 | 1.01- 1.20 | | | | | | | 1 | | | | |
| | 3 | 60 | 1.21- 1.40 | 1 | 1 | 4 | 7 | 5 | 13 | 15 | 14 | | | |
| | 4 | 42 | 1.41- 1.60 | 5 | 2 | 4 | 3 | 3 | 3 | 12 | 10 | | | |
| | | 110 | | 6 | 4 | 9 | 11 | 8 | 18 | 27 | 27 | | | |
| Greasers' helpers (in 1 road) | 1 | 4 | .81- 1.00 | | | | 1 | 1 | 2 | | | | | |
| | | 4 | | | | | 1 | 1 | 2 | | | | | |
| Grinders (in 2 roads)..... | 1 | 1 | 1.21- 1.40 | | | | | | | | | | 1 | |
| | 2 | 2 | 1.81- 2.00 | | | | | | | | | | 1 | |
| | 3 | 1 | 2.21- 2.40 | | | | | | | 1 | | | | |
| | 4 | | | | | | | | 1 | 1 | | | 2 | |
| | 1 | | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) |
| | 5 | | | | | | | | | | | | | |
| Ground hands (in 1 road)... | 1 | 18 | 1.41- 1.60 | 4 | 3 | 3 | 8 | | | | | | | |
| | 2 | 23 | 1.61- 1.80 | 5 | 8 | 5 | 2 | 1 | 2 | | | | | |
| | | 41 | | 9 | 11 | 8 | 10 | 1 | 2 | | | | | |

a Rate and time can not be stated, as he worked by the piece and received premiums.
 b Rate and time can not be stated, as he worked by the day and piece combined.

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 163, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|-----------------------------|---|
| 100 dolls. and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 doll | 401 to 500 doll | 501 to 600 doll | 601 to 700 doll | 701 to 800 doll | 801 to 900 doll | 901 to 1000 doll | 1001 to 1100 doll | 1101 to 1200 doll | 1201 to 1300 doll | 1301 to 1400 doll | 1401 to 1500 doll | 1501 to 1600 doll | 1601 to 1700 doll | 1701 to 1800 doll | 1801 to 1900 doll | 1901 to 2000 doll | 2001 doll and over | |
| 1 | | | | 2 | | | 1 | | | | | | | | | | | | | | 1 |
| 1 | | | | 2 | | | 1 | | | | | | | | | | | | | | 2 |
| | | | | | | | 2 | | | | | | | | | | | | | | 1 |
| | | | | | | | 2 | | | | | | | | | | | | | | 1 |
| 3 | 4 | 4 | | | | | | | | | | | | | | | | | | | 1 |
| | | 1 | | | | | | | | | | | | | | | | | | | 2 |
| | | 2 | | | | | | | | | | | | | | | | | | | 3 |
| 2 | | 1 | | | | | | | | | | | | | | | | | | | 4 |
| 5 | | 1 | | 12 | 1 | | | | | | | | | | | | | | | | 5 |
| 1 | 2 | 1 | | 8 | 14 | | | | | | | | | | | | | | | | 6 |
| | | | | | | | 1 | | | | | | | | | | | | | | 7 |
| 11 | 6 | 10 | 2 | 20 | 15 | | 1 | | | | | | | | | | | | | | 1 |
| 1 | | | | | 1 | 1 | | | | | | | | | | | | | | | 1 |
| 1 | | | | | 1 | 1 | | | | | | | | | | | | | | | 1 |
| | | | | | 1 | | | | | | | | | | | | | | | | 1 |
| | | | | | 1 | | | | | | | | | | | | | | | | 1 |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| 2 | 1 | 1 | 3 | | | | | | | | | | | | | | | | | | 1 |
| | | 1 | | | | | | | | | | | | | | | | | | | 2 |
| 4 | 9 | 8 | 17 | 22 | | | | | | | | | | | | | | | | | 3 |
| 8 | 6 | 3 | 5 | 10 | 1 | | | | | | | | | | | | | | | | 4 |
| 14 | 16 | 13 | 25 | 41 | 1 | | | | | | | | | | | | | | | | 1 |
| 1 | 3 | | | | | | | | | | | | | | | | | | | | 2 |
| 1 | 3 | | | | | | | | | | | | | | | | | | | | 2 |
| | | | | | 1 | | | | | | | | | | | | | | | | 1 |
| | | | | | 1 | 1 | | | | | | | | | | | | | | | 2 |
| | | | | | 1 | 1 | | | | | | | | | | | | | | | 2 |
| | | | | | 1 | 2 | 1 | | | | | | | | | | | | | | 1 |
| | | | | | 1 | | | | | | | | | | | | | | | | 1 |
| | | | | | 2 | 2 | 1 | | | | | | | | | | | | | | 1 |
| 10 | 3 | 5 | | | | | | | | | | | | | | | | | | | 1 |
| 13 | 5 | 3 | 1 | 1 | | | | | | | | | | | | | | | | | 2 |
| 23 | 8 | 8 | 1 | 1 | | | | | | | | | | | | | | | | | 1 |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[Forexplanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Number of employ-ees. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|-------------------------------|------------------|-----------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------------|-----|-----|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 to days and over. | | |
| Hammer boys (in 3 roads) .. | 1 | 1 | \$0.61-\$0.80 | | | | 1 | | | | | | | |
| | 2 | 2 | 1.01- 1.20 | | | | 1 | 1 | | | | | | |
| | 3 | 1 | 1.21- 1.40 | | | | | 1 | | | | | | |
| | 4 | 7 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) |
| | 11 | | | | | | | | | | | | | |
| Hammer enginemen (in 1 road). | 1 | 2 | 1.21- 1.40 | | | | | | | | 1 | 1 | | |
| | 2 | 5 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | 1 | 1 | (a) | (a) |
| | 5 | | | | | | | | | | | | | |
| Hammermen (in 5 roads) .. | 1 | 1 | .61- .80 | | | | | | | | 1 | | | |
| | 2 | 3 | 1.21- 1.40 | | | | | | | | 1 | 2 | | |
| | 3 | 1 | 1.61- 1.80 | | | | | | | | 1 | 1 | | |
| | 4 | 1 | 1.81- 2.00 | | | | | | | | | 1 | | |
| | 5 | 1 | 2.21- 2.40 | | | | | | | | 1 | | | |
| | 6 | 1 | 2.81- 3.60 | | | | | | | | 1 | | | |
| | 7 | 1 | 3.21- 3.40 | | 1 | | | | | | | | | |
| | 8 | 1 | 3.81- 4.00 | | | | | | | | 1 | | | |
| | 10 | 10 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | 1 | 4 | 4 | 4 | (a) |
| | 20 | | | | | | | | | | | | | |
| Handlemakers (in 1 road) .. | 1 | 1 | 1.01- 1.20 | | | | | | | | 1 | | | |
| | 2 | 1 | 1.41- 1.60 | | | | | | | | 1 | | | |
| | 2 | | | | | | | | | | 2 | | | |
| Hay checkers (in 1 road) .. | 1 | 17 | 1.21- 1.40 | 1 | 1 | 3 | | | | 2 | 3 | 4 | 3 | |
| | 2 | 1 | 1.61- 1.80 | | | | 1 | | | | | | | |
| | 18 | | | 1 | 1 | 3 | 1 | | | 2 | 3 | 4 | 3 | |
| Heaters (in 5 roads)..... | 1 | 2 | 1.21- 1.40 | | | | | | | | 1 | 1 | | |
| | 2 | 2 | 1.41- 1.60 | | | | | | | | 1 | 1 | | |
| | 3 | 2 | 1.61- 1.80 | | | | 1 | | | | 1 | | | |
| | 4 | 1 | 1.81- 2.00 | | | 1 | | | | | | | | |
| | 5 | 2 | 2.21- 2.40 | 1 | | | | | | 1 | | | | |
| | 6 | 1 | 2.41- 2.60 | | | | | | | | | 1 | | |
| | 10 | 34 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | 1 | 3 | 3 | 3 | (a) |
| 44 | | | | | | | | | | | | | | |
| Heaters' helpers (in 1 road). | 1 | 23 | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) |
| | 23 | | | | | | | | | | | | | |
| Helpers (in 9 roads)..... | 1 | 10 | .21- .40 | 4 | 3 | 1 | | | | 1 | | | 1 | |
| | 2 | 9 | .41- .60 | 4 | 1 | | 1 | 1 | | | | | 2 | |
| | 3 | 3 | .61- .80 | 1 | | 1 | | | | | 1 | | | |
| | 4 | 23 | .81- 1.00 | 5 | 2 | 7 | 2 | 3 | | | 3 | 1 | | |
| | 5 | 77 | 1.01- 1.20 | 16 | 9 | 11 | 6 | 10 | 7 | 4 | 13 | 1 | | |
| | 6 | 148 | 1.21- 1.40 | 34 | 18 | 23 | 19 | 11 | 5 | 20 | 17 | 1 | | |
| | 7 | 92 | 1.41- 1.60 | 13 | 7 | 7 | 10 | 10 | 4 | 23 | 18 | 1 | | |
| | 8 | 51 | 1.61- 1.80 | 21 | 4 | 4 | 4 | 1 | 4 | 11 | 1 | 1 | | |
| | 9 | 3 | 1.81- 2.00 | | 1 | 2 | | | | | | | | |

a Rate and time cannot be stated, as they worked by the day and piece combined.

b Rate and time cannot be stated, as they worked by the piece.

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Number of employ-ees. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|--|------------------|-----------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|-----|--|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | |
| Helpers (in 9 roads)—concluded. | 10 | 1 | \$2.01-\$2.20 | 1 | | | | | | | | | | |
| | 11 | 2 | 2.21- 2.40 | | 1 | | | | | 1 | | | | |
| | 12 | 1 | 2.41- 2.60 | | | 1 | | | | | | | | |
| | | 420 | | | 99 | 46 | 57 | 42 | 36 | 22 | 61 | 53 | 4 | |
| | | 3 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | |
| | 423 | | | | | | | | | | | | | |
| Helpers, electric signals (in 1 road). | 1 | 2 | 1.41- 1.60 | 1 | | | 1 | | | | | | | |
| | 2 | 3 | 1.61- 1.80 | | | | 1 | | | 1 | 1 | | | |
| | 3 | 2 | 2.01- 2.20 | | 1 | | | | | | 1 | | | |
| | | 7 | | | 1 | 1 | | 2 | | | 1 | 2 | | |
| Helpers, shop (in 4 roads). | 1 | 1 | .41- .60 | | 1 | | | | | | | | | |
| | 2 | 6 | .61- .80 | 1 | | | 4 | 1 | | | | | | |
| | 3 | 6 | .81- 1.00 | 4 | 1 | | | | | 1 | | | | |
| | 4 | 30 | 1.01- 1.20 | 2 | 5 | 4 | 5 | 4 | | 9 | 1 | | | |
| | 5 | 24 | 1.21- 1.40 | 7 | 1 | 2 | | | 2 | 10 | 2 | | | |
| | 6 | 6 | 1.41- 1.60 | 4 | | | | | | 1 | 1 | | | |
| | | 73 | | | 18 | 8 | 6 | 9 | 5 | 2 | 21 | 4 | | |
| Helpers, station (in 1 road). | 1 | 2 | 1.40- 1.60 | | 1 | | | | | | 1 | | | |
| | | 2 | | | | 1 | | | | | 1 | | | |
| Helpers, yard (in 2 roads). | 1 | 2 | .81- 1.00 | 1 | | 1 | | | | | | | | |
| | 2 | 10 | 1.81- 2.00 | 8 | 2 | | | | | | | | | |
| | 3 | 27 | 2.41- 2.60 | 4 | 11 | 12 | | | | | | | | |
| | 4 | 26 | 2.61- 2.80 | 14 | 8 | 4 | | | | | | | | |
| | | 65 | | | 27 | 21 | 17 | | | | | | | |
| Hod carriers (in 1 road).... | 1 | 1 | 1.21- 1.40 | | | 1 | | | | | | | | |
| | 2 | 2 | 1.61- 1.80 | | | 1 | | | | | 1 | | | |
| | 3 | 8 | 2.21- 2.40 | 4 | 4 | | | | | | | | | |
| | 4 | 4 | 2.41- 2.60 | | | 1 | 1 | | 2 | | | | | |
| | | 15 | | | 4 | 4 | 3 | 1 | | 2 | 1 | | | |
| Hoisters and wharf hands (in 1 road). | 1 | 2 | 1.41- 1.60 | 1 | | 1 | | | | | | | | |
| | 2 | 1 | 2.61- 2.80 | | | | | 1 | | | | | | |
| | | 3 | | | 1 | | 1 | | 1 | | | | | |
| Holders-on (in 1 road) | 1 | 11 | 1.41- 1.60 | | 1 | 1 | 2 | 1 | | 4 | 2 | | | |
| | | 11 | | | | 1 | 1 | 2 | 1 | 4 | 2 | | | |
| Holder-on, boiler shop (in 1 road). | 1 | 1 | 2.01- 2.20 | | | | | 1 | | | | | | |
| | | 1 | | | | | | 1 | | | | | | |
| Hookers-up (in 1 road).... | 1 | 4 | 1.21- 1.40 | 1 | | 1 | | | 2 | | | | | |
| | | 4 | | 1 | | 1 | | | 2 | | | | | |
| | 2 | 16 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | | |
| | | 20 | | | | | | | | | | | | |
| Hookmen (in 1 road) | 1 | 1 | 1.41- 1.60 | | | | | | | | | 1 | | |
| | 2 | 1 | 1.61- 1.80 | | | | | 1 | | | | | | |
| | | 2 | | | | | | 1 | | | | 1 | | |

a Rate and time cannot be stated, as they worked by the day and piece combined.

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|---------------------|----|
| 100 dolls. and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 doll | 401 to 500 doll | 501 to 600 doll | 601 to 700 doll | 701 to 800 doll | 801 to 900 doll | 901 to 1000 doll | 1001 to 1100 doll | 1101 to 1200 doll | 1201 to 1300 doll | 1301 to 1400 doll | 1401 to 1500 doll | 1501 to 1600 doll | 1601 to 1700 doll | 1701 to 1800 doll | 1801 to 1900 doll | 1901 to 2000 doll | 2001 and over | |
| 1 | | | | | | | | | | | | | | | | | | | | | 10 |
| 1 | | | | | 1 | | | | | | | | | | | | | | | | 11 |
| | 1 | | | | | | | | | | | | | | | | | | | | 12 |
| 184 | 71 | 45 | 33 | 81 | 5 | 1 | | | | | | | | | | | | | | | |
| | 2 | | 1 | | | | | | | | | | | | | | | | | | |
| 184 | 73 | 45 | 34 | 81 | 5 | 1 | | | | | | | | | | | | | | | |
| 1 | 1 | | | | | | | | | | | | | | | | | | | | 1 |
| | | 1 | | 1 | 1 | | | | | | | | | | | | | | | | 2 |
| | 1 | | | | | 1 | | | | | | | | | | | | | | | 3 |
| 1 | 2 | 1 | | 1 | 1 | 1 | | | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| 3 | 3 | | | | | | | | | | | | | | | | | | | | 2 |
| 5 | | | 1 | | | | | | | | | | | | | | | | | | 3 |
| 10 | 8 | 2 | 9 | 1 | | | | | | | | | | | | | | | | | 4 |
| 8 | 2 | 1 | 12 | 1 | 1 | | | | | | | | | | | | | | | | 5 |
| 4 | | | | 2 | | | | | | | | | | | | | | | | | 6 |
| 31 | 13 | 3 | 22 | 4 | | | | | | | | | | | | | | | | | |
| 1 | | | | 1 | | | | | | | | | | | | | | | | | 1 |
| 1 | | | | 1 | | | | | | | | | | | | | | | | | |
| 2 | | | | | | | | | | | | | | | | | | | | | 1 |
| 10 | | | | | | | | | | | | | | | | | | | | | 2 |
| 7 | 19 | 1 | | | | | | | | | | | | | | | | | | | 3 |
| 18 | 7 | 1 | | | | | | | | | | | | | | | | | | | 4 |
| 37 | 26 | 2 | | | | | | | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| 7 | 1 | | | 1 | | | | | | | | | | | | | | | | | 2 |
| | 1 | 1 | | | | | | | | | | | | | | | | | | | 3 |
| | | | | | 2 | | | | | | | | | | | | | | | | 4 |
| 8 | 3 | 1 | | 1 | 2 | | | | | | | | | | | | | | | | |
| 1 | 1 | | | | | | | | | | | | | | | | | | | | 1 |
| | | | | 1 | | | | | | | | | | | | | | | | | 2 |
| 1 | 1 | | | 1 | | | | | | | | | | | | | | | | | |
| 1 | 2 | 2 | 1 | 5 | | | | | | | | | | | | | | | | | 1 |
| 1 | 2 | 2 | 1 | 5 | | | | | | | | | | | | | | | | | |
| | | | 1 | | | | | | | | | | | | | | | | | | 1 |
| | | | 1 | | | | | | | | | | | | | | | | | | |
| 1 | 1 | 2 | | | | | | | | | | | | | | | | | | | 1 |
| 1 | 1 | 2 | | | | | | | | | | | | | | | | | | | |
| 6 | 1 | 5 | | 1 | | 1 | | 1 | 1 | | | | | | | | | | | | |
| 7 | 2 | 7 | | 1 | | 1 | | 1 | 1 | | | | | | | | | | | | |
| | | | | 1 | | | | | | | | | | | | | | | | | 1 |
| | | 1 | | | | | | | | | | | | | | | | | | | 2 |
| | | 1 | | 1 | | | | | | | | | | | | | | | | | |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Num-ber of em-ploy-és. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | |
|------------------------------------|------------------|------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|--|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | |
| Hose couplers (in 1 road).. | 1 | 5 | \$1.41-\$1.60 | ..... | 1 | ..... | 1 | ..... | 1 | ..... | 2 | ..... |  |
| | | 5 | ..... | ..... | 1 | ..... | 1 | ..... | 1 | ..... | 2 | ..... |  |
| Hose menders (in 1 read).. | 1 | 2 | 1.21- 1.40 | ..... | ..... | ..... | ..... | 1 | ..... | ..... | 1 | ..... |  |
| | | 2 | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | 1 | ..... |  |
| Hospital force (in 1 road).. | 1 | 1 | .21- .40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | |
| | 2 | 12 | .41- .60 | ..... | 2 | ..... | 1 | 2 | 2 | ..... | ..... | 5 | |
| | 3 | 6 | .61- .80 | ..... | 1 | ..... | ..... | ..... | ..... | 1 | 1 | 2 | |
| | 4 | 2 | .81- 1.00 | ..... | ..... | ..... | 1 | ..... | 1 | ..... | ..... | ..... |  |
| | 5 | 1 | 1.01- 1.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | |
| | 6 | 2 | 1.21- 1.40 | ..... | 1 | ..... | 1 | ..... | ..... | ..... | ..... | ..... |  |
| | 7 | 1 | 2.41- 2.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | |
| | 8 | 1 | 5.61- 5.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | |
| | | a26 | ..... | 4 | ..... | 1 | 3 | 2 | 4 | 1 | 11 | ..... |  |
| Hostlers (in 26 roads) | 1 | 6 | .81- 1.00 | 4 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 2 | 44 | 1.01- 1.20 | 10 | 4 | 2 | 4 | 3 | 4 | 1 | 12 | 4 | |
| | 3 | 143 | 1.21- 1.40 | 22 | 9 | 23 | 11 | 5 | 4 | 8 | 36 | 25 | |
| | 4 | 190 | 1.41- 1.60 | 40 | 22 | 13 | 11 | 7 | 6 | 12 | 58 | 21 | |
| | 5 | 150 | 1.61- 1.80 | 30 | 11 | 15 | 2 | 11 | 9 | 10 | 48 | 14 | |
| | 6 | 84 | 1.81- 2.00 | 16 | 7 | 11 | 11 | 6 | 3 | 2 | 22 | 6 | |
| | 7 | 67 | 2.01- 2.20 | 17 | 9 | 16 | 7 | 2 | 4 | 2 | 8 | 2 | |
| | 8 | 96 | 2.21- 2.40 | 15 | 15 | 22 | 22 | 6 | 8 | 2 | 5 | 1 | |
| | 9 | 46 | 2.41- 2.60 | 16 | 4 | 11 | 5 | 2 | 2 | 3 | 3 | ..... |  |
| | 10 | 2 | 2.61- 2.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 | |
| | 11 | 1 | 3.21- 3.40 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | | 829 | ..... | 171 | 83 | 113 | 73 | 42 | 40 | 40 | 194 | 73 | |
| | | 16 | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | |
| | | 845 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Hostlers' helpers (in 4 roads). | 1 | 1 | .81- 1.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | |
| | 2 | 15 | 1.01- 1.20 | 2 | 1 | 2 | ..... | ..... | 2 | ..... | 5 | 3 | |
| | 3 | 56 | 1.21- 1.40 | 12 | 1 | 6 | 4 | 4 | 4 | 3 | 18 | 4 | |
| | 4 | 26 | 1.41- 1.60 | 8 | 3 | 3 | 3 | 2 | ..... | ..... | 7 | ..... |  |
| | 5 | 2 | 1.61- 1.80 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | 1 | ..... |  |
| | | 100 | ..... | 22 | 5 | 11 | 8 | 6 | 6 | 3 | 32 | 7 | |
| | | 3 | (c) | (c) | (c) | (c) | (c) | (c) | (c) | (c) | (c) | (c) | |
| | | 103 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Hostlers and firemen (in 3 roads). | 1 | 1 | 1.41- 1.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | |
| | 2 | 4 | 1.81- 2.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 | |
| | 3 | 3 | 2.21- 2.40 | ..... | ..... | ..... | 1 | 1 | ..... | 1 | ..... | ..... |  |
| | | 8 | ..... | ..... | ..... | ..... | 1 | 1 | ..... | 1 | 2 | 3 | |
| | 7 | (d) | (d) | (d) | (d) | (d) | (d) | (d) | (d) | (d) | (d) | (d) | |
| | 15 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Ice tender (in 1 road)..... | 1 | 1 | 1.21- 1.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | |
| | | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | |

a Consisting of 1 stationary engineer, 2 laborers, 3 ambulance drivers, 5 nurses, 2 dining room helpers, 1 supervisor, 2 laundresses, 2 druggists, 5 surgeons, 2 moppers, 1 seamstress.
 b Rate and time cannot be stated, as they worked by the piece, mile, trip, etc.
 c Rate and time cannot be stated, as they worked by the mile.
 d Rate and time cannot be stated, as they worked by the mile, trip, etc.

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | | |
|---|---------------------------|---------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|-----------------------------|---|----|
| 100 dols. and under | 101 to 200 dols. | 201 to 300 dols. | 301 to 400 doll | 401 to 500 doll | 501 to 600 doll | 601 to 700 doll | 701 to 800 doll | 801 to 900 doll | 901 to 1000 doll | 1001 to 1100 doll | 1101 to 1200 doll | 1201 to 1300 doll | 1301 to 1400 doll | 1401 to 1500 doll | 1501 to 1600 doll | 1601 to 1700 doll | 1701 to 1800 doll | 1801 to 1900 doll | 1901 to 2000 doll | 2001 doll and over | | |
| 1 | 1 | | 1 | 1 | 1 | | | | | | | | | | | | | | | | 1 | |
| 1 | 1 | | 1 | 1 | 1 | | | | | | | | | | | | | | | | | |
| | | 1 | | 1 | | | | | | | | | | | | | | | | | | 1 |
| | | 1 | | 1 | | | | | | | | | | | | | | | | | | |
| 5 | 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| 7 | 7 | | | | | | | | | | | | | | | | | | | | | 2 |
| 2 | 2 | 2 | | | | | | | | | | | | | | | | | | | | 3 |
| | 1 | 1 | | | | | | | | | | | | | | | | | | | | 4 |
| | | | | 1 | | | | | | | | | | | | | | | | | | 5 |
| 1 | 1 | | | | | | | | | | | | | | | | | | | | | 6 |
| | | | | | | | | 1 | | | | | | | | | | | | | | 7 |
| | | | | | | | | | | | | | | | | | | | 1 | | | 8 |
| 8 | 12 | 3 | | 1 | | | | 1 | | | | | | | | | | | | 1 | | |
| 6 | | | | | | | | | | | | | | | | | | | | | | 1 |
| 15 | 7 | 5 | 8 | 8 | 1 | | | | | | | | | | | | | | | | | 2 |
| 46 | 18 | 9 | 10 | 44 | 16 | | | | | | | | | | | | | | | | | 3 |
| 65 | 19 | 9 | 13 | 19 | 58 | 7 | | | | | | | | | | | | | | | | 4 |
| 45 | 12 | 8 | 9 | 11 | 25 | 35 | 5 | | | | | | | | | | | | | | | 5 |
| 23 | 12 | 9 | 8 | 2 | 3 | 16 | 11 | | | | | | | | | | | | | | | 6 |
| 24 | 18 | 6 | 2 | 3 | 3 | 4 | 5 | | 2 | | | | | | | | | | | | | 7 |
| 29 | 19 | 14 | 16 | 3 | 7 | 3 | 2 | 3 | | | | | | | | | | | | | | 8 |
| 20 | 8 | 3 | 5 | 2 | 2 | 3 | 1 | 2 | | | | | | | | | | | | | | 9 |
| | | | | | | | | | 2 | | | | | | | | | | | | | 10 |
| 1 | | | | | | | | | | 2 | | | | | | | | | | | | 11 |
| 274 | 113 | 63 | 71 | 92 | 115 | 68 | 24 | 5 | 4 | | | | | | | | | | | | | |
| 6 | 2 | 2 | 3 | 1 | 1 | 1 | | | | | | | | | | | | | | | | |
| 280 | 115 | 65 | 74 | 93 | 116 | 69 | 24 | 5 | 4 | | | | | | | | | | | | | |
| | | | 1 | | | | | | | | | | | | | | | | | | | 1 |
| 5 | | 2 | 4 | 4 | | | | | | | | | | | | | | | | | | 2 |
| 17 | 7 | 7 | 3 | 21 | 1 | | | | | | | | | | | | | | | | | 3 |
| 12 | 2 | 5 | | 3 | 4 | | | | | | | | | | | | | | | | | 4 |
| | 1 | | | | 1 | | | | | | | | | | | | | | | | | 5 |
| 34 | 10 | 14 | 8 | 28 | 6 | | | | | | | | | | | | | | | | | |
| | 1 | | 1 | 1 | | | | | | | | | | | | | | | | | | |
| 34 | 11 | 14 | 9 | 29 | 6 | | | | | | | | | | | | | | | | | |
| | | | | | 1 | | | | | | | | | | | | | | | | | 1 |
| | | | | | | 4 | | | | | | | | | | | | | | | | 2 |
| | | | | | | | 1 | | | | | | | | | | | | | | | 3 |
| | | | | | | | | 1 | | | | | | | | | | | | | | |
| 1 | 1 | | 2 | 1 | 2 | 1 | 4 | | | | | | | | | | | | | | | |
| 1 | 1 | | 4 | 1 | 3 | 1 | 4 | | | | | | | | | | | | | | | |
| | | | | 1 | | | | | | | | | | | | | | | | | | |
| | | | | 1 | | | | | | | | | | | | | | | | | | 1 |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Number of employ-ees. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | |
|-----------------------------------|------------------|-----------------------|--|--|---------------|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|---|
| | | | | 25 days and under | 26 to 50 days | 51 to 100 days | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | |
| Indicators (in 1 road) | 1 | 14 | \$0.81-\$1.00 | 1 | 1 | | | | 2 | 2 | 1 | 6 | |
| | 2 | 13 | 1.01- 1.20 | | | | 1 | 2 | | | | 10 | |
| | 3 | 1 | 1.21- 1.40 | | | | 1 | | | | | | |
| | | 28 | | 1 | 1 | | 3 | 4 | 2 | 1 | 16 | | |
| Inspectors (in 14 roads) ... | 1 | 1 | .81- 1.00 | | | 1 | | | | | | | |
| | 2 | 1 | 1.01- 1.20 | | | | | | | | | | |
| | 3 | 24 | 1.21- 1.40 | | 1 | | | 6 | | 5 | 4 | 6 | |
| | 4 | 18 | 1.41- 1.60 | 2 | | 3 | | 2 | 1 | | 8 | 2 | |
| | 5 | 36 | 1.61- 1.80 | 5 | | 3 | 7 | 7 | 2 | 2 | 10 | | |
| | 6 | 24 | 1.81- 2.00 | 4 | | 3 | 1 | 1 | 1 | 1 | 13 | | |
| | 7 | 4 | 2.01- 2.20 | | 1 | | | 2 | | | 1 | | |
| | 8 | 2 | 2.21- 2.40 | | | | | | | | 2 | | |
| | 9 | 5 | 2.41- 2.60 | 1 | 1 | | | | | | 3 | | |
| | 10 | 3 | 2.61- 2.80 | 1 | 1 | | | | | | 1 | | |
| | 11 | 1 | 2.81- 3.00 | | | | | | | | 1 | | |
| | 12 | 3 | 3.21- 3.40 | | | 2 | | | | | 1 | | |
| | | 122 | | 13 | 4 | 15 | 8 | 18 | 4 | 8 | 44 | 8 | |
| Inspector, air brake (in 1 road). | 1 | 1 | 2.41- 2.60 | 1 | | | | | | | | | |
| | | 1 | | 1 | | | | | | | | | |
| Inspector, air hose (in 1 road). | 1 | 1 | 1.41- 1.60 | | | | | | | | | | 1 |
| | | 1 | | | | | | | | | | | 1 |
| Inspectors, ash pan (in 1 road). | 1 | 2 | 1.21- 1.40 | | 1 | | 1 | | | | | | |
| | | 2 | | | 1 | | 1 | | | | | | |
| Inspectors, axle (in 1 road). | 1 | 1 | 1.61- 1.80 | | | 1 | | | | | | | |
| | 2 | 1 | 1.81- 2.00 | 1 | | | | | | | | | |
| | | 2 | | 1 | | 1 | | | | | | | |
| Inspectors, ballast (in 1 road). | 1 | 1 | 1.01- 1.20 | 1 | | | | | | | | | |
| | 2 | 1 | 1.41- 1.60 | 1 | | | | | | | | | |
| | 3 | 2 | 1.61- 1.80 | 1 | | 1 | | | | | | | |
| | | 4 | | 3 | | 1 | | | | | | | |
| Inspectors, boiler (in 2 roads). | 1 | 1 | 1.21- 1.40 | | 1 | | | | | | | | |
| | 2 | 1 | 1.41- 1.60 | | | 1 | | | | | | | |
| | 3 | 1 | 2.61- 2.80 | | | | | | | 1 | | | |
| | | 3 | | | 1 | 1 | | | | | 1 | | |
| Inspector, brake (in 1 road). | 1 | 1 | 1.81- 2.00 | | | | | 1 | | | | | |
| | | 1 | | | | | | 1 | | | | | |
| Inspectors, bridge (in 9 roads). | 1 | 1 | 1.61- 1.80 | | | | | | | | | 1 | |
| | 2 | 4 | 1.81- 2.00 | | 1 | | | | | | | 3 | |
| | 3 | 5 | 2.21- 2.40 | | | | | | | | | 5 | |
| | 4 | 2 | 2.41- 2.60 | | | | | | | | | 1 | |
| | 5 | 2 | 2.61- 2.80 | | | | | | | | 1 | 1 | |
| | 6 | 4 | 2.81- 3.00 | | | 1 | | | | | | 2 | |
| | 7 | 1 | 3.01- 3.20 | | | | | | 2 | 1 | | | |
| | 8 | 2 | 3.61- 3.80 | | | | | | | | | 1 | |
| | 9 | 1 | 4.01- 4.20 | | | | | | | | 1 | | 2 |
| | | 22 | | | 1 | 1 | | | 2 | 3 | 13 | 2 | |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 163, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Number of employ- és. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | |
|---|------------------|--------------------------|---|--|-------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|-----------------------------|---|--|--|--|--|--|--|---|----|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | | | | | | | | |
| Inspector, building (in 1 road). | 1 | 1 | \$2.61-\$2.80 | | | | | | | | | | | | | | | | | 1 | |
| | | 1 | | | | | | | | | | | | | | | | | | | 1 |
| Inspectors, car (in 34 roads). | 1 | 2 | .21- .40 | | | | 1 | | 1 | | | | | | | | | | | | |
| | 2 | 3 | .41- .60 | | | | | | 2 | | | | | | | | | | | | 1 |
| | 3 | 5 | .61- .80 | | | | | | | | | | | | | | | | | | 5 |
| | 4 | 11 | .81- 1.00 | 1 | 1 | 2 | 1 | 1 | 3 | | | | | | | | | | | | |
| | 5 | 62 | 1.01- 1.20 | 4 | 5 | 6 | 10 | 2 | 5 | | | | | | | | | | | | 13 |
| | 6 | 302 | 1.21- 1.40 | 37 | 24 | 36 | 30 | 24 | 19 | 16 | 102 | 14 | | | | | | | | | |
| | 7 | 447 | 1.41- 1.60 | 30 | 16 | 38 | 42 | 32 | 33 | 37 | 169 | 50 | | | | | | | | | |
| | 8 | 240 | 1.61- 1.80 | 16 | 10 | 23 | 17 | 13 | 14 | 11 | 101 | 35 | | | | | | | | | |
| | 9 | 184 | 1.81- 2.00 | 10 | 9 | 22 | 8 | 10 | 12 | 10 | 87 | 16 | | | | | | | | | |
| | 10 | 39 | 2.01- 2.20 | 1 | 1 | 2 | 1 | 4 | 2 | | 24 | 4 | | | | | | | | | |
| | 11 | 23 | 2.21- 2.40 | 2 | | 1 | | | | 3 | 13 | 4 | | | | | | | | | |
| | 12 | 22 | 2.41- 2.60 | 1 | 1 | 4 | 1 | 1 | | 1 | 12 | 1 | | | | | | | | | |
| | 13 | 6 | 2.61- 2.80 | | | | | 1 | | | 5 | | | | | | | | | | |
| | 14 | 7 | 2.81- 3.00 | | | 2 | 2 | 2 | | 1 | | | | | | | | | | | |
| | 15 | 6 | 3.21- 3.40 | | | 2 | | 3 | 1 | | | | | | | | | | | | |
| | | 1,359 | | 102 | 71 | 136 | 116 | 91 | 90 | 78 | 533 | 142 | | | | | | | | | |
| | | 3 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | | | | | | | | | |
| | | 1,362 | | | | | | | | | | | | | | | | | | | |
| Inspectors', car, helpers (in 3 roads). | 1 | 15 | 1.01- 1.20 | | 2 | 6 | 1 | 1 | 1 | 3 | 1 | | | | | | | | | | |
| | 2 | 22 | 1.21- 1.40 | 6 | | 5 | 3 | 3 | | | 5 | | | | | | | | | | |
| | 3 | 1 | 1.61- 1.80 | | | | | 1 | | | | | | | | | | | | | |
| | | 38 | | 6 | 2 | 11 | 4 | 5 | 1 | 3 | 6 | | | | | | | | | | |
| Inspectors, car works (in 2 roads). | 1 | 14 | 1.21- 1.40 | | | 3 | | | | | 7 | 4 | | | | | | | | | |
| | 2 | 25 | 1.41- 1.60 | 1 | | 1 | | 1 | | 4 | 18 | | | | | | | | | | |
| | 3 | 38 | 1.61- 1.80 | 3 | | 1 | 6 | 1 | | 7 | 20 | | | | | | | | | | |
| | 4 | 11 | 1.81- 2.00 | | | 1 | | | | 1 | 9 | | | | | | | | | | |
| | 5 | 11 | 2.01- 2.20 | | | | | | | 2 | 9 | | | | | | | | | | |
| | 6 | 3 | 2.41- 2.60 | | | | | | | 1 | 1 | 1 | | | | | | | | | |
| | 7 | 1 | 2.61- 2.80 | | | | | | | | 1 | | | | | | | | | | |
| | 103 | | 4 | | 6 | 6 | 2 | | 15 | 65 | 5 | | | | | | | | | | |
| Inspectors, cargo (in 1 road). | 1 | 1 | 1.21- 1.40 | | | | | | | | 1 | | | | | | | | | | |
| | 2 | 3 | 1.41- 1.60 | | | | | | | | 3 | | | | | | | | | | |
| | | 4 | | | | | | | | | | 4 | | | | | | | | | |
| | | | | | | | | | | | | | 4 | | | | | | | | |
| Inspectors, coal (in 1 road). | 1 | 1 | 1.01- 1.20 | 1 | | | | | | | | | | | | | | | | | |
| | 2 | 3 | 1.41- 1.60 | | | | 1 | | 1 | | 1 | | | | | | | | | | |
| | 3 | 1 | 1.61- 1.80 | | | | | | | | 1 | | | | | | | | | | |
| | | 5 | | 1 | | | 1 | | 1 | | 2 | | | | | | | | | | |
| Inspector, dock (in 1 road). | 1 | 1 | 1.41- 1.60 | | | | 1 | | | | | | | | | | | | | | |
| Inspector, dredging (in 1 road). | 1 | 1 | 2.41- 2.60 | | | 1 | | | | | | | | | | | | | | | |
| | | 1 | | | | 1 | | | | | | | | | | | | | | | |
| Inspectors, engine (in 6 roads). | 1 | 3 | 1.01- 1.20 | | 1 | | | | | | 2 | | | | | | | | | | |
| | 2 | 3 | 1.21- 1.40 | | | | | | | | | | | | | | | | | | |
| | 3 | 9 | 1.41- 1.60 | | | 1 | | | | 2 | | | | | | | | | | 1 | |
| | 4 | 3 | 1.61- 1.80 | | | | | | | 1 | 3 | 2 | | | | | | | | 2 | |
| | 5 | 11 | 1.81- 2.00 | | 2 | 1 | | | | | 1 | 3 | 1 | | | | | | | 1 | |
| | 6 | 1 | 2.01- 2.20 | | | | | | | | | 1 | | | | | | | | | |

a Rate and time cannot be stated, as they worked by the day and piece combined.

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[Forexplanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|----------------------------|---------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|-----------------------------|----|
| 100 dolls. and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 doll. | 401 to 500 doll | 501 to 600 doll | 601 to 700 doll | 701 to 800 doll | 801 to 900 doll | 901 to 1000 doll | 1001 to 1100 doll | 1101 to 1200 doll | 1201 to 1300 doll | 1301 to 1400 doll | 1401 to 1500 doll | 1501 to 1600 doll | 1601 to 1700 doll | 1701 to 1800 doll | 1801 to 1900 doll | 1901 to 2000 doll | 2001 doll and over | |
| | | | | | | | | | 1 | | | | | | | | | | | 1 | |
| | | | | | | | | | 1 | | | | | | | | | | | | |
| 2 | | | | | | | | | | | | | | | | | | | | | 1 |
| 2 | 1 | | | | | | | | | | | | | | | | | | | | 2 |
| 4 | 4 | 5 | | | | | | | | | | | | | | | | | | | 3 |
| 12 | 14 | 6 | 2 | | | | | | | | | | | | | | | | | | 4 |
| 77 | 50 | 34 | 27 | 16 | 8 | | | | | | | | | | | | | | | | 5 |
| 57 | 56 | 42 | 42 | 81 | 144 | 21 | 4 | | | | | | | | | | | | | | 6 |
| 27 | 29 | 18 | 13 | 16 | 78 | 48 | 8 | 3 | | | | | | | | | | | | | 7 |
| 19 | 22 | 10 | 12 | 10 | 19 | 50 | 40 | 2 | | | | | | | | | | | | | 8 |
| 2 | 2 | 1 | 4 | 1 | 1 | 7 | 18 | 2 | 1 | | | | | | | | | | | | 9 |
| 2 | 1 | 1 | | | | 5 | 7 | 6 | 1 | 1 | | | | | | | | | | | 10 |
| 1 | 4 | 1 | 1 | 1 | | 3 | 7 | 4 | 3 | 7 | | | | | | | | | | | 11 |
| 1 | | 1 | | 1 | | | | 2 | 3 | | | | | | | | | | | | 12 |
| 2 | | | 2 | 2 | | | | | | | | | | | | | | | | | 13 |
| 2 | | | 2 | 2 | | | | | | | | | | | | | | | | | 14 |
| | | | | | | | | | | | | | | | | | | | | | 15 |
| 208 | 184 | 120 | 111 | 220 | 273 | 131 | 80 | 22 | 9 | 1 | | | | | | | | | | | |
| 2 | | | | | | 1 | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| 210 | 184 | 120 | 111 | 220 | 273 | 132 | 80 | 22 | 9 | 1 | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| 6 | 4 | 1 | 4 | | | | | | | | | | | | | | | | | | 1 |
| 7 | 8 | 2 | 1 | 4 | | | | | | | | | | | | | | | | | 2 |
| | | 1 | | | | | | | | | | | | | | | | | | | 3 |
| | | | 4 | 5 | 4 | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| | 3 | | | | 11 | | | | | | | | | | | | | | | | 1 |
| 2 | | 1 | 1 | 8 | 13 | | | | | | | | | | | | | | | | 2 |
| 3 | 5 | 2 | 1 | 3 | 17 | 7 | | | | | | | | | | | | | | | 3 |
| | 1 | | | | 2 | 6 | 2 | | | | | | | | | | | | | | 4 |
| | | | | | | 6 | 5 | | | | | | | | | | | | | | 5 |
| | | | | | | | 1 | 1 | 1 | | | | | | | | | | | | 6 |
| | | | | | | | | 1 | | | | | | | | | | | | | 7 |
| 5 | 9 | 3 | 2 | 11 | 43 | 19 | 8 | 2 | 1 | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| | | | | 1 | | | | | | | | | | | | | | | | | 1 |
| | | | | | 3 | | | | | | | | | | | | | | | | 2 |
| | | | | | | 1 | | | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| | 1 | | | 1 | | 1 | | | | | | | | | | | | | | | 2 |
| | | | | | | | | | | | | | | | | | | | | | 3 |
| 1 | 1 | | | 1 | | 2 | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| | 1 | | | | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| 1 | | | 2 | | | | | | | | | | | | | | | | | | 1 |
| | | 1 | | | | | | | | | | | | | | | | | | | 2 |
| | | | 1 | | | | | | | | | | | | | | | | | | 3 |
| 1 | 1 | | | | 3 | | | | | | | | | | | | | | | | 4 |
| 2 | 1 | | | | | 1 | | | | | | | | | | | | | | | 5 |
| | | | | | | | 1 | 3 | | | | | | | | | | | | | 6 |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Number of employ- és. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | |
|--|------------------|--------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|-----|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | |
| Inspectors, engine (in 6 roads)—concluded. | 7 | 2 | \$2.21-\$2.40 | 1 | | | | | | | | | 1 |
| | 8 | 2 | 2.41- 2.60 | | | | | | | | | 2 | |
| | 9 | 1 | 2.61- 2.80 | | | | | | | | 1 | | |
| | 10 | 1 | 3.21- 3.40 | | | | | | | | | 1 | |
| | | 36 | | 1 | 4 | 2 | | | | 3 | 7 | 10 | 9 |
| Inspectors, freight (in 3 roads). | 1 | 3 | 1.41- 1.60 | | | 1 | | 1 | | | | | 1 |
| | 2 | 4 | 1.61- 1.80 | | | | 1 | | | | | | 1 |
| | 3 | 1 | 1.81- 2.00 | | | | | | | | | | 1 |
| | | 8 | | | | 1 | 1 | 1 | | | | | 4 | 1 |
| Inspectors' helpers (in 1 road). | 1 | 3 | .81- 1.00 | 1 | 1 | | | | | | | | 1 |
| | 2 | 1 | 1.21- 1.40 | | 1 | | | | | | | | |
| | | 4 | | 1 | 2 | | | | | | | | 1 |
| Inspector, iron (in 1 road). | 1 | 1 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) |
| | 1 | | | | | | | | | | | | |
| Inspectors, joint (in 2 roads). | 1 | 1 | 1.01- 1.20 | | | | | | | | | | 1 |
| | 2 | 1 | 2.21- 2.40 | | 1 | | | | | | | | |
| | | 2 | | | 1 | | | | | | | | 1 |
| Inspector, lightning rod (in 1 road). | 1 | 1 | 2.41- 2.60 | | | | | | | | | | 1 |
| | 1 | | | | | | | | | | | | 1 |
| Inspectors, lumber (in 6 roads). | 1 | 1 | 1.41- 1.60 | | | | | | | | | 1 | |
| | 2 | 1 | 1.61- 1.80 | | | | | | | | | | 1 |
| | 3 | 5 | 1.81- 2.00 | | 1 | | 1 | 1 | | | 1 | 1 | |
| | 4 | 1 | 2.01- 2.20 | | | | 1 | | | | | | |
| | 5 | 1 | 2.41- 2.60 | | | | | | | | 1 | | |
| | 6 | 2 | 2.61- 2.80 | | | | | | | | | | 2 |
| | 7 | 1 | 2.81- 3.00 | | | | | | | | | | 1 |
| | 12 | | | | 1 | | 2 | 1 | | | 3 | 3 | 2 |
| Inspectors, masonry (in 3 roads). | 1 | 1 | 1.41- 1.60 | | | | 1 | | | | | | |
| | 2 | 1 | 1.61- 1.80 | | | | | 1 | | | | | |
| | 3 | 1 | 2.21- 2.40 | | 1 | | | | | | | | |
| | 4 | 2 | 2.41- 2.60 | | | 1 | | | 1 | | | | |
| | 5 | 2 | 2.61- 2.80 | | | 1 | 1 | | | | | | |
| | 6 | 1 | 2.81- 3.00 | | | | | 1 | | | | | |
| | 8 | | | 1 | 2 | 2 | 2 | 1 | | | | | |
| Inspector, material (in 1 road). | 1 | 1 | 1.61- 1.80 | | | 1 | | | | | | | |
| | 1 | | | | 1 | | | | | | | | |
| Inspector, netting (in 1 road). | 1 | 1 | 1.81- 2.00 | | | | | | | | | | 1 |
| | 1 | | | | | | | | | | | | 1 |
| Inspectors, oil (in 1 road). | 1 | 1 | 1.81- 2.00 | | | | | | | | | | 1 |
| | 2 | 1 | 2.01- 2.20 | | | 1 | | | | | | | |
| | | 2 | | | | 1 | | | | | | | 1 |

a Rate and time cannot be stated, as he worked by the day and piece combined.

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Number of employ-és. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|---|------------------|----------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|---|---|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | |
| Inspectors, passenger car (in 2 roads). | 1 | 2 | \$1.21-1.40 | 1 | | | | | | | | | | 1 |
| | 2 | 4 | 1.41-1.60 | | | | | | | | | | | 2 |
| | 3 | 3 | 1.61-1.80 | | | | | | | | | | | 2 |
| | 4 | 1 | 1.81-2.00 | | | | | | | | | | | 1 |
| | 5 | 1 | 2.01-2.20 | | | | | | | | | | | 1 |
| | 11 | | | 1 | | | | | | | | | 5 | 5 |
| Inspectors, pump (in 1 road). | 1 | 2 | 1.41-1.60 | 1 | 1 | | | | | | | | | |
| | | 2 | | 1 | 1 | | | | | | | | | |
| Inspectors, rail (in 2 roads). | 1 | 1 | 1.81-2.00 | | | 1 | | | | | | | | |
| | 2 | 4 | 3.21-3.40 | | 1 | 1 | 2 | | | | | | | |
| | | 5 | | | 1 | 2 | 2 | | | | | | | |
| Inspector, rod (in 1 road). | 1 | 1 | 1.61-1.80 | | | 1 | | | | | | | | |
| | | 1 | | | | 1 | | | | | | | | |
| Inspectors, scale (in 2 roads). | 1 | 1 | 1.41-1.60 | | 1 | | | | | | | | | |
| | 2 | 1 | 1.81-2.00 | | | 1 | | | | | | | | |
| | 3 | 1 | 2.21-2.40 | | 1 | | | | | | | | | |
| | 4 | 1 | 2.81-3.00 | | | | | 1 | | | | | | |
| | 5 | 1 | 3.41-3.60 | | | | | | | | | | 1 | |
| | 5 | | | 1 | 1 | 1 | | 1 | | | | | 1 | |
| Inspectors, seal (in 2 roads). | 1 | 1 | 1.41-1.60 | | | | | | | | | | | 1 |
| | 2 | 4 | 1.61-1.80 | | | | | | | | | | | 4 |
| | | 5 | | | | | | | | | | | | 5 |
| Inspectors, shop (in 1 road) | 1 | 6 | 1.41-1.60 | | 1 | | | | | | | | | 5 |
| | 2 | 2 | 1.61-1.80 | | | | | | | | | | | 2 |
| | 3 | 1 | 2.61-2.80 | | | | | | | | | | | 1 |
| | | 9 | | | 1 | | | | | | | | | 8 |
| Inspector, signal (in 1 road). | 1 | 1 | 1.81-2.00 | | | | | 1 | | | | | | |
| | | 1 | | | | | | 1 | | | | | | |
| Inspectors, stack (in 3 roads). | 1 | 3 | 1.21-1.40 | | | 1 | | 1 | | | | | | 1 |
| | 2 | 1 | 1.41-1.60 | | | | | | | | 1 | | | |
| | 3 | 5 | 1.61-1.80 | | 1 | | 2 | | | | | | | 2 |
| | 4 | 2 | 2.21-2.40 | | 1 | | | | | | | | | 1 |
| | 11 | | | | 2 | 1 | 2 | 1 | | | 1 | | 3 | 1 |
| Inspectors, stay bolt (in 1 road). | 1 | 1 | 1.41-1.60 | | | | | | | | | | | 1 |
| | 2 | 1 | 2.21-2.40 | | | | | | | | | | | 1 |
| | | 2 | | | | | | | | | | | | 2 |
| Inspectors, tank (in 2 roads). | 1 | 3 | 1.41-1.60 | 1 | | | | | | 1 | | | | 1 |
| | 2 | 1 | 2.81-3.00 | | | | | | | | | | | 1 |
| | | 4 | | 1 | | | | | | 1 | | | | 1 |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|-----------------------------|---|
| 100 dolls. and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 doll | 401 to 500 doll | 501 to 600 doll | 601 to 700 doll | 701 to 800 doll | 801 to 900 doll | 901 to 1000 doll | 1001 to 1100 doll | 1101 to 1200 doll | 1201 to 1300 doll | 1301 to 1400 doll | 1401 to 1500 doll | 1501 to 1600 doll | 1601 to 1700 doll | 1701 to 1800 doll | 1801 to 1900 doll | 1901 to 2000 doll | 2001 doll and over | |
| 1 | | | | | 1 | | | | | | | | | | | | | | | | 1 |
| | | | | | 2 | | | | | | | | | | | | | | | | 2 |
| | | | | | | 2 | | | | | | | | | | | | | | | 3 |
| | | | | | | | 1 | | | | | | | | | | | | | | 4 |
| | | | | | | | | 1 | | | | | | | | | | | | | 5 |
| 1 | | | | | 3 | 5 | 1 | 1 | | | | | | | | | | | | | |
| 2 | | | | | | | | | | | | | | | | | | | | | 1 |
| 2 | | | | | | | | | | | | | | | | | | | | | |
| | 1 | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | 1 | | 2 | | | | | | | | | | | | | | | | | | 2 |
| 1 | 2 | | 2 | | | | | | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | | | | | | | | | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | 1 | | | | | | | | | | | | | | | | | | | | 2 |
| 1 | | | | | 1 | | | | | | | | | | | | | | | | 3 |
| | | | | | | | | | | 1 | | | | | | | | | | | 4 |
| | | | | | | | | | | | 1 | | | | | | | | | | 5 |
| 2 | 1 | | | | 1 | | | | | | 1 | | | | | | | | | | |
| | | | | | 1 | | | | | | | | | | | | | | | | 1 |
| | | | | | 4 | | | | | | | | | | | | | | | | 2 |
| | | | | | | 5 | | | | | | | | | | | | | | | |
| 1 | | | | 1 | 4 | | | | | | | | | | | | | | | | 1 |
| | | | | | 2 | | | | | | | | | | | | | | | | 2 |
| | | | | | | | | | 1 | | | | | | | | | | | | 3 |
| 1 | | | | 1 | 6 | | | | 1 | | | | | | | | | | | | |
| | | | 1 | | | | | | | | | | | | | | | | | | 1 |
| | | | 1 | | | | | | | | | | | | | | | | | | |
| 1 | | 1 | | | 1 | | | | | | | | | | | | | | | | 1 |
| 1 | 1 | 1 | | 1 | 1 | 1 | | | | | | | | | | | | | | | 2 |
| 1 | | | | | | | | 1 | | | | | | | | | | | | | 3 |
| 3 | 1 | 2 | | 1 | 2 | 1 | 1 | | | | | | | | | | | | | | 4 |
| | | | | | 1 | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | 1 | | | | | | | | | | | | | 2 |
| | | | | | 1 | | | 1 | | | | | | | | | | | | | |
| 1 | | 1 | | | | 1 | | | | | | | | | | | | | | | 1 |
| 1 | | 1 | | | | 1 | | | | 1 | | | | | | | | | | | 2 |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

{Forexplanation of column of groups of actual daily earnings, etc., see prefatory notes to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.}

| Occupation. | Marginal number. | Number of employ- Gs. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|--|------------------|--------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|-------|-------|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | |
| Inspectors, tie (in 6 roads). | 1 | 1 | \$1.21-\$1.40 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 2 | 3 | 1.61-1.80 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 3 | 1 | 1.81-2.00 | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | 1 | ..... |
| | 4 | 4 | 2.01-2.20 | ..... | ..... | ..... | ..... | ..... | 2 | ..... | ..... | ..... | 2 | ..... |
| | 5 | 2 | 2.21-2.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 | ..... |
| | 6 | 2 | 2.41-2.60 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| | 7 | 1 | 4.01-4.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| | | 14 | ..... | ..... | 2 | 1 | ..... | 2 | 1 | ..... | ..... | 8 | ..... |  |
| Inspectors, tie and wood (in 1 road). | 1 | 1 | 1.81-2.00 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 2 | 2 | 2.01-2.20 | ..... | ..... | ..... | 1 | ..... | 1 | ..... | ..... | ..... | ..... | ..... |
| | 3 | 1 | 2.21-2.40 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 4 | 7 | 2.41-2.60 | ..... | ..... | 1 | 4 | 2 | ..... | ..... | ..... | ..... | ..... | ..... |
| | 5 | 1 | 3.21-3.40 | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... |
| | 6 | 1 | 4.81-5.00 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | 13 | ..... | 1 | ..... | 2 | 6 | 3 | 1 | ..... | ..... | ..... | ..... |  |
| Inspectors, timber (in 1 road). | 1 | 1 | 2.61-2.80 | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... |
| | 2 | 2 | 2.81-3.00 | ..... | 1 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | 3 | ..... | 1 | ..... | 1 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... |
| Inspectors, track (in 3 roads). | 1 | 108 | 1.01-1.20 | 1 | 9 | 9 | 4 | 4 | 7 | 6 | 59 | 9 | ..... | ..... |
| | 2 | 5 | 1.41-1.60 | 1 | 3 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 3 | 1 | 2.21-2.40 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | 114 | ..... | 3 | 12 | 10 | 4 | 4 | 7 | 6 | 59 | 9 | ..... | ..... |
| Inspectors, wheel (in 3 roads). | 1 | 2 | 1.01-1.20 | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | 1 | ..... |
| | 2 | 1 | 1.61-1.80 | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... |
| | 3 | 1 | 2.41-2.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... |
| | | 4 | ..... | ..... | ..... | ..... | ..... | 1 | ..... | 1 | 1 | 1 | ..... | ..... |
| Inspectors and civil engineers (in 1 road). | 1 | 1 | 3.21-3.40 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 2 | 1 | 4.81-5.00 | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... |
| | | 2 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... |
| Inspectors and oilers, car, (in 1 road). | 1 | 1 | 1.61-1.80 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 2 | 8 | 1.81-2.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 | 6 | ..... | ..... |
| | 3 | 1 | 2.41-2.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... |
| | | 10 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | 2 | 7 | ..... | ..... |
| Inspectors and repairers, car, (in 5 roads). | 1 | 12 | 1.21-1.40 | ..... | 1 | 2 | 1 | ..... | ..... | 1 | 4 | 3 | ..... | ..... |
| | 2 | 16 | 1.41-1.60 | ..... | ..... | 1 | ..... | ..... | ..... | 2 | 10 | 2 | ..... | ..... |
| | 3 | 5 | 1.61-1.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 | 1 | 2 | ..... |
| | 4 | 7 | 1.81-2.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 5 | 2 | ..... |
| | 5 | 2 | 2.21-2.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 | ..... | ..... |
| | | 42 | ..... | ..... | 1 | 3 | 1 | ..... | 2 | 4 | 22 | 9 | ..... | ..... |
| Inspector and storekeeper (in 1 road). | 1 | 1 | .41-.60 | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... |
| | | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... |
| Instrumentmakers (in 1 road). | 1 | 1 | 1.81-2.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... |
| | 2 | 1 | 2.21-2.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... |
| | | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 1 | ..... | ..... |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|-----------------------------|
| 100 dolls. and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 doll | 401 to 500 doll | 501 to 600 doll | 601 to 700 doll | 701 to 800 doll | 801 to 900 doll | 901 to 1000 doll | 1001 to 1100 doll | 1101 to 1200 doll | 1201 to 1300 doll | 1301 to 1400 doll | 1401 to 1500 doll | 1501 to 1600 doll | 1601 to 1700 doll | 1701 to 1800 doll | 1801 to 1900 doll | 1901 to 2000 doll | 2001 doll and over |
| 1 | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | | | 1 | | 1 | | | | | | | | | | | | | | | 2 |
| | | | | 1 | | 1 | | | | | | | | | | | | | | 3 |
| | | | | | | | 2 | | | | | | | | | | | | | 4 |
| | | 1 | | | | | | 2 | | | | | | | | | | | | 5 |
| | | | | | | | | 1 | | | | | | | | | | | | 6 |
| | | | | | | | | | | | | | 1 | | | | | | | 7 |
| 2 | 1 | | 2 | 1 | 1 | 1 | 2 | 3 | | | | | | 1 | | | | | | |
| | 1 | | | | | | | | | | | | | | | | | | | 1 |
| 1 | | 1 | | | 1 | | | | | | | | | | | | | | | 2 |
| | 1 | 4 | 2 | | | 1 | | | | | | | | | | | | | | 3 |
| | | | | | 1 | | | | | | | | | | | | | | | 4 |
| | | | | | 1 | | | | | | | | | | | | | | | 5 |
| 1 | 2 | 5 | 2 | | 3 | | | | | | | | | | | | | | | 6 |
| | | | | | | | 1 | | | | | | | | | | | | | 1 |
| 1 | 1 | | | | | | | | | | | | | | | | | | | 2 |
| 1 | 1 | | | | | | 1 | | | | | | | | | | | | | |
| 18 | 7 | 9 | 28 | 46 | | | | | | | | | | | | | | | | 1 |
| 5 | | | | | | | | | | | | | | | | | | | | 2 |
| 1 | | | | | | | | | | | | | | | | | | | | 3 |
| 24 | 7 | 9 | 28 | 46 | | | | | | | | | | | | | | | | |
| | 1 | | | 1 | | | | | | | | | | | | | | | | 1 |
| | | | | | 1 | | | | | | | | | | | | | | | 2 |
| | | | | | | | | 1 | | | | | | | | | | | | 3 |
| | 1 | | | | | | | | | | | | | | | | | | | |
| | | 1 | | | | | | | | | | | | | | | | | | 1 |
| | | | 1 | | | | | | | | | | | 1 | | | | | | 2 |
| | | | | | | | | | | | | | | | 1 | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | 1 |
| | | | | | | 5 | 3 | | | | | | | | | | | | | 2 |
| | | | | | | | | 1 | | | | | | | | | | | | 3 |
| 1 | | | | | 5 | 3 | | 1 | | | | | | | | | | | | |
| 3 | 1 | | 2 | 4 | 2 | | | | | | | | | | | | | | | 1 |
| 1 | | | 2 | 3 | 2 | | | | | | | | | | | | | | | 2 |
| | | | | 2 | 1 | 2 | | | | | | | | | | | | | | 3 |
| | | | | | 1 | 3 | 3 | | | | | | | | | | | | | 4 |
| | | | | | | | 1 | 1 | | | | | | | | | | | | 5 |
| 4 | 1 | | 4 | 14 | 7 | 7 | 4 | 1 | | | | | | | | | | | | |
| | 1 | | | | | | | | | | | | | | | | | | | 1 |
| | 1 | | | | | | | | | | | | | | | | | | | |
| | | | | | 1 | | | | | | | | | | | | | | | 1 |
| | | | | | | | 1 | | | | | | | | | | | | | 2 |
| | | | | | | 1 | | 1 | | | | | | | | | | | | |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Number of employ- és. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|---|------------------|--------------------------|---|--|-------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|-----------------------------------|-------|-------|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 to days and over. | | |
| Instrumentmakers' help- ers (in 1 road). | 1 | 1 | \$0.61-\$0.80 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 2 | 1 | 1.01- 1.20 | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... |
| | 3 | 1 | 1.21- 1.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| | | 3 | ..... | ..... | ..... | 1 | ..... | ..... | 1 | ..... | ..... | 1 | ..... |  |
| Iron workers, bridge (in 1 road). | 1 | 1 | 2.01- 2.20 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 2 | 4 | 2.21- 2.40 | 4 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | 5 | ..... | 4 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Iron workers', bridge, help- er (in 1 road). | 1 | 1 | .81- 1.00 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | 1 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Jacketman (in 1 road)..... | 1 | 1 | 2.21- 2.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| Jackmen, steam shovel, (in 1 road). | 1 | 1 | .61- .80 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 2 | 12 | .81- 1.00 | 2 | 6 | 3 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | 13 | ..... | 3 | 6 | 3 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Janitors (in 24 roads)..... | 1 | 22 | Under .21 | ..... | 4 | 1 | 1 | 1 | 1 | 1 | 1 | 12 | 1 | ..... |
| | 2 | 18 | .21- .40 | 1 | 2 | 1 | 2 | 2 | ..... | ..... | ..... | 9 | 1 | ..... |
| | 3 | 18 | .41- .60 | 1 | 2 | 2 | 2 | 3 | 2 | ..... | ..... | 5 | 1 | ..... |
| | 4 | 16 | .61- .80 | 3 | 1 | 2 | 1 | 4 | ..... | ..... | ..... | 3 | 2 | ..... |
| | 5 | 58 | .81- 1.00 | 17 | 3 | 2 | 3 | 3 | 1 | ..... | ..... | 29 | ..... | ..... |
| | 6 | 18 | 1.01- 1.20 | 3 | 1 | 1 | 1 | ..... | ..... | ..... | ..... | 9 | 3 | ..... |
| | 7 | 28 | 1.21- 1.40 | 3 | 1 | 3 | 2 | ..... | 3 | 1 | 13 | 2 | ..... | ..... |
| | 8 | 14 | 1.41- 1.60 | ..... | 1 | ..... | 3 | 2 | 1 | ..... | ..... | 7 | ..... | ..... |
| | 9 | 11 | 1.61- 1.80 | 2 | 1 | 1 | ..... | ..... | 1 | ..... | ..... | 6 | ..... | ..... |
| | 10 | 9 | 1.81- 2.00 | 1 | 1 | 2 | ..... | ..... | ..... | ..... | ..... | 5 | ..... | ..... |
| | 11 | 2 | 2.41- 2.60 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... |
| | 12 | 1 | 2.61- 2.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... |
| | | 215 | ..... | 31 | 17 | 16 | 15 | 15 | 9 | 3 | 99 | 10 | ..... | ..... |
| Janitor and car cleaner (in 1 road). | 1 | 1 | 1.41- 1.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| | | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| Jobbers (in 1 road)..... | 1 | 2 | 1.81- 2.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 1 | ..... |
| | 2 | 1 | 2.21- 2.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... |
| | | 3 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 | 1 | ..... |
| Joiners (in 2 roads)..... | 1 | 7 | 2.21- 2.40 | ..... | ..... | ..... | ..... | 1 | 1 | 2 | 3 | ..... | ..... | ..... |
| | 2 | 2 | 2.41- 2.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 | ..... | ..... |
| | | 9 | ..... | ..... | ..... | ..... | ..... | 1 | 1 | 2 | 5 | ..... | ..... | ..... |
| Laborers (in 39 roads)..... | 1 | 3 | Under .21 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 | ..... |
| | 2 | 11 | .21- .40 | 1 | 2 | 3 | 1 | 3 | ..... | ..... | 1 | ..... | ..... | ..... |
| | 3 | 49 | .41- .60 | 14 | 12 | 4 | 1 | 3 | 3 | 2 | 10 | ..... | ..... | ..... |
| | 4 | 91 | .61- .80 | 31 | 12 | 13 | 11 | 7 | 3 | 6 | 8 | ..... | ..... | ..... |
| | 5 | 579 | .81- 1.00 | 326 | 72 | 70 | 26 | 25 | 16 | 14 | 27 | 3 | ..... | ..... |
| | 6 | 3,053 | 1.01- 1.20 | 1,044 | 411 | 493 | 256 | 174 | 169 | 239 | 228 | 39 | ..... | ..... |
| | 7 | 2,912 | 1.21- 1.40 | 1,111 | 416 | 452 | 237 | 171 | 94 | 159 | 242 | 30 | ..... | ..... |
| | 8 | 1,709 | 1.41- 1.60 | 670 | 177 | 206 | 130 | 94 | 57 | 132 | 237 | 6 | ..... | ..... |
| | 9 | 752 | 1.61- 1.80 | 209 | 88 | 88 | 64 | 63 | 57 | 87 | 95 | 1 | ..... | ..... |
| | 10 | 371 | 1.81- 2.00 | 252 | 37 | 22 | 13 | 9 | 7 | 12 | 16 | 3 | ..... | ..... |
| | 11 | 3 | 2.01- 2.20 | ..... | ..... | ..... | 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... |
| | 12 | 2 | 2.21- 2.40 | 1 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note, to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|----------------------------|---------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|---------------------|----|
| 100 dolls. and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 doll. | 401 to 500 doll | 501 to 600 doll | 601 to 700 doll | 701 to 800 doll | 801 to 900 doll | 901 to 1000 doll | 1001 to 1100 doll | 1101 to 1200 doll | 1201 to 1300 doll | 1301 to 1400 doll | 1401 to 1500 doll | 1501 to 1600 doll | 1601 to 1700 doll | 1701 to 1800 doll | 1801 to 1900 doll | 1901 to 2000 doll | 2001 and over | |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| | | 1 | | | | | | | | | | | | | | | | | | | 2 |
| | | | 1 | | | | | | | | | | | | | | | | | | 3 |
| 1 | | 1 | | 1 | | | | | | | | | | | | | | | | | |
| | | 1 | | | | | | | | | | | | | | | | | | | 1 |
| 4 | | | | | | | | | | | | | | | | | | | | | 2 |
| 4 | | 1 | | | | | | | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | | | | | | | | 1 | | | | | | | | | | | | | 1 |
| | | | | | | | | 1 | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| 11 | 1 | | | | | | | | | | | | | | | | | | | | 2 |
| 12 | 1 | | | | | | | | | | | | | | | | | | | | |
| 22 | | | | | | | | | | | | | | | | | | | | | 1 |
| 11 | 7 | | | | | | | | | | | | | | | | | | | | 2 |
| 10 | 8 | | | | | | | | | | | | | | | | | | | | 3 |
| 7 | 4 | 5 | | | | | | | | | | | | | | | | | | | 4 |
| 23 | 5 | 10 | 20 | | | | | | | | | | | | | | | | | | 5 |
| 5 | 1 | 6 | 6 | | | | | | | | | | | | | | | | | | 6 |
| 7 | 2 | 1 | 3 | 14 | 1 | | | | | | | | | | | | | | | | 7 |
| 1 | 2 | 3 | 1 | 3 | 4 | | | | | | | | | | | | | | | | 8 |
| 3 | 1 | 1 | 1 | 6 | 6 | | | | | | | | | | | | | | | | 9 |
| 2 | 2 | | | 1 | 2 | 2 | | | | | | | | | | | | | | | 10 |
| | 1 | | | | 1 | | | | | | | | | | | | | | | | 11 |
| | | | | | | | | | 1 | | | | | | | | | | | | 12 |
| 91 | 33 | 19 | 31 | 23 | 12 | 3 | 2 | | 1 | | | | | | | | | | | | |
| | | | | | 1 | | | | | | | | | | | | | | | | 1 |
| | | | | | 1 | | | | | | | | | | | | | | | | |
| | | | | | 1 | 1 | | | | | | | | | | | | | | | 1 |
| | | | | | 1 | 1 | | | | | | | | | | | | | | | 2 |
| | | | | | 1 | 2 | | | | | | | | | | | | | | | |
| | | | | | 1 | 5 | | | | | | | | | | | | | | | 1 |
| | | | | | 1 | | | | 1 | | | | | | | | | | | | 2 |
| | | | | | 1 | 5 | 1 | | 1 | | | | | | | | | | | | |
| 3 | | | | | | | | | | | | | | | | | | | | | 1 |
| 11 | | | | | | | | | | | | | | | | | | | | | 2 |
| 34 | 14 | 1 | | | | | | | | | | | | | | | | | | | 3 |
| 66 | 16 | 9 | | | | | | | | | | | | | | | | | | | 4 |
| 468 | 53 | 38 | 20 | | | | | | | | | | | | | | | | | | 5 |
| 1,845 | 450 | 308 | 369 | 78 | 3 | | | | | | | | | | | | | | | | 6 |
| 1,804 | 433 | 212 | 218 | 226 | 19 | | | | | | | | | | | | | | | | 7 |
| 922 | 227 | 128 | 80 | 275 | 75 | 2 | | | | | | | | | | | | | | | 8 |
| 315 | 90 | 71 | 65 | 85 | 107 | 19 | | | | | | | | | | | | | | | 9 |
| 290 | 21 | 14 | 8 | 7 | 12 | 10 | 9 | | | | | | | | | | | | | | 10 |
| | | 1 | 1 | | | | 1 | | | | | | | | | | | | | | 11 |
| 1 | 1 | | | | | | | | | | | | | | | | | | | | 12 |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Number of employ-ees. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | |
|--|------------------|-----------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|--|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | |
| Laborers (in 39 roads)—concluded. | 13 | 23 | \$2.41-\$2.60 | 22 | 1 | | | | | | | | |
| | 14 | 1 | 2.61- 2.80 | 1 | | | | | | | | | |
| | 15 | 4 | 2.81- 3.00 | 4 | | | | | | | | | |
| | | 9,563 | | 3,687 | 1,228 | 1,352 | 740 | 550 | 406 | 652 | 866 | 82 | |
| | 77 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | |
| | 9,640 | | | | | | | | | | | | |
| Laborers, ballast train (in 1 road). | 1 | 77 | 1.01- 1.20 | 23 | 5 | 16 | 13 | 8 | 4 | 4 | 4 | | |
| | 2 | 1 | 1.41- 1.60 | | | | | | | 1 | | | |
| | | 78 | | 23 | 5 | 16 | 13 | 8 | 4 | 5 | 4 | | |
| Laborers, bridge (in 6 roads). | 1 | 1 | .41- .60 | 1 | | | | | | | | | |
| | 2 | 5 | .61- .80 | 4 | | 1 | | | | | | | |
| | 3 | 66 | .81- 1.00 | 13 | 12 | 12 | 6 | 4 | 8 | 7 | 4 | | |
| | 4 | 47 | 1.01- 1.20 | 11 | 8 | 16 | 3 | 4 | 3 | 1 | 1 | | |
| | 5 | 197 | 1.21- 1.40 | 90 | 28 | 44 | 11 | 5 | 3 | 5 | 10 | 1 | |
| | 6 | 89 | 1.41- 1.60 | 54 | 5 | 12 | 6 | 6 | 3 | 1 | 1 | 1 | |
| | 7 | 12 | 1.61- 1.80 | 10 | 1 | 1 | | | | | | | |
| | 8 | 5 | 1.81- 2.00 | 1 | | 4 | | | | | | | |
| | 9 | 6 | 2.01- 2.20 | 3 | 1 | 2 | | | | | | | |
| | 428 | | 187 | 55 | 92 | 26 | 19 | 17 | 14 | 16 | 2 | | |
| Laborers, bridge and building (in 1 road). | 1 | 2 | 1.01- 1.20 | 1 | 1 | | | | | | | | |
| | 2 | 97 | 1.21- 1.40 | 58 | 18 | 12 | 8 | 1 | | | | | |
| | 3 | 363 | 1.41- 1.60 | 228 | 74 | 36 | 14 | 8 | 2 | 1 | | | |
| | 4 | 74 | 1.61- 1.80 | 37 | 16 | 10 | 3 | 3 | 3 | 1 | 1 | | |
| | 5 | 19 | 1.81- 2.00 | 16 | 1 | 2 | | | | | | | |
| | 6 | 1 | 2.01- 2.20 | 1 | | | | | | | | | |
| | 7 | 2 | 2.21- 2.40 | 2 | | | | | | | | | |
| | 8 | 2 | 2.41- 2.60 | 1 | 1 | | | | | | | | |
| | 9 | 2 | 2.61- 2.80 | 1 | 1 | | | | | | | | |
| | 10 | 1 | 2.81- 3.00 | 1 | | | | | | | | | |
| | 563 | | 346 | 112 | 60 | 25 | 12 | 5 | 2 | 1 | | | |
| Laborers, car works (in 5 roads). | 1 | 2 | .41- .60 | | | 1 | | | | | | 1 | |
| | 2 | 1 | .61- .80 | | | | | | | | | | |
| | 3 | 23 | .81- 1.00 | | 2 | 5 | 3 | 1 | 4 | 2 | 4 | | |
| | 4 | 236 | 1.01- 1.20 | 35 | 31 | 46 | 27 | 16 | 17 | 24 | 33 | 7 | |
| | 5 | 315 | 1.21- 1.40 | 51 | 32 | 64 | 42 | 24 | 25 | 43 | 29 | 5 | |
| | 6 | 96 | 1.41- 1.60 | 25 | 4 | 17 | 8 | 3 | 4 | 11 | 18 | | |
| | 7 | 5 | 1.61- 1.80 | 1 | | 1 | 1 | 1 | | | 1 | | |
| | 8 | 2 | 1.81- 2.00 | | | 1 | | | 1 | | | | |
| | 680 | | 114 | 69 | 135 | 81 | 52 | 51 | 80 | 86 | 12 | | |
| | 124 | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | | |
| | 804 | | | | | | | | | | | | |
| Laborers, coal dump (in 8 roads).* | 1 | 2 | .81- 1.00 | 1 | | 1 | | | | | | | |
| | 2 | 69 | 1.01- 1.20 | 22 | 6 | 10 | 5 | 9 | 3 | 5 | 1 | 8 | |
| | 3 | 424 | 1.21- 1.40 | 211 | 70 | 68 | 34 | 6 | 3 | 4 | 20 | 8 | |
| | 4 | 200 | 1.41- 1.60 | 137 | 15 | 21 | 2 | 5 | 5 | 4 | 9 | 2 | |
| | 5 | 40 | 1.61- 1.80 | 31 | | 1 | 1 | 2 | 2 | | 3 | | |
| | 6 | 2 | 1.81- 2.00 | 2 | | | | | | | | | |
| | 7 | 1 | 2.21- 2.40 | | | | | | | | | 1 | |
| | 738 | | 404 | 91 | 101 | 42 | 22 | 13 | 13 | 34 | 18 | | |
| | 5 | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | | |
| | 743 | | | | | | | | | | | | |

a Rate and time cannot be stated, as they worked by the day, piece, and trip.

b Rate and time cannot be stated, as they worked by the day and piece combined.

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 16, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 10 cents.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|----------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|---|----|
| 100 dolls and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 doll. | 401 to 500 doll. | 501 to 600 doll. | 601 to 700 doll. | 701 to 800 doll. | 801 to 900 doll. | 901 to 1000 doll. | 1001 to 1100 doll. | 1101 to 1200 doll. | 1201 to 1300 doll. | 1301 to 1400 doll. | 1401 to 1500 doll. | 1501 to 1600 doll. | 1601 to 1700 doll. | 1701 to 1800 doll. | 1801 to 1900 doll. | 1901 to 2000 doll and over | |
| 23 | | | | | | | | | | | | | | | | | | | | 13 |
| 1 | | | | | | | | | | | | | | | | | | | | 14 |
| 4 | | | | | | | | | | | | | | | | | | | | 15 |
| 5,787 | 1,305 | 782 | 761 | 671 | 216 | 31 | 10 | | | | | | | | | | | | | |
| 33 | 25 | 8 | 8 | 2 | | 1 | | | | | | | | | | | | | | |
| 5,820 | 1,330 | 790 | 769 | 673 | 216 | 32 | 10 | | | | | | | | | | | | | |
| 41 | 17 | 11 | 8 | | | | | | | | | | | | | | | | | |
| | | | | 1 | | | | | | | | | | | | | | | | 1 |
| 41 | 17 | 11 | 8 | 1 | | | | | | | | | | | | | | | | 2 |
| 1 | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | 1 |
| 37 | 12 | 13 | 4 | | | | | | | | | | | | | | | | | 2 |
| 35 | 6 | 5 | 1 | | | | | | | | | | | | | | | | | 3 |
| 146 | 28 | 5 | 7 | 10 | | 1 | | | | | | | | | | | | | | 4 |
| 61 | 15 | 8 | 2 | 1 | 1 | 1 | | | | | | | | | | | | | | 5 |
| 11 | 1 | | | | | | | | | | | | | | | | | | | 6 |
| 1 | 4 | | | | | | | | | | | | | | | | | | | 7 |
| 3 | 3 | | | | | | | | | | | | | | | | | | | 8 |
| 300 | 69 | 31 | 14 | 11 | 1 | 2 | | | | | | | | | | | | | | 9 |
| 2 | | | | | | | | | | | | | | | | | | | | |
| 84 | 12 | 1 | | | | | | | | | | | | | | | | | | 1 |
| 323 | 27 | 9 | 4 | | | | | | | | | | | | | | | | | 2 |
| 55 | 9 | 4 | 3 | 2 | 1 | | | | | | | | | | | | | | | 3 |
| 17 | 2 | | | | | | | | | | | | | | | | | | | 4 |
| 1 | | | | | | | | | | | | | | | | | | | | 5 |
| 2 | | | | | | | | | | | | | | | | | | | | 6 |
| 1 | 1 | | | | | | | | | | | | | | | | | | | 7 |
| 1 | 1 | | | | | | | | | | | | | | | | | | | 8 |
| 1 | | | | | | | | | | | | | | | | | | | | 10 |
| 487 | 52 | 14 | 7 | 2 | 1 | | | | | | | | | | | | | | | |
| 1 | 1 | | | | | | | | | | | | | | | | | | | 1 |
| | 1 | | | | | | | | | | | | | | | | | | | 2 |
| 9 | 4 | 5 | 5 | | | | | | | | | | | | | | | | | 3 |
| 97 | 49 | 26 | 51 | 12 | 1 | | | | | | | | | | | | | | | 4 |
| 119 | 71 | 40 | 59 | 21 | 5 | | | | | | | | | | | | | | | 5 |
| 34 | 19 | 10 | 6 | 24 | 3 | | | | | | | | | | | | | | | 6 |
| 1 | 2 | 1 | | 1 | | | | | | | | | | | | | | | | 7 |
| | 1 | | | 1 | | | | | | | | | | | | | | | | 8 |
| 261 | 148 | 82 | 121 | 58 | 10 | | | | | | | | | | | | | | | |
| 50 | 20 | 14 | 21 | 19 | | | | | | | | | | | | | | | | |
| 311 | 168 | 96 | 142 | 77 | 10 | | | | | | | | | | | | | | | |
| 2 | | | | | | | | | | | | | | | | | | | | |
| 33 | 11 | 11 | 6 | 5 | 3 | | | | | | | | | | | | | | | 1 |
| 340 | 43 | 9 | 7 | 16 | 9 | | | | | | | | | | | | | | | 2 |
| 166 | 7 | 7 | 5 | 9 | 5 | | | | | | | | | | | | | | | 3 |
| 31 | 1 | 2 | 3 | | 2 | | | | | | | | | | | | | | | 4 |
| 2 | | | | | | | | | | | | | | | | | | | | 5 |
| | | | | | | | | 1 | | | | | | | | | | | | 6 |
| | | | | | | | | | 1 | | | | | | | | | | | 7 |
| 574 | 62 | 29 | 21 | 30 | 19 | 2 | 1 | | | | | | | | | | | | | |
| 2 | 1 | 1 | 1 | 1 | | | | | | | | | | | | | | | | |
| 576 | 63 | 30 | 21 | 31 | 19 | 2 | 1 | | | | | | | | | | | | | |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Number of employ-ees. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|---|------------------|-----------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|--|--|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | |
| Laborers, coal wharf (in 3 roads). | 1 | 49 | \$1.01-\$1.20 | 10 | 2 | 3 | 7 | 5 | 1 | 2 | 10 | 9 | | |
| | 2 | 39 | 1.21-1.40 | 14 | 6 | 8 | 4 | 1 | 1 | 5 | 1 | | | |
| | 3 | 87 | 1.41-1.60 | 44 | 10 | 10 | 3 | 3 | 1 | 3 | 12 | 1 | | |
| | | 175 | | 68 | 18 | 21 | 14 | 8 | 3 | 5 | 27 | 11 | | |
| Laborers, construction gang (in 3 roads). | 1 | 1 | .81-1.00 | 1 | | | | | | | | | | |
| | 2 | 2 | 1.01-1.20 | 1 | | 1 | | | | | | | | |
| | 3 | 575 | 1.21-1.40 | 371 | 115 | 66 | 19 | 3 | 1 | | | | | |
| | 4 | 532 | 1.41-1.60 | 407 | 65 | 45 | 12 | 3 | | | | | | |
| | 5 | 4 | 1.61-1.80 | | 1 | | | 2 | 1 | | | | | |
| | 6 | 1 | 2.21-2.40 | 1 | | | | | | | | | | |
| | 1,115 | | 781 | 181 | 112 | 31 | 8 | 2 | | | | | | |
| Laborers, dock (in 4 roads). | 1 | 6 | .81-1.00 | | 1 | 4 | 1 | | | | | | | |
| | 2 | 8 | 1.01-1.20 | 2 | 2 | 2 | 2 | | 1 | 1 | | | | |
| | 3 | 95 | 1.21-1.40 | 48 | 7 | 5 | 3 | 1 | 5 | 14 | 10 | 2 | | |
| | 4 | 81 | 1.41-1.60 | 36 | 6 | 16 | 1 | 6 | 5 | 5 | 6 | | | |
| | 5 | 1 | 1.61-1.80 | | | | | | | | 1 | | | |
| | 6 | 1 | 2.01-2.20 | | 1 | | | | | | | | | |
| | 7 | 24 | 2.41-2.60 | 24 | | | | | | | | | | |
| | 216 | | 111 | 16 | 25 | 7 | 7 | 11 | 20 | 17 | 2 | | | |
| | 12 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | | | |
| | 228 | | | | | | | | | | | | | |
| Laborers, elevator (in 2 roads). | 1 | 51 | 1.01-1.20 | 21 | 8 | 4 | 3 | 5 | 5 | 1 | 4 | | | |
| | 2 | 19 | 1.61-1.80 | 7 | 4 | 1 | 2 | | | 2 | 3 | | | |
| | 70 | | 28 | 12 | 5 | 5 | 5 | 5 | 3 | 7 | | | | |
| Laborers, enginehouse (in 3 roads). | 1 | 9 | 1.01-1.20 | 2 | 1 | 1 | 2 | 1 | | | 1 | 1 | | |
| | 2 | 20 | 1.21-1.40 | 1 | | 8 | 2 | | 2 | 1 | 4 | 2 | | |
| | 3 | 55 | 1.41-1.60 | 12 | 6 | 4 | 4 | 3 | 1 | 5 | 19 | 1 | | |
| | 4 | 5 | 1.61-1.80 | 2 | | | 1 | | | | 2 | | | |
| | 5 | 2 | 1.81-2.00 | 1 | | | | 1 | | | | | | |
| | 91 | | 18 | 7 | 13 | 9 | 5 | 2 | 6 | 26 | 4 | | | |
| Laborer, express (in 1 road). | 1 | 1 | 1.01-1.20 | | 1 | | | | | | | | | |
| | 1 | | | 1 | | | | | | | | | | |
| Laborers, extra gang (in 3 roads). | 1 | 200 | 1.01-1.20 | 78 | 49 | 29 | 11 | 13 | 10 | 8 | 2 | | | |
| | 2 | 298 | 1.21-1.40 | 109 | 53 | 65 | 19 | 27 | 8 | 9 | 6 | | | |
| | 3 | 17 | 1.41-1.60 | 9 | 3 | 1 | 4 | | | | | | | |
| | 513 | | 196 | 105 | 95 | 34 | 40 | 18 | 17 | 8 | | | | |
| Laborers, fence (in 8 roads). | 1 | 36 | 1.01-1.20 | 10 | 7 | 6 | 7 | 6 | | | | | | |
| | 2 | 392 | 1.21-1.40 | 140 | 59 | 62 | 51 | 34 | 32 | 9 | 4 | 1 | | |
| | 3 | 142 | 1.41-1.60 | 66 | 40 | 23 | 4 | 1 | 1 | 4 | 3 | | | |
| | 4 | 1 | 1.61-1.80 | | | | | | | | 1 | | | |
| | 5 | 1 | 1.81-2.00 | | | | | | | | 1 | | | |
| | 572 | | 216 | 106 | 91 | 62 | 41 | 33 | 13 | 9 | 1 | | | |
| Laborer, firemaking (in 1 road). | 1 | 1 | Under .21 | | | | | | | | 1 | | | |
| | 1 | | | | | | | | | | 1 | | | |

a Rate and time cannot be stated, as they worked by the piece.

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|-----------------------------|---|
| 100 dolls. and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 doll | 401 to 500 doll | 501 to 600 doll | 601 to 700 doll | 701 to 800 doll | 801 to 900 doll | 901 to 1000 doll | 1001 to 1100 doll | 1101 to 1200 doll | 1201 to 1300 doll | 1301 to 1400 doll | 1401 to 1500 doll | 1501 to 1600 doll | 1601 to 1700 doll | 1701 to 1800 doll | 1801 to 1900 doll | 1901 to 2000 doll | 2001 doll and over | |
| 14 | 11 | 3 | 6 | 15 | | | | | | | | | | | | | | | | | 1 |
| 25 | 6 | 2 | 1 | 5 | | | | | | | | | | | | | | | | | 2 |
| 61 | 5 | 4 | 3 | 11 | 3 | | | | | | | | | | | | | | | | 3 |
| 100 | 22 | 9 | 10 | 31 | 3 | | | | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| 2 | | | | | | | | | | | | | | | | | | | | | 2 |
| 527 | 44 | 4 | | | | | | | | | | | | | | | | | | | 3 |
| 491 | 36 | 5 | | | | | | | | | | | | | | | | | | | 4 |
| 1 | | 1 | 2 | | | | | | | | | | | | | | | | | | 5 |
| 1 | | | | | | | | | | | | | | | | | | | | | 6 |
| 1 223 | 80 | 10 | 2 | | | | | | | | | | | | | | | | | | |
| 4 | 2 | | | | | | | | | | | | | | | | | | | | 1 |
| 59 | 4 | 1 | 1 | | | | | | | | | | | | | | | | | | 2 |
| 47 | 12 | 3 | 15 | 12 | | 2 | | | | | | | | | | | | | | | 3 |
| | | 6 | 7 | 9 | | | | | | | | | | | | | | | | | 4 |
| 1 | | | | | 1 | | | | | | | | | | | | | | | | 5 |
| 24 | | | | | | | | | | | | | | | | | | | | | 6 |
| 139 | 20 | 10 | 23 | 21 | 1 | 2 | | | | | | | | | | | | | | | 7 |
| 11 | 1 | | | | | | | | | | | | | | | | | | | | |
| 150 | 21 | 10 | 23 | 21 | 1 | 2 | | | | | | | | | | | | | | | |
| 32 | 6 | 9 | 4 | | | | | | | | | | | | | | | | | | 1 |
| 11 | 2 | 1 | 1 | 4 | | | | | | | | | | | | | | | | | 2 |
| 43 | 8 | 10 | 4 | 1 | 4 | | | | | | | | | | | | | | | | |
| 4 | 3 | | | 2 | | | | | | | | | | | | | | | | | 1 |
| 7 | 4 | 1 | 2 | 4 | 2 | | | | | | | | | | | | | | | | 2 |
| 21 | 4 | 4 | 1 | 15 | 10 | | | | | | | | | | | | | | | | 3 |
| 2 | | 1 | 1 | 1 | | 1 | | | | | | | | | | | | | | | 4 |
| 1 | | | 1 | | | | | | | | | | | | | | | | | | 5 |
| 35 | 11 | 6 | 4 | 22 | 12 | 1 | | | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | | | | | | | | | | | | | | | | | | | | | |
| 151 | 19 | 22 | 7 | 1 | | | | | | | | | | | | | | | | | 1 |
| 212 | 36 | 27 | 14 | 7 | | | | | | | | | | | | | | | | | 2 |
| 13 | 4 | | | | | | | | | | | | | | | | | | | | 3 |
| 376 | 59 | 40 | 21 | 8 | | | | | | | | | | | | | | | | | |
| 23 | 11 | 2 | | | | | | | | | | | | | | | | | | | 1 |
| 234 | 76 | 52 | 20 | 6 | | | | | | | | | | | | | | | | | 2 |
| 113 | 20 | 1 | 3 | 4 | 1 | | | | | | | | | | | | | | | | 3 |
| | | | | 1 | | | | | | | | | | | | | | | | | 4 |
| | | | | | 1 | | | | | | | | | | | | | | | | 5 |
| 374 | 107 | 55 | 23 | 10 | 2 | 1 | | | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | | | | | | | | | | | | | | | | | | | | | |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 16, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Number of employ- ees. | Groups of actual daily earnings or daily rate near st to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|--|------------------|---------------------------|---|--|-------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|-----------------------------|-------|--|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | |
| Laborers, floating gang (in 4 roads). | 1 | 240 | \$1.01-\$1.20 | 94 | 25 | 63 | 21 | 21 | 10 | 5 | 1 | ..... |  |  |
| | 2 | 457 | 1.21- 1.40 | 183 | 80 | 90 | 34 | 26 | 13 | 25 | 6 | ..... |  |  |
| | 3 | 1 | 1.41- 1.60 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |  |
| | | | 698 | | 278 | 105 | 153 | 55 | 47 | 23 | 30 | 7 | | |
| Laborers, freight (in 5 roads). | 1 | 1 | .41- .60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |  |  |
| | 2 | 2 | .81- 1.00 | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 1 | ..... |  |  |
| | 3 | 492 | 1.01- 1.20 | 29 | 25 | 69 | 47 | 41 | 41 | 24 | 159 | 57 | | |
| | 4 | 1,307 | 1.21- 1.40 | 405 | 168 | 175 | 117 | 99 | 105 | 71 | 130 | 37 | | |
| | 5 | 446 | 1.41- 1.60 | 93 | 49 | 62 | 35 | 26 | 36 | 115 | 4 | ..... |  |  |
| | 6 | 1,453 | 1.61- 1.80 | 298 | 140 | 178 | 159 | 89 | 105 | 190 | 279 | 15 | | |
| | 7 | 22 | 1.81- 2.00 | 1 | ..... | 3 | 2 | 1 | 6 | 7 | ..... | ..... |  |  |
| | 8 | 2 | 2.01- 2.20 | ..... | ..... | ..... | ..... | ..... | ..... | 2 | ..... | ..... |  |  |
| | | 3,725 | ..... | 826 | 382 | 487 | 360 | 257 | 279 | 329 | 692 | 113 | | |
| Laborers, fuel (in 1 road) .. | 1 | 10 | .81- 1.00 | 9 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |  |
| | 2 | 79 | 1.01- 1.20 | 45 | 12 | 13 | 7 | 1 | ..... | ..... | 1 | ..... |  |  |
| | 3 | 334 | 1.21- 1.40 | 245 | 51 | 20 | 8 | 6 | 2 | 2 | ..... | ..... |  |  |
| | 4 | 37 | 1.41- 1.60 | 28 | 6 | ..... | 1 | 1 | ..... | ..... | 1 | ..... |  |  |
| | 5 | 1 | 1.61- 1.80 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |  |
| | | 461 | ..... | 328 | 70 | 33 | 16 | 8 | 2 | 2 | 2 | ..... |  |  |
| Laborers, gravel pit (in 2 roads). | 1 | 111 | 1.01- 1.20 | 50 | 27 | 20 | 9 | 4 | 1 | ..... | ..... | ..... |  |  |
| | 2 | 3 | 1.21- 1.40 | 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |  |
| | 3 | 1 | 1.41- 1.60 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... |  |  |
| | | | 115 | ..... | 51 | 28 | 21 | 10 | 4 | 1 | ..... | ..... |  |  |
| Laborers, gravel train (in 1 road). | 1 | 174 | 1.21- 1.40 | 135 | 32 | 7 | ..... | ..... | ..... | ..... | ..... | ..... |  |  |
| | | 174 | ..... | 135 | 32 | 7 | ..... | ..... | ..... | ..... | ..... | ..... |  |  |
| Laborers, ice gang (in 1 road). | 1 | 8 | 1.41- 1.60 | 1 | 1 | 6 | ..... | ..... | ..... | ..... | ..... | ..... |  |  |
| | | 8 | ..... | 1 | 1 | 6 | ..... | ..... | ..... | ..... | ..... | ..... |  |  |
| Laborers, lumber yard (in 3 roads). | 1 | 39 | 1.01- 1.20 | 7 | 6 | 7 | 4 | 8 | 1 | 5 | 1 | ..... |  |  |
| | 2 | 148 | 1.21- 1.40 | 56 | 31 | 31 | 7 | 7 | 9 | 5 | 2 | ..... |  |  |
| | 3 | 3 | 1.41- 1.60 | ..... | ..... | 1 | ..... | ..... | 1 | ..... | 1 | ..... |  |  |
| | 4 | 4 | 1.61- 1.80 | ..... | 2 | ..... | 2 | ..... | ..... | ..... | ..... | ..... |  |  |
| | 5 | 8 | 1.81- 2.00 | 5 | ..... | ..... | 1 | ..... | ..... | 2 | ..... | ..... |  |  |
| | | 202 | ..... | 68 | 39 | 39 | 14 | 15 | 11 | 12 | 4 | ..... |  |  |
| | | 245 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | | |
| | | 447 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |  |
| Laborers, machine shop (in 6 roads). | 1 | 1 | .61- .80 | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... |  |  |
| | 2 | 45 | 1.01- 1.20 | 8 | 3 | 9 | 7 | 7 | 1 | 4 | 5 | 1 | | |
| | 3 | 580 | 1.21- 1.40 | 31 | 14 | 20 | 15 | 20 | 15 | 25 | 28 | 12 | | |
| | 4 | 25 | 1.41- 1.60 | 5 | ..... | 1 | 1 | 3 | ..... | 2 | 12 | 4 | | |
| | 5 | 11 | 1.61- 1.80 | 2 | ..... | 1 | 3 | 1 | 1 | ..... | 3 | ..... |  |  |
| | 6 | 3 | 1.81- 2.00 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 1 | | |
| | 7 | 1 | 2.21- 2.40 | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... |  |  |
| | | 269 | ..... | 47 | 17 | 31 | 26 | 32 | 18 | 31 | 49 | 18 | | |
| | | 32 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | | |
| | | 301 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |  |

a Rate and time cannot be stated, as they worked by the day and piece combined.

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|-------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------------------|-------|
| 100 d ls and under | 101 to 200 | 201 to 300 | 301 to 400 | 401 to 500 | 501 to 600 | 601 to 700 | 701 to 800 | 801 to 900 | 901 to 1000 | 1000 to 1100 | 1101 to 1200 | 1201 to 1300 | 1301 to 1400 | 1401 to 1500 | 1501 to 1600 | 1601 to 1700 | 1701 to 1800 | 1801 to 1900 | 1901 to 2000 | 2001 to and over | |
| 160 | 48 | 26 | 6 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| 329 | 63 | 33 | 32 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 |
| 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 |
| 490 | 111 | 59 | 38 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 |
| ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 |
| 99 | 88 | 65 | 121 | 101 | 18 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 4 |
| 673 | 189 | 141 | 143 | 134 | 27 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 5 |
| 163 | 65 | 37 | 33 | 118 | 30 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 6 |
| 472 | 201 | 152 | 119 | 190 | 296 | 22 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 7 |
| 2 | 3 | 1 | 2 | 2 | 11 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 8 |
| | | | | | | | | | | | | | | | | | | | | | |
| 1,409 | 548 | 396 | 419 | 545 | 381 | 22 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 10 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| 68 | 9 | 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 |
| 307 | 18 | 7 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 |
| 34 | 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 4 |
| 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 5 |
| 420 | 28 | 9 | 3 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 93 | 17 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| 3 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 |
| 96 | 17 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 171 | 3 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| 171 | 3 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 2 | 6 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| 2 | 6 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 18 | 7 | 8 | 6 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| 108 | 20 | 11 | 8 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 |
| ..... | 1 | ..... | 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 |
| 2 | ..... | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 4 |
| 5 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 5 |
| 133 | 28 | 22 | 15 | 2 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 128 | 55 | 15 | 25 | 20 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 261 | 83 | 37 | 40 | 22 | 4 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| 16 | 14 | 6 | 4 | 5 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 |
| 55 | 26 | 31 | 36 | 22 | 10 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 |
| 5 | 1 | 4 | ..... | 5 | 13 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 4 |
| 2 | 2 | 3 | ..... | 1 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 5 |
| 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 6 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 7 |
| 79 | 44 | 44 | 41 | 33 | 25 | 3 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 10 | 5 | 4 | 5 | 6 | ..... | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 89 | 40 | 48 | 46 | 39 | 25 | 5 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Number of employ- és. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | | | | | | |
|------------------------------------|------------------|--------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|--|--|--|--|--|--|--|--|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | | | | | | | |
| Laborers, masons (in 5 roads). | 1 | 8 | \$1.21-\$1.40 | 4 | 1 | 2 | | | | | | | | | | | | | | |
| | 2 | 33 | 1.41-1.60 | 8 | 4 | 6 | 6 | 2 | 2 | 1 | 2 | | | | | | | | | |
| | 3 | 5 | 1.61-1.80 | 4 | 1 | | | | | | | | | | | | | | | |
| | 4 | 1 | 1.81-2.00 | 1 | | | | | | | | | | | | | | | | |
| | 5 | 1 | 2.21-2.40 | 1 | | | | | | | | | | | | | | | | |
| | 6 | 1 | 2.61-2.80 | 1 | | | | | | | | | | | | | | | | |
| | 7 | 1 | 3.41-3.60 | 1 | | | | | | | | | | | | | | | | |
| | | 50 | | 20 | 6 | 8 | 6 | 2 | 2 | 3 | 3 | | | | | | | | | |
| Laborers, mill (in 1 road) .. | 1 | 1 | .81-1.00 | | | | 1 | | | | | | | | | | | | | |
| | 2 | 25 | 1.01-1.20 | 3 | 4 | 1 | 7 | 4 | 4 | 2 | | | | | | | | | | |
| | 3 | 2 | 1.21-1.40 | | | | 1 | | | | | | | | | | | | | |
| | 4 | 5 | 1.61-1.80 | 1 | | | 1 | | | 1 | 2 | | | | | | | | | |
| | 5 | 15 | 1.81-2.00 | 2 | 1 | | 1 | 2 | 1 | 3 | 5 | | | | | | | | | |
| | 6 | 2 | 2.01-2.20 | 1 | | | | | | | | | | | | | | | | |
| | | 50 | | 7 | 5 | 1 | 11 | 6 | 5 | 7 | 8 | | | | | | | | | |
| Laborer, office (in 1 road) .. | 1 | 1 | .81-1.00 | 1 | | | | | | | | | | | | | | | | |
| | | 1 | | 1 | | | | | | | | | | | | | | | | |
| Laborers, oilhouse (in 2 roads). | 1 | 2 | 1.21-1.40 | | | | | | 1 | | | | | | | | | | | |
| | | 2 | | | | | | | | 1 | | | | | | | | | | |
| Laborers, paint shop (in 1 road). | 1 | 1 | .61-.80 | | | | | | 1 | | | | | | | | | | | |
| | 2 | 41 | 1.01-1.20 | 19 | 10 | 4 | 1 | 2 | 1 | 4 | | | | | | | | | | |
| | 3 | 15 | 1.21-1.40 | 3 | 1 | 4 | 2 | 1 | 2 | 2 | | | | | | | | | | |
| | 4 | 6 | 1.41-1.60 | 1 | 2 | 1 | 2 | | | | | | | | | | | | | |
| | | 63 | | 23 | 13 | 9 | 5 | 4 | 3 | 6 | | | | | | | | | | |
| | | 34 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | | | | | | | | |
| | 97 | | | | | | | | | | | | | | | | | | | |
| Laborers, pier (in 1 road) .. | 1 | 100 | 1.61-1.80 | 26 | 7 | 15 | 51 | | | | 1 | | | | | | | | | |
| | 2 | 24 | 1.81-2.00 | 16 | 7 | | 1 | | | | | | | | | | | | | |
| | | 124 | | 42 | 14 | 15 | 52 | | | | 1 | | | | | | | | | |
| Laborers, piledriver (in 3 roads). | 1 | 5 | 1.41-1.60 | 4 | 1 | | | | | | | | | | | | | | | |
| | 2 | 2 | 1.61-1.80 | | 1 | | 1 | | | | | | | | | | | | | |
| | 3 | 9 | 1.81-2.00 | 1 | 1 | 2 | 1 | | 2 | 2 | | | | | | | | | | |
| | 4 | 1 | 2.01-2.20 | | 1 | | | | | | | | | | | | | | | |
| | 17 | | 5 | 4 | 3 | 1 | | 2 | 2 | | | | | | | | | | | |
| Laborers, plat (in 1 road) .. | 1 | 10 | 1.01-1.20 | 3 | | 1 | 1 | 1 | 3 | | | | | | | | | | | |
| | | 10 | | 3 | | 1 | 1 | 1 | 3 | | | | | | | | | | | |
| Laborers, pump (in 3 roads). | 1 | 5 | .61-.80 | 2 | 1 | | 1 | 1 | | | | | | | | | | | | |
| | 2 | 7 | .81-1.00 | 5 | 1 | | | | | | 1 | | | | | | | | | |
| | 3 | 1 | 1.41-1.60 | | | 1 | | | | | | | | | | | | | | |
| | 13 | | 7 | 2 | 1 | 1 | 1 | | 1 | | | | | | | | | | | |
| Laborers, quarry (in 8 roads). | 1 | 1 | .81-1.00 | 1 | | | | | | | | | | | | | | | | |
| | 2 | 29 | 1.01-1.20 | 14 | 5 | 5 | 1 | 4 | | | | | | | | | | | | |
| | 3 | 66 | 1.21-1.40 | 20 | 11 | 32 | 1 | 2 | | | | | | | | | | | | |
| | 4 | 20 | 1.41-1.60 | 5 | 5 | 6 | 1 | 3 | | | | | | | | | | | | |
| | 116 | | 40 | 21 | 43 | 3 | 9 | | | | | | | | | | | | | |

* Rate and time cannot be stated, as they worked by the day and piece combined.

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | |
|---|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|-------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------------|
| 100 dolls. and under | 101 to 200 | 201 to 300 | 301 to 400 | 401 to 500 | 501 to 600 | 601 to 700 | 701 to 800 | 801 to 900 | 901 to 1000 | 1001 to 1100 | 1101 to 1200 | 1201 to 1300 | 1301 to 1400 | 1401 to 1500 | 1501 to 1600 | 1601 to 1700 | 1701 to 1800 | 1801 to 1900 | 1901 to 2000 | 2001 and over |
| 6 | 1 | | | 1 | | | | | | | | | | | | | | | | 1 |
| 15 | 6 | 6 | 1 | 5 | | | | | | | | | | | | | | | | 2 |
| 1 | | | | | | | | | | | | | | | | | | | | 3 |
| 1 | | | | | | | | | | | | | | | | | | | | 4 |
| 1 | | | | | | | | | | | | | | | | | | | | 5 |
| 1 | | | | | | | | | | | | | | | | | | | | 6 |
| 1 | | | | | | | | | | | | | | | | | | | | 7 |
| 30 | 7 | 6 | 1 | 6 | | | | | | | | | | | | | | | | |
| | 1 | | | | | | | | | | | | | | | | | | | 1 |
| 8 | 8 | 7 | 2 | | | | | | | | | | | | | | | | | 2 |
| | 1 | | | 1 | | | | | | | | | | | | | | | | 3 |
| 1 | | 1 | | | | | | 1 | | | | | | | | | | | | 4 |
| 3 | | 1 | 2 | 1 | 2 | 1 | 5 | | | | | | | | | | | | | 5 |
| 1 | | | | | | | 1 | | | | | | | | | | | | | 6 |
| 13 | 10 | 9 | 4 | 2 | 5 | 7 | | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | | | | | | | | | | | | | | | | | | | | |
| | | 1 | | 1 | | | | | | | | | | | | | | | | 1 |
| | | 1 | | 1 | | | | | | | | | | | | | | | | |
| | 1 | | | | | | | | | | | | | | | | | | | 1 |
| 33 | 2 | 2 | 4 | | | | | | | | | | | | | | | | | 1 |
| 8 | 2 | 8 | 2 | | | | | | | | | | | | | | | | | 2 |
| 3 | 3 | | | | | | | | | | | | | | | | | | | 3 |
| 44 | 8 | 5 | 6 | | | | | | | | | | | | | | | | | |
| 12 | 4 | 4 | 5 | 7 | 2 | | | | | | | | | | | | | | | |
| 56 | 12 | 9 | 11 | 7 | 2 | | | | | | | | | | | | | | | |
| 34 | 29 | 36 | | 1 | | | | | | | | | | | | | | | | 1 |
| 23 | 1 | | | | | | | | | | | | | | | | | | | 2 |
| 57 | 30 | 36 | | 1 | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | 1 | | | | | | | | | | | | | | | | | | | 2 |
| 2 | 2 | 1 | | 2 | 2 | | | | | | | | | | | | | | | 3 |
| | 1 | | | | | | | | | | | | | | | | | | | 4 |
| 8 | 4 | 1 | | 2 | 2 | | | | | | | | | | | | | | | |
| 3 | 3 | 3 | 1 | | | | | | | | | | | | | | | | | 1 |
| 3 | 3 | 3 | 1 | | | | | | | | | | | | | | | | | |
| 4 | 1 | | | | | | | | | | | | | | | | | | | 1 |
| 6 | | 1 | | | | | | | | | | | | | | | | | | 2 |
| 1 | | | | | | | | | | | | | | | | | | | | 3 |
| 11 | 1 | 1 | | | | | | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | 1 |
| 22 | 5 | 2 | | | | | | | | | | | | | | | | | | 2 |
| 62 | 2 | 2 | | | | | | | | | | | | | | | | | | 3 |
| 11 | 6 | 3 | | | | | | | | | | | | | | | | | | 4 |
| 96 | 13 | 7 | | | | | | | | | | | | | | | | | | |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 16, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Number of employ-ees. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | |
|--------------------------------------|------------------|-----------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|-------|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | |
| Laborers, round house (in 4 roads). | 1 | 6 | \$.61-.80 | ..... | 1 | 1 | 1 | 1 | ..... | ..... | ..... | 2 | ..... |
| | 2 | 1 | .81-1.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 3 | 30 | 1.01-1.20 | 11 | 3 | 6 | 3 | 1 | 2 | ..... | ..... | 3 | 1 |
| | 4 | 45 | 1.21-1.40 | 11 | 6 | 8 | 3 | 4 | 2 | 1 | 9 | 1 | ..... |
| | 5 | 2 | 1.41-1.60 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 84 | ..... | ..... | 23 | 10 | 17 | 7 | 6 | 4 | 1 | 14 | 2 | ..... |
| | 2 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) |
| | 86 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Laborers, saw mill (in 1 road). | 1 | 2 | 1.61-1.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 | ..... |
| | 2 | 1 | 2.21-2.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| | 3 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Laborers, shop (in 13 roads). | 1 | 7 | .61-.80 | 1 | 1 | 1 | 1 | 2 | ..... | ..... | ..... | 1 | ..... |
| | 2 | 22 | .81-1.00 | 2 | 6 | 4 | 2 | 4 | ..... | ..... | ..... | 2 | ..... |
| | 3 | 994 | 1.01-1.20 | 170 | 102 | 185 | 110 | 80 | 64 | 107 | 118 | 58 | ..... |
| | 4 | 602 | 1.21-1.40 | 205 | 109 | 125 | 51 | 18 | 19 | 29 | 35 | 11 | ..... |
| | 5 | 460 | 1.41-1.60 | 206 | 79 | 58 | 26 | 19 | 20 | 21 | 23 | 8 | ..... |
| | 6 | 26 | 1.61-1.80 | 5 | 2 | 4 | 1 | 3 | ..... | ..... | ..... | 3 | 2 |
| | 7 | 2 | 1.81-2.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 | ..... |
| | 8 | 2 | 2.01-2.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 9 | 1 | 2.21-2.40 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... |
| | 10 | 2 | 2.41-2.60 | ..... | ..... | ..... | 2 | ..... | ..... | ..... | ..... | ..... | ..... |
| | 2,118 | ..... | ..... | 591 | 296 | 380 | 197 | 126 | 103 | 159 | 184 | 79 | ..... |
| | 104 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) |
| | 2,222 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Laborers, station (in 8 roads). | 1 | 1 | .41-.60 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... |
| | 2 | 4 | .61-.80 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| | 3 | 1 | .81-1.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 4 | 5 | 1.01-1.20 | ..... | ..... | ..... | 2 | ..... | ..... | ..... | ..... | 3 | ..... |
| | 5 | 83 | 1.21-1.40 | 20 | 8 | 14 | 11 | 7 | 2 | 3 | 15 | 3 | ..... |
| | 6 | 146 | 1.41-1.60 | 46 | 4 | 8 | 11 | 6 | 7 | 5 | 57 | 2 | ..... |
| | 7 | 13 | 1.61-1.80 | 1 | ..... | ..... | 1 | 1 | ..... | ..... | ..... | 9 | ..... |
| | 8 | 5 | 1.81-2.00 | 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | 3 | ..... |
| | 9 | 6 | 2.41-2.60 | 6 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 264 | ..... | ..... | 75 | 13 | 27 | 23 | 14 | 10 | 8 | 89 | 5 | ..... |
| Laborers, steam shovel (in 5 roads). | 1 | 49 | .81-1.00 | 13 | 7 | 13 | 7 | 3 | 1 | 5 | ..... | ..... | ..... |
| | 2 | 30 | 1.01-1.20 | 6 | 7 | 12 | 3 | 2 | ..... | ..... | ..... | ..... | ..... |
| | 3 | 45 | 1.21-1.40 | 18 | 5 | 11 | 4 | 2 | 4 | 1 | ..... | ..... | ..... |
| | 4 | 27 | 1.41-1.60 | 11 | 6 | 5 | 4 | 1 | ..... | ..... | ..... | ..... | ..... |
| | 151 | ..... | ..... | 48 | 25 | 41 | 18 | 8 | 5 | 6 | ..... | ..... | ..... |
| Laborers, stone gang (in 3 roads). | 1 | 59 | 1.01-1.20 | 3 | 2 | 9 | 10 | 6 | 29 | ..... | ..... | ..... | ..... |
| | 2 | 11 | 1.21-1.40 | 4 | 1 | 1 | 2 | ..... | ..... | ..... | ..... | ..... | ..... |
| | 3 | 8 | 1.41-1.60 | 3 | 1 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... |
| | 78 | ..... | ..... | 10 | 4 | 10 | 13 | 6 | 32 | 3 | ..... | ..... | ..... |
| Laborers, stonemasons (in 2 roads). | 1 | 1 | 1.01-1.20 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 2 | 6 | 1.21-1.40 | 5 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... |
| | 3 | 23 | 1.41-1.60 | 11 | 3 | 3 | 3 | 3 | ..... | ..... | ..... | ..... | ..... |
| | 30 | ..... | ..... | 17 | 3 | 4 | 3 | 3 | ..... | ..... | ..... | ..... | ..... |
| Laborers, storeroom (in 2 roads). | 1 | 18 | 1.21-1.40 | 3 | 3 | 3 | 2 | 4 | ..... | ..... | 1 | 2 | ..... |
| | 2 | 2 | 1.41-1.60 | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | 1 | ..... |
| | 20 | ..... | ..... | 3 | 3 | 3 | 2 | 4 | 1 | 1 | 3 | ..... | ..... |

a Rate and time cannot be stated, as they worked by the day and piece combined.

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|-----------------------------|----|
| 100 dolls and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 doll | 401 to 500 doll | 501 to 600 doll | 601 to 700 doll | 701 to 800 doll | 801 to 900 doll | 901 to 1000 doll | 1001 to 1100 doll | 1101 to 1200 doll | 1201 to 1300 doll | 1301 to 1400 doll | 1401 to 1500 doll | 1501 to 1600 doll | 1601 to 1700 doll | 1701 to 1800 doll | 1801 to 1900 doll | 1901 to 2000 doll | 2001 doll and over | |
| 3 | 1 | 2 | | | | | | | | | | | | | | | | | | | 1 |
| 1 | | | | | | | | | | | | | | | | | | | | | 2 |
| 18 | 5 | 3 | 2 | 2 | | | | | | | | | | | | | | | | | 3 |
| 24 | 5 | 5 | 1 | 9 | 1 | | | | | | | | | | | | | | | | 4 |
| 1 | 1 | | | | | | | | | | | | | | | | | | | | 5 |
| 47 | 12 | 10 | 3 | 11 | 1 | | | | | | | | | | | | | | | | |
| | 1 | 1 | | | | | | | | | | | | | | | | | | | |
| 47 | 13 | 11 | 3 | 11 | 1 | | | | | | | | | | | | | | | | |
| | | | | 1 | 1 | | | | | | | | | | | | | | | | 1 |
| | | | | | 1 | | | | | | | | | | | | | | | | 2 |
| | | | | 1 | 1 | 1 | | | | | | | | | | | | | | | |
| 4 | 2 | 1 | | | | | | | | | | | | | | | | | | | 1 |
| 12 | 6 | 2 | 2 | | | | | | | | | | | | | | | | | | 2 |
| 427 | 196 | 112 | 188 | 66 | 5 | | | | | | | | | | | | | | | | 3 |
| 382 | 108 | 33 | 40 | 33 | 5 | 1 | | | | | | | | | | | | | | | 4 |
| 306 | 56 | 29 | 21 | 30 | 14 | 4 | | | | | | | | | | | | | | | 5 |
| 8 | 7 | 5 | 1 | | 3 | 1 | 1 | | | | | | | | | | | | | | 6 |
| | | | | | 1 | | 1 | | | | | | | | | | | | | | 7 |
| 2 | | | | | | | | | | | | | | | | | | | | | 8 |
| | 1 | | | | | | | | | | | | | | | | | | | | 9 |
| | | 2 | | | | | | | | | | | | | | | | | | | 10 |
| 1,141 | 376 | 184 | 252 | 129 | 28 | 6 | 2 | | | | | | | | | | | | | | |
| 21 | 29 | 10 | 17 | 20 | 6 | | 1 | | | | | | | | | | | | | | |
| 1,162 | 405 | 194 | 269 | 149 | 34 | 6 | 3 | | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| 2 | 1 | 1 | | | | | | | | | | | | | | | | | | | 2 |
| | | 1 | | | | | | | | | | | | | | | | | | | 3 |
| 2 | | | 1 | 2 | | | | | | | | | | | | | | | | | 4 |
| 37 | 18 | 6 | 7 | 14 | 1 | | | | | | | | | | | | | | | | 5 |
| 50 | 17 | 8 | 8 | 39 | 23 | 1 | | | | | | | | | | | | | | | 6 |
| 2 | | 2 | | | 9 | | | | | | | | | | | | | | | | 7 |
| 2 | | | | | 3 | | | | | | | | | | | | | | | | 8 |
| 6 | | | | | | | | | | | | | | | | | | | | | 9 |
| 102 | 36 | 18 | 16 | 55 | 36 | 1 | | | | | | | | | | | | | | | |
| 34 | 9 | 6 | | | | | | | | | | | | | | | | | | | 1 |
| 23 | 5 | 2 | | | | | | | | | | | | | | | | | | | 2 |
| 33 | 5 | 6 | 1 | | | | | | | | | | | | | | | | | | 3 |
| 17 | 9 | 1 | | | | | | | | | | | | | | | | | | | 4 |
| 107 | 28 | 15 | 1 | | | | | | | | | | | | | | | | | | |
| 9 | 17 | 33 | | | | | | | | | | | | | | | | | | | 1 |
| 6 | 2 | | 3 | | | | | | | | | | | | | | | | | | 2 |
| 4 | 1 | | 3 | | | | | | | | | | | | | | | | | | 3 |
| 19 | 20 | 33 | 6 | | | | | | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| 6 | | | | | | | | | | | | | | | | | | | | | 2 |
| 16 | 2 | 5 | | | | | | | | | | | | | | | | | | | 3 |
| 23 | 2 | 5 | | | | | | | | | | | | | | | | | | | |
| 7 | 4 | 4 | 2 | 1 | | | | | | | | | | | | | | | | | |
| | | 1 | | 1 | | | | | | | | | | | | | | | | | 1 |
| 7 | 4 | 5 | 2 | 1 | 1 | | | | | | | | | | | | | | | | |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Number of employ- ees. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | |
|-----------------------------------|------------------|---------------------------|---|--|-------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|-----------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 to days and over. | | | | | | | | | | |
| Laborers, surfacing (in 1 road). | 1 | 18 | \$1.41-\$1.60 | 3 | 5 | 6 | 1 | 2 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 2 | 19 | 1.61- 1.80 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Laborers, switch (in 2 roads). | 1 | 4 | 1.01- 1.20 | ..... | ..... | ..... | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 2 | 214 | 1.21- 1.40 | 100 | 28 | 29 | 13 | 19 | 9 | 12 | 4 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 3 | 1 | 2.41- 2.60 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Laborers, telegraph (in 3 oads). | 1 | 219 | ..... | 103 | 28 | 31 | 13 | 19 | 9 | 12 | 4 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 2 | 107 | .81- 1.00 | 36 | 37 | 21 | 12 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 3 | 21 | 1.01- 1.20 | 1 | 8 | 6 | 5 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 4 | 14 | 1.21- 1.40 | 9 | 2 | 3 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Laborers, tie gang (in 1 road). | 1 | 11 | 1.41- 1.60 | 9 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 2 | 153 | ..... | 55 | 47 | 32 | 17 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Laborers, track (in 56 roads). | 1 | 37 | 1.21- 1.40 | 17 | 8 | 6 | 6 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 2 | 2 | 1.41- 1.60 | ..... | 1 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 3 | 39 | ..... | 17 | 9 | 6 | 7 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 4 | 2 | Under .21 | ..... | ..... | ..... | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 5 | 1 | .21- .40 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 6 | 249 | .41- .60 | 112 | 19 | 36 | 12 | 19 | 19 | 26 | 6 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 7 | 895 | .61- .80 | 374 | 175 | 166 | 91 | 29 | 21 | 22 | 17 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 8 | 2419 | .81- 1.00 | 1143 | 421 | 421 | 136 | 118 | 88 | 52 | 37 | 3 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 9 | 27-32 | 1.01- 1.20 | 8360 | 4067 | 4692 | 2752 | 1984 | 1788 | 2140 | 2016 | 33 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 10 | 16444 | 1.21- 1.40 | 5782 | 2489 | 2583 | 1518 | 947 | 754 | 686 | 1637 | 48 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 11 | 5353 | 1.41- 1.60 | 1916 | 598 | 808 | 602 | 344 | 252 | 246 | 583 | 4 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 12 | 353 | 1.61- 1.80 | 120 | 58 | 59 | 33 | 14 | 9 | 9 | 43 | 3 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 13 | 75 | 1.81- 2.00 | 42 | 17 | 5 | 1 | 2 | 3 | 1 | 4 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 14 | 1 | 2.01- 2.20 | | | | | | | | | | | | | | | | | | | |
| | 15 | 26 | 2.21- 2.40 | 12 | 13 | 1 | | | | | | | | | | | | | | | | |
| 16 | 3 | 2.41- 2.60 | 1 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| 17 | 1 | 2.61- 2.80 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| 18 | 2 | 2.81- 3.00 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Laborers, transfer (in 1 road). | 1 | 53656 | ..... | 17863 | 7857 | 8776 | 5145 | 3457 | 2934 | 3182 | 4351 | 91 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 2 | 2 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Laborers, warehouse (in 6 roads). | 1 | 53658 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 2 | 3 | .61- .80 | 3 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 3 | 1 | .81- 1.00 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 4 | 36 | 1.21- 1.40 | 22 | 7 | 6 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Laborers, surfacing (in 1 road). | 1 | 3 | 1.41- 1.60 | 2 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 2 | 43 | ..... | 27 | 7 | 8 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 3 | 6 | .81- 1.00 | 1 | 1 | 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 4 | 43 | 1.01- 1.20 | 10 | 11 | 5 | 10 | 2 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 5 | 236 | 1.21- 1.40 | 89 | 15 | 34 | 31 | 10 | 15 | 5 | 33 | 4 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 6 | 29 | 1.41- 1.60 | 11 | 3 | 6 | 3 | 2 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Laborers, warehouse (in 6 roads). | 1 | 4 | 1.61- 1.80 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 2 | 8 | 2.41- 2.60 | 8 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Laborers, warehouse (in 6 roads). | 1 | 326 | ..... | 120 | 30 | 48 | 45 | 16 | 18 | 5 | 39 | 5 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 2 | 2 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Laborers, warehouse (in 6 roads). | 1 | 328 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |

a Rate and time cannot be stated, as they worked by the piece.

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|----------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|---------------------|----|
| 160 dolls. and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 doll. | 401 to 500 doll. | 501 to 600 doll. | 601 to 700 doll. | 701 to 800 doll. | 801 to 900 doll. | 901 to 1000 doll. | 1001 to 1100 doll. | 1101 to 1200 doll. | 1201 to 1300 doll. | 1301 to 1400 doll. | 1401 to 1500 doll. | 1501 to 1600 doll. | 1601 to 1700 doll. | 1701 to 1800 doll. | 1801 to 1900 doll. | 1901 to 2000 doll. | 2001 and over | |
| 12 | 2 | 3 | 1 | | | | | | | | | | | | | | | | | | 1 |
| 1 | | | | | | | | | | | | | | | | | | | | | 2 |
| 13 | 2 | 3 | 1 | | | | | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | | | | | | | | 1 |
| 148 | 26 | 18 | 19 | 3 | | | | | | | | | | | | | | | | | 2 |
| 1 | | | | | | | | | | | | | | | | | | | | | 3 |
| 153 | 26 | 18 | 19 | 3 | | | | | | | | | | | | | | | | | |
| 94 | 13 | | | | | | | | | | | | | | | | | | | | 1 |
| 14 | 6 | 1 | | | | | | | | | | | | | | | | | | | 2 |
| 14 | | | | | | | | | | | | | | | | | | | | | 3 |
| 9 | 2 | | | | | | | | | | | | | | | | | | | | 4 |
| 131 | 21 | 1 | | | | | | | | | | | | | | | | | | | |
| 29 | 8 | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | 1 | | | | | | | | | | | | | | | | | | | | 2 |
| 30 | 9 | | | | | | | | | | | | | | | | | | | | |
| 2 | | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | | | | | | | | | | | | | | | | | | | | | 2 |
| 184 | 64 | 1 | | | | | | | | | | | | | | | | | | | 3 |
| 794 | 76 | 25 | | | | | | | | | | | | | | | | | | | 4 |
| 2001 | 258 | 123 | 37 | | | | | | | | | | | | | | | | | | 5 |
| 16255 | 4650 | 3205 | 3552 | 167 | 3 | | | | | | | | | | | | | | | | 6 |
| 9938 | 2564 | 1330 | 1094 | 1498 | 20 | | | | | | | | | | | | | | | | 7 |
| 2886 | 846 | 537 | 319 | 688 | 77 | | | | | | | | | | | | | | | | 8 |
| 190 | 65 | 19 | 18 | 6 | 46 | 9 | | | | | | | | | | | | | | | 9 |
| 59 | 5 | 1 | 2 | 3 | 2 | 3 | | | | | | | | | | | | | | | 10 |
| | | | | | | 1 | | | | | | | | | | | | | | | 11 |
| 23 | 3 | | | | | | | | | | | | | | | | | | | | 12 |
| 1 | 1 | | | | | | 1 | | | | | | | | | | | | | | 13 |
| 1 | | | | | | | | | | | | | | | | | | | | | 14 |
| | | 1 | | | | | | | 1 | | | | | | | | | | | | 15 |
| 32335 | 8532 | 5242 | 5022 | 2362 | 148 | 13 | 1 | | 1 | | | | | | | | | | | | |
| 1 | 1 | | | | | | | | | | | | | | | | | | | | |
| 32336 | 8533 | 5242 | 5022 | 2362 | 148 | 13 | 1 | | 1 | | | | | | | | | | | | |
| 3 | | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | | | | | | | | | | | | | | | | | | | | | 2 |
| 34 | 1 | | | 1 | | | | | | | | | | | | | | | | | 3 |
| 3 | | | | | | | | | | | | | | | | | | | | | 4 |
| 41 | 1 | | | 1 | | | | | | | | | | | | | | | | | |
| 3 | 2 | | 1 | | | | | | | | | | | | | | | | | | 1 |
| 25 | 11 | 4 | 1 | 2 | | | | | | | | | | | | | | | | | 2 |
| 117 | 53 | 19 | 17 | 27 | 3 | | | | | | | | | | | | | | | | 3 |
| 15 | 7 | 3 | 1 | 3 | | | | | | | | | | | | | | | | | 4 |
| 3 | | | 1 | | | | | | | | | | | | | | | | | | 5 |
| 8 | | | | | | | | | | | | | | | | | | | | | 6 |
| 171 | 73 | 26 | 21 | 32 | 3 | | | | | | | | | | | | | | | | |
| 2 | | | | | | | | | | | | | | | | | | | | | |
| 173 | 73 | 26 | 21 | 32 | 3 | | | | | | | | | | | | | | | | |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Number of employ-ees. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | |
|-------------------------------------|------------------|-----------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|---|---|--|--|--|--|--|--|--|----|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | | | | | | | | | |
| Laborers, waterhouse (in 1 road). | 1 | 1 | \$0. 81-\$1. 00 | | | | | | | | | | | | | | | | | | | |
| | 2 | 11 | 1. 01- 1. 20 | | | | | | | | | | | | | | | | | | | 1 |
| | 3 | 2 | 1. 21- 1. 40 | | | | | | | | | | | | | | | | | | | 11 |
| | | 14 | | | | | | | | | | | | | | | | | | | | |
| Laborers, water works (in 1 road). | 1 | 11 | 1. 41- 1. 60 | | 8 | 3 | | | | | | | | | | | | | | | | |
| | 2 | 1 | 1. 81- 2. 00 | | | | | | | | | | | | | | | | | | | 1 |
| | 3 | 1 | 2. 61- 2. 80 | | | | | | | | | | | | | | | | | | | 1 |
| | | 13 | | | 8 | 3 | | | | | | | | | | | | | | | | 2 |
| Laborers, wharf (in 1 road). | 1 | 140 | 1. 61- 1. 80 | | 12 | 6 | 15 | 23 | 6 | 7 | 19 | 51 | 1 | | | | | | | | | |
| | | 140 | | | 12 | 6 | 15 | 23 | 6 | 7 | 19 | 51 | 1 | | | | | | | | | |
| Laborers, wood train (in 1 road). | 1 | 36 | 1. 01- 1. 20 | | 33 | 3 | | | | | | | | | | | | | | | | |
| | 2 | 36 | 1. 21- 1. 40 | | 35 | 1 | | | | | | | | | | | | | | | | |
| | | 72 | | | 68 | 4 | | | | | | | | | | | | | | | | |
| Laborers, wood yard (in 3 roads). | 1 | 7 | 1. 01- 1. 20 | | | 2 | 2 | | | | | | | | | | | | | | | 2 |
| | 2 | 8 | 1. 21- 1. 40 | | | | | | | 2 | 1 | 2 | 3 | 1 | | | | | | | | |
| | 3 | 9 | 1. 41- 1. 60 | | | 3 | 3 | 1 | | | | | | 2 | | | | | | | | |
| | | 24 | | | | 5 | 5 | 1 | 2 | 1 | 2 | 7 | 1 | | | | | | | | | |
| Laborers, work train (in 25 roads). | 1 | 2 | . 41- . 60 | | 1 | 1 | | | | | | | | | | | | | | | | |
| | 2 | 89 | . 61- . 80 | | 41 | 16 | 17 | 5 | 6 | 2 | | | | 2 | | | | | | | | |
| | 3 | 132 | . 81- 1. 00 | | 55 | 39 | 23 | 2 | 4 | 7 | | | | 2 | | | | | | | | |
| | 4 | 3,572 | 1. 01- 1. 20 | 1,418 | 583 | 691 | 349 | 171 | 141 | 152 | 66 | 1 | | | | | | | | | | |
| | 5 | 2,680 | 1. 21- 1. 40 | 1,090 | 398 | 416 | 185 | 145 | 96 | 94 | 247 | 9 | | | | | | | | | | |
| | 6 | 1,988 | 1. 41- 1. 60 | 999 | 382 | 362 | 161 | 34 | 16 | 17 | 16 | 1 | | | | | | | | | | |
| | 7 | 67 | 1. 61- 1. 80 | 19 | 12 | 18 | 10 | 4 | | | | 1 | 3 | | | | | | | | | |
| | 8 | 7 | 1. 81- 2. 00 | 2 | | 3 | | | | | | 1 | 1 | | | | | | | | | |
| | 9 | 1 | 2. 21- 2. 40 | 1 | | | | | | | | | | | | | | | | | | |
| | | 8,538 | | 3,626 | 1,431 | 1,530 | 712 | 364 | 262 | 265 | 337 | 11 | | | | | | | | | | |
| Laborers, yard (in 21 roads). | 1 | 5 | . 21- . 40 | | | 1 | | 1 | 2 | 1 | | | | | | | | | | | | |
| | 2 | 5 | . 61- . 80 | | 1 | | 2 | 1 | | | | | | 1 | | | | | | | | |
| | 3 | 30 | . 81- 1. 00 | | 14 | 3 | 2 | 2 | 1 | 1 | 1 | 5 | 1 | | | | | | | | | |
| | 4 | 900 | 1. 01- 1. 20 | 220 | 134 | 137 | 89 | 69 | 68 | 83 | 90 | 10 | | | | | | | | | | |
| | 5 | 903 | 1. 21- 1. 40 | 350 | 118 | 156 | 74 | 27 | 39 | 47 | 82 | 10 | | | | | | | | | | |
| | 6 | 549 | 1. 41- 1. 60 | 144 | 82 | 95 | 46 | 22 | 21 | 29 | 163 | 7 | | | | | | | | | | |
| | 7 | 75 | 1. 61- 1. 80 | 56 | 6 | 4 | 5 | 1 | 1 | 1 | 1 | | | | | | | | | | | |
| | 8 | 47 | 1. 81- 2. 00 | 16 | 19 | 5 | 1 | | | | 6 | | | | | | | | | | | |
| | 9 | 9 | 2. 41- 2. 60 | 2 | | 3 | 2 | 2 | | | | | | | | | | | | | | |
| | | 2,523 | | 803 | 363 | 404 | 221 | 124 | 131 | 167 | 282 | 28 | | | | | | | | | | |
| | 36 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | | | | | | | | | | | |
| | 2,559 | | | | | | | | | | | | | | | | | | | | | |
| Laborers and firemen (in 2 roads). | 1 | 14 | 1. 41- 1. 60 | | | | | | | | | | | | | | | | | | | |
| | 2 | 1 | 1. 61- 1. 80 | | | | | | 1 | | | | | | | | | | | | | 3 |
| | 3 | 1 | 1. 81- 2. 00 | | | | | | 1 | | | | | | | | | | | | | 5 |
| | | 16 | | | | | | | 2 | | | | | | | | | | | | | 6 |
| Laborers and flagmen (in 2 roads). | 1 | 1 | . 21- . 40 | | | | | | | | 1 | | | | | | | | | | | |
| | 2 | 1 | 1. 41- 1. 60 | | 1 | | | | | | | | | | | | | | | | | |
| | | 2 | | | 1 | | | | | | 1 | | | | | | | | | | | |

a Rate and time cannot be stated, as they worked by the piece.

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|---------------------|
| 100 dolls. and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 doll | 401 to 500 doll | 501 to 600 doll | 601 to 700 doll | 701 to 800 doll | 801 to 900 doll | 901 to 1000 doll | 1001 to 1100 doll | 1101 to 1200 doll | 1201 to 1300 doll | 1301 to 1400 doll | 1401 to 1500 doll | 1501 to 1600 doll | 1601 to 1700 doll | 1701 to 1800 doll | 1801 to 1900 doll | 1901 to 2000 doll | 2001 and over |
| | | | 1 | | | | | | | | | | | | | | | | | 1 |
| | | | 2 | 9 | | | | | | | | | | | | | | | | 2 |
| 1 | | | 1 | | | | | | | | | | | | | | | | | 3 |
| 1 | | | 4 | 9 | | | | | | | | | | | | | | | | |
| 11 | | | | | | | | | | | | | | | | | | | | |
| | | | | | | 1 | | | | | | | | | | | | | | 1 |
| | | | | | | | | 1 | | | | | | | | | | | | 2 |
| 11 | | | | | | 1 | | 1 | | | | | | | | | | | | 3 |
| 23 | 19 | 18 | 7 | 26 | 46 | 1 | | | | | | | | | | | | | | 1 |
| 23 | 19 | 18 | 7 | 26 | 46 | 1 | | | | | | | | | | | | | | |
| 36 | | | | | | | | | | | | | | | | | | | | 1 |
| 36 | | | | | | | | | | | | | | | | | | | | 2 |
| 72 | | | | | | | | | | | | | | | | | | | | |
| 3 | 1 | | 1 | 2 | | | | | | | | | | | | | | | | 1 |
| 3 | 4 | | 2 | 3 | | | | | | | | | | | | | | | | 2 |
| | | | | 1 | 1 | | | | | | | | | | | | | | | 3 |
| 6 | 5 | 2 | 4 | 6 | 1 | | | | | | | | | | | | | | | |
| 2 | | | | | | | | | | | | | | | | | | | | 1 |
| 78 | 9 | 2 | | | | | | | | | | | | | | | | | | 2 |
| 118 | 6 | 6 | 2 | | | | | | | | | | | | | | | | | 3 |
| 2,539 | 569 | 251 | 205 | 8 | | | | | | | | | | | | | | | | 4 |
| 1,766 | 345 | 189 | 134 | 240 | 6 | | | | | | | | | | | | | | | 5 |
| 1,529 | 342 | 66 | 23 | 27 | 1 | | | | | | | | | | | | | | | 6 |
| 33 | 19 | 9 | 2 | | 4 | | | | | | | | | | | | | | | 7 |
| 2 | 3 | | | | 1 | 1 | | | | | | | | | | | | | | 8 |
| 1 | | | | | 1 | | | | | | | | | | | | | | | 9 |
| 6,068 | 1,293 | 523 | 366 | 275 | 12 | 1 | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | 1 |
| 4 | | 1 | | | | | | | | | | | | | | | | | | 2 |
| 19 | 3 | 3 | 5 | | | | | | | | | | | | | | | | | 3 |
| 471 | 153 | 98 | 153 | 25 | | | | | | | | | | | | | | | | 4 |
| 587 | 113 | 52 | 63 | 81 | 7 | | | | | | | | | | | | | | | 5 |
| 259 | 99 | 31 | 31 | 91 | 38 | | | | | | | | | | | | | | | 6 |
| 63 | 5 | 4 | | 2 | 1 | | | | | | | | | | | | | | | 7 |
| 36 | 4 | 1 | | 6 | | | | | | | | | | | | | | | | 8 |
| 2 | 2 | 1 | 3 | 1 | | | | | | | | | | | | | | | | 9 |
| 1,446 | 379 | 191 | 255 | 200 | 52 | | | | | | | | | | | | | | | |
| 19 | 5 | 5 | 1 | 5 | 1 | | | | | | | | | | | | | | | |
| 1,465 | 384 | 196 | 256 | 205 | 53 | | | | | | | | | | | | | | | |
| | | | | 3 | 9 | 2 | | | | | | | | | | | | | | 1 |
| | 1 | | | | | | | | | | | | | | | | | | | 2 |
| | | 1 | | | | | | | | | | | | | | | | | | 3 |
| | 1 | 1 | | 3 | 9 | 2 | | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | | | | | | | | | | | | | | | | | | | | 2 |
| 2 | | | | | | | | | | | | | | | | | | | | |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Number of employ-ees. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | |
|----------------------------|------------------|-----------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|---|--|--|--|--|--|--|--|---|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | | | | | | | | |
| Ladies' maids (in 2 roads) | 1 | 3 | \$0.41-\$0.60 | | | 2 | | | | 1 | | | | | | | | | | | |
| | 2 | 2 | .61-.80 | | | | | | | | | | | | | | | | | | 2 |
| | 3 | 1 | .81-1.00 | | | | | | | | | | | | | | | | | | 1 |
| | 4 | 1 | 1.21-1.40 | | | | | | | | | | | | | | | | | | 1 |
| | 7 | | | | | 2 | | | | 1 | | | | | | | | | | | 4 |
| Lamp fillers (in 3 roads) | 1 | 7 | 1.21-1.40 | | | 1 | 1 | | | | | | | | | | | | | | 5 |
| | 2 | 2 | 1.41-1.60 | | | | | | | | | | | | | | | | | | 2 |
| | 3 | 2 | 1.61-1.80 | | | | | | 1 | | | | | | | | | | | | 1 |
| | 11 | | | | | 1 | 1 | 1 | | | | | | | | | | | | | 8 |
| Lamp lighters (in 8 roads) | 1 | 130 | Under .21 | 1 | 15 | 20 | 6 | 10 | 22 | | 5 | 48 | 3 | | | | | | | | |
| | 2 | 27 | .21-.40 | 1 | 2 | 6 | 1 | 2 | 1 | | | 14 | | | | | | | | | |
| | 3 | 9 | .41-.60 | 1 | 3 | | | 1 | 2 | 1 | 1 | 3 | | | | | | | | | |
| | 4 | 5 | .61-.80 | | 1 | | | | 1 | | | 1 | | | | | | | | | |
| | 5 | 8 | .81-1.00 | 2 | | 2 | 1 | | 1 | | | 2 | | | | | | | | | |
| | 6 | 29 | 1.01-1.20 | 4 | 1 | 6 | 3 | | 3 | 1 | 11 | | | | | | | | | | |
| | 7 | 5 | 1.21-1.40 | | | | | | | | | | | | | | | | | | 5 |
| | 8 | 1 | 1.61-1.80 | | | 1 | | | | | | | | | | | | | | | |
| | 214 | | | 9 | 22 | 35 | 11 | 13 | 30 | 7 | 84 | 3 | | | | | | | | | |
| | 23 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | | | | | | | | | |
| | 237 | | | | | | | | | | | | | | | | | | | | |
| Lampmaker (in 1 road) | 1 | 1 | 2.01-2.20 | | | | | 1 | | | | | | | | | | | | | |
| | 1 | | | | | | | 1 | | | | | | | | | | | | | |
| Lampmen (in 8 roads) | 1 | 15 | Under .21 | | 2 | | | 2 | 2 | | | 9 | | | | | | | | | |
| | 10 | | .21-.40 | | | 2 | 1 | | 2 | 2 | 3 | | | | | | | | | | |
| | 3 | 5 | .41-.60 | | | | 1 | 1 | 2 | | 1 | | | | | | | | | | |
| | 4 | 1 | .61-.80 | | | | | 1 | | | | | | | | | | | | | |
| | 5 | 7 | .81-1.00 | | | 1 | | | 1 | | 5 | | | | | | | | | | |
| | 6 | 11 | 1.01-1.20 | 2 | 1 | | | | | 1 | 5 | | | | | | | | | | |
| | 7 | 27 | 1.21-1.40 | 5 | 2 | 2 | 2 | 3 | 1 | | 10 | 2 | | | | | | | | | |
| | 8 | 10 | 1.41-1.60 | | | | 1 | | | | 9 | | | | | | | | | | |
| | 9 | 4 | 1.61-1.80 | | 1 | | | | | | 3 | | | | | | | | | | |
| | 10 | 2 | 2.41-2.60 | | | | | | | | 1 | 1 | | | | | | | | | |
| | 92 | | | 7 | 6 | 7 | 6 | 6 | 8 | 3 | 46 | 3 | | | | | | | | | |
| Lamp tenders (in 3 roads) | 1 | 33 | Under .21 | 1 | 6 | 8 | 7 | 2 | 6 | | 3 | | | | | | | | | | |
| | 2 | 7 | .21-.40 | | 3 | 3 | | | | | 1 | | | | | | | | | | |
| | 3 | 4 | 1.01-1.20 | 3 | | | | | 1 | | | | | | | | | | | | |
| | 4 | 7 | 1.21-1.40 | | | 2 | 1 | 2 | 1 | | | | | | | | | | | | 1 |
| | 5 | 1 | 1.61-1.80 | | | | | | 1 | | | | | | | | | | | | |
| | 52 | | | 4 | 9 | 13 | 8 | 5 | 8 | | 4 | 1 | | | | | | | | | |
| Latchman (in 1 road) | 1 | 1 | 1.01-1.20 | | | | | | | | | | | | | | | | | | 1 |
| | 1 | | | | | | | | | | | | | | | | | | | | 1 |
| Lathemen (in 2 roads) | 1 | 6 | 1.41-1.60 | | | | | | | | 2 | 2 | 2 | | | | | | | | |
| | 2 | 2 | 1.61-1.80 | | | | | | | | 1 | 1 | | | | | | | | | |
| | 3 | 12 | 1.81-2.00 | 1 | | | | | | 1 | 7 | 3 | | | | | | | | | |
| | 4 | 10 | 2.01-2.20 | | | | | | | | 3 | 5 | 2 | | | | | | | | |
| | 5 | 43 | 2.21-2.40 | | | | 1 | 3 | 2 | 21 | 15 | 1 | | | | | | | | | |
| | 6 | 2 | 2.41-2.60 | | | 1 | | | | | 1 | | | | | | | | | | |
| | 7 | 1 | 2.61-2.80 | | | | | | | | | | | | | | | | | | |
| | 76 | | | 1 | | 1 | 1 | 3 | 3 | 34 | 28 | 5 | | | | | | | | | |
| | 31 | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | | | | | | | | | |
| | 107 | | | | | | | | | | | | | | | | | | | | |

a Rate and time cannot be stated, as they worked by the piece.

b Rate and time cannot be stated, as he worked by the day and piece combined.

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|----------------------------|---------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|-----------------------------|----|
| 100 dolls and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 doll. | 401 to 500 doll | 501 to 600 doll | 601 to 700 doll | 701 to 800 doll | 801 to 900 doll | 901 to 1000 doll | 1001 to 1100 doll | 1101 to 1200 doll | 1201 to 1300 doll | 1301 to 1400 doll | 1401 to 1500 doll | 1501 to 1600 doll | 1601 to 1700 doll | 1701 to 1800 doll | 1801 to 1900 doll | 1901 to 2000 doll | 2001 doll and over | |
| 2 | 1 | | | | | | | | | | | | | | | | | | | | 1 |
| | | 2 | | | | | | | | | | | | | | | | | | | 2 |
| | | | 1 | | | | | | | | | | | | | | | | | | 3 |
| | | | | 1 | | | | | | | | | | | | | | | | | 4 |
| 2 | 1 | 2 | 1 | 1 | | | | | | | | | | | | | | | | | |
| 1 | 1 | | | 2 | 3 | | | | | | | | | | | | | | | | 1 |
| | | | | 1 | 1 | | | | | | | | | | | | | | | | 2 |
| | | | 1 | | | 1 | | | | | | | | | | | | | | | 3 |
| 1 | 1 | | 1 | 3 | 4 | 1 | | | | | | | | | | | | | | | |
| 130 | | | | | | | | | | | | | | | | | | | | | |
| 23 | 4 | | | | | | | | | | | | | | | | | | | | 1 |
| 5 | 4 | | | | | | | | | | | | | | | | | | | | 2 |
| 1 | 2 | 2 | | | | | | | | | | | | | | | | | | | 3 |
| 4 | 1 | 2 | 1 | | | | | | | | | | | | | | | | | | 4 |
| 9 | 5 | 3 | 10 | 2 | | | | | | | | | | | | | | | | | 5 |
| | | | | 5 | | | | | | | | | | | | | | | | | 6 |
| 1 | | | | | | | | | | | | | | | | | | | | | 7 |
| 173 | 16 | 7 | 11 | 7 | | | | | | | | | | | | | | | | | 8 |
| 23 | | | | | | | | | | | | | | | | | | | | | |
| 196 | 16 | 7 | 11 | 7 | | | | | | | | | | | | | | | | | |
| | | | 1 | | | | | | | | | | | | | | | | | | 1 |
| | | | 1 | | | | | | | | | | | | | | | | | | |
| 15 | | | | | | | | | | | | | | | | | | | | | |
| 9 | 1 | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | 3 | 1 | | | | | | | | | | | | | | | | | | | 2 |
| 1 | | | | | | | | | | | | | | | | | | | | | 3 |
| 1 | | 1 | 5 | | | | | | | | | | | | | | | | | | 4 |
| 3 | 2 | 2 | 4 | | | | | | | | | | | | | | | | | | 5 |
| 9 | 2 | 3 | 1 | 11 | 1 | | | | | | | | | | | | | | | | 6 |
| | 1 | | 2 | 7 | | | | | | | | | | | | | | | | | 7 |
| 1 | | | 2 | 3 | | | | | 2 | | | | | | | | | | | | 8 |
| | | | | 3 | | | | | | | | | | | | | | | | | 9 |
| 40 | 9 | 5 | 8 | 17 | 11 | | | | 2 | | | | | | | | | | | | 10 |
| 33 | | | | | | | | | | | | | | | | | | | | | |
| 7 | | | | | | | | | | | | | | | | | | | | | |
| 3 | 1 | | | | | | | | | | | | | | | | | | | | 1 |
| 2 | 2 | 2 | 1 | | | | | | | | | | | | | | | | | | 2 |
| | | | 1 | | | | | | | | | | | | | | | | | | 3 |
| 45 | 3 | 2 | 1 | 1 | | | | | | | | | | | | | | | | | 4 |
| | | | 1 | | | | | | | | | | | | | | | | | | 5 |
| | | | 1 | | | | | | | | | | | | | | | | | | |
| | | | 1 | | | | | | | | | | | | | | | | | | 1 |
| | | | | 3 | 2 | 1 | | | | | | | | | | | | | | | |
| | | | | 1 | 1 | | | | | | | | | | | | | | | | 1 |
| | | | | 7 | 3 | | | | | | | | | | | | | | | | 2 |
| 1 | | 1 | | 7 | 8 | | | | | | | | | | | | | | | | 3 |
| | | 1 | 2 | 1 | 3 | 24 | 10 | 2 | 1 | | | | | | | | | | | | 4 |
| | | | | | | | 1 | | | | | | | | | | | | | | 5 |
| | | | | | | | 1 | | | | | | | | | | | | | | 6 |
| 1 | 1 | 1 | 3 | 4 | 13 | 37 | 11 | 4 | 1 | | | | | | | | | | | | 7 |
| 7 | 1 | 1 | 1 | 2 | 3 | 6 | 7 | 3 | 1 | | | | | | | | | | | | |
| 8 | 2 | 2 | 3 | 4 | 15 | 40 | 17 | 11 | 4 | 1 | | | | | | | | | | | |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 163, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Number of employ-ees. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|------------------------------|---|---|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------------|-----|-----|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 to days and over. | | |
| Layer-off (in 1 road)..... | 1 | 1 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) |
| Ledgemen (in 2 roads)..... | 1 2 3 4 | 4 67 2 2 | \$1.21-1.40 1.41-1.60 1.61-1.80 1.81-2.00 | 11 | 13 | 21 | 2 | 2 | 10 | 5 | 5 | | | |
| Letterers (in 2 roads) | 1 | 2 | 1.21-1.40 | | | | | | | | | | | 2 |
| Levelmen (in 5 roads) | 1 2 3 4 5 6 7 | 1 2 5 2 9 2 1 | 1.41-1.60 1.61-1.80 1.81-2.00 2.21-2.40 2.41-2.60 2.81-3.00 3.21-3.40 | | 1 | 2 | 3 | 1 | 3 | | 1 | | | |
| Levermen (in 3 roads).... | 1 2 3 4 | 1 4 6 5 | .81-1.00 1.01-1.20 1.41-1.60 1.61-1.80 | 1 | 1 | 1 | | 1 | | | | | | 1 |
| Lighters-up (in 1 road).... | 1 | 10 | 1.21-1.40 | 2 | 1 | 3 | | | | 1 | 2 | | 1 | |
| Light tenders (in 3 roads).. | 1 2 3 | 1 6 1 | Under .21 .81-1.00 1.21-1.40 | 1 | 2 | 2 | | 1 | | | | | 1 | 1 |
| Linemen (in 17 roads)..... | 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 | 1 6 47 12 245 9 29 37 42 23 4 5 2 4 1 | Under .21 .41-.60 .61-.80 .81-1.00 1.01-1.20 1.21-1.40 1.41-1.60 1.61-1.80 1.81-2.00 2.01-2.20 2.21-2.40 2.41-2.60 2.61-2.80 2.81-3.00 3.01-3.20 | 1 | 2 | 2 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| | | 467 | | 186 | 96 | 83 | 26 | 20 | 8 | 24 | 24 | | | |

a Rate and time cannot be stated, as they worked by the day and piece combined.
 b Rate and time cannot be stated, as he worked by the piece.

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|---------------------|----|
| 100 dolls. and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 doll | 401 to 500 doll | 501 to 600 doll | 601 to 700 doll | 701 to 800 doll | 801 to 900 doll | 901 to 1000 doll | 1001 to 1100 doll | 1101 to 1200 doll | 1201 to 1300 doll | 1301 to 1400 doll | 1401 to 1500 doll | 1501 to 1600 doll | 1601 to 1700 doll | 1701 to 1800 doll | 1801 to 1900 doll | 1901 to 2000 doll | 2001 and over | |
| | | 1 | | | | | | | | | | | | | | | | | | 1 | |
| | | 1 | | | | | | | | | | | | | | | | | | | |
| 1 | 3 | | | | | | | | | | | | | | | | | | | | 1 |
| 30 | 16 | 6 | 11 | 4 | | | | | | | | | | | | | | | | | 2 |
| 1 | | | 1 | | | | | | | | | | | | | | | | | | 3 |
| | | | | | | | | | | | | | | | | | | | | | 4 |
| 32 | 19 | 6 | 14 | 4 | | | | | | | | | | | | | | | | | |
| | | | | 2 | | | | | | | | | | | | | | | | | 1 |
| | | | 2 | | | | 2 | | | | | | | | | | | | | | |
| | | | 2 | 2 | | | 2 | | | | | | | | | | | | | | |
| | | | | 1 | | | | | | | | | | | | | | | | | 1 |
| 1 | | 1 | | | | | | | | | | | | | | | | | | | 2 |
| 4 | | 1 | | | | | | | | | | | | | | | | | | | 3 |
| 3 | 1 | 2 | 1 | 2 | | | | | | | | | | | | | | | | | 4 |
| 1 | | | 1 | | | | 1 | | | | | | | | | | | | | | 5 |
| | | | | | | | | 1 | | | | | | | | | | | | | 6 |
| 10 | 1 | 4 | 3 | 3 | | | 1 | | | | | | | | | | | | | | 7 |
| | | 1 | | | | | | | | | | | | | | | | | | | 1 |
| 3 | 1 | | | | | | | | | | | | | | | | | | | | 2 |
| 1 | | | | | 5 | | | | | | | | | | | | | | | | 3 |
| | | | | | 5 | | | | | | | | | | | | | | | | 4 |
| 4 | 1 | 1 | | | 10 | | | | | | | | | | | | | | | | |
| | | 1 | | | | | | | | | | | | | | | | | | | |
| 4 | 1 | 2 | | | 10 | | | | | | | | | | | | | | | | |
| 5 | 1 | | 3 | 1 | | | | | | | | | | | | | | | | | 1 |
| 5 | 1 | | 3 | 1 | | | | | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| 5 | 1 | | | | | | | | | | | | | | | | | | | | 2 |
| | | | | 1 | | | | | | | | | | | | | | | | | 3 |
| 6 | 1 | | | 1 | | | | | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| 6 | | | | | | | | | | | | | | | | | | | | | 2 |
| 47 | | | | | | | | | | | | | | | | | | | | | 3 |
| 11 | | 1 | | | | | | | | | | | | | | | | | | | 4 |
| 199 | 35 | 9 | 2 | | | | | | | | | | | | | | | | | | 5 |
| 8 | | 1 | | | | | | | | | | | | | | | | | | | 6 |
| 19 | 3 | 2 | 2 | 3 | | | | | | | | | | | | | | | | | 7 |
| 14 | 6 | 1 | 1 | 11 | | 4 | | | | | | | | | | | | | | | 8 |
| 20 | 4 | 3 | 3 | 2 | 4 | 3 | 3 | | | | | | | | | | | | | | 9 |
| 8 | 2 | 2 | | 1 | 2 | 1 | 7 | | | | | | | | | | | | | | 10 |
| 1 | 1 | | | | | | | 1 | | | | | | | | | | | | | 11 |
| 2 | 2 | 1 | | | | | | | | | | | | | | | | | | | 12 |
| | | | | | | | | 2 | | | | | | | | | | | | | 13 |
| 4 | | | | | | | | | 1 | | | | | | | | | | | | 14 |
| | | | | | | | | | | | | | | | | | | | | | 15 |
| 340 | 53 | 20 | 8 | 18 | 6 | 8 | 10 | 3 | 1 | | | | | | | | | | | | |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168 which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Number of em. ploy-és. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | | |
|----------------------------------|--------------------------------------|------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|-----|-----|-----|--|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | | | |
| Lister (in 1 road)..... | 1 | 1 | \$1.81-\$2.00 | | | | | | | | | | 1 | | | |
| | | 1 | | | | | | | | | | | | 1 | | |
| Loaders, car (in 2 roads) .. | 1 2 | 1 | 1.21- 1.40 | | | | | | | | | | | 1 | | |
| | | 9 | 1.41- 1.60 | 1 | 2 | 2 | 2 | | | | | | | 2 | | |
| | | 10 | (a) | 1 | 2 | 2 | 2 | | | | | | | 3 | | |
| | | 1 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | |
| Lockkeepers (in 1 road)... | 1 | 3 | .81- 1.00 | | | | 1 | | | | | | | | 2 | |
| | | 3 | | | | | 1 | | | | | | | | 2 | |
| Locksmiths (in 1 road).... | 1 2 3 | 4 | 1.41- 1.60 | | | | 1 | | 1 | | 1 | 1 | 1 | | | |
| | | 7 | 1.61- 1.80 | 1 | | | 1 | | | 1 | 2 | 2 | | | | |
| | | 2 | 1.81- 2.00 | | | | | | | | | | | | 2 | |
| | | 13 | (b) | 1 | | | 2 | | 2 | | 3 | 5 | | | | |
| | | 2 | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | |
| Locksmiths' helpers (in 1 road). | 1 2 | 2 | .61- .80 | | | | | 1 | | 1 | | 1 | | | | |
| | | 2 | 1.01- 1.20 | | | | | 1 | | | | | 1 | | | |
| | | 4 | | | | | 1 | 1 | | 1 | 1 | | | | | |
| Lumber distributors (in 1 road). | 1 2 3 4 5 6 | 2 | .61- .80 | | | 1 | | | | | | | | 1 | | |
| | | 2 | 1.01- 1.20 | | | | | | | | | 1 | 1 | | | |
| | | 10 | 1.21- 1.40 | 1 | | | 1 | | | | 5 | 2 | 1 | | | |
| | | 8 | 1.41- 1.60 | | | | | | 1 | 1 | 4 | 2 | | | | |
| | | 1 | 1.81- 2.00 | | | | | | | | | 1 | | | | |
| | | 1 | 2.21- 2.40 | | | | | | | | | | 1 | | | |
| | | 24 | | 1 | 1 | | 1 | 1 | 1 | 10 | 8 | 1 | | | | |
| Lumberman (in 1 road).... | 1 | 1 | 1.61- 1.80 | | | | | | | | | | | 1 | | |
| | | 1 | | | | | | | | | | | | 1 | | |
| Machine hands (in 4 roads). | 1 2 3 4 5 6 7 8 | 2 | 1.01- 1.20 | | | | | 1 | | | | | | 1 | | |
| | | 3 | 1.21- 1.40 | | | | | 1 | 1 | 1 | | | | | | |
| | | 18 | 1.41- 1.60 | 2 | | | 1 | 3 | | | 8 | 4 | | | | |
| | | 8 | 1.61- 1.80 | 1 | | | | | | | 4 | 3 | | | | |
| | | 10 | 1.81- 2.00 | 1 | | 2 | | | | 3 | 4 | | | | | |
| | | 12 | 2.01- 2.20 | 2 | | 2 | | | 1 | 6 | 4 | | | | | |
| | | 8 | 2.21- 2.40 | | | | | | 1 | 3 | 4 | | | | | |
| | | 5 | 2.41- 2.60 | 1 | | | | | | | 4 | | | | | |
| | | 66 | | 7 | | 4 | 3 | 6 | 8 | 30 | 8 | | | | | |
| | | 10 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | |
| Machine runners (in 1 road). | 1 2 3 4 5 | 6 | 1.41- 1.60 | 1 | | | | | 1 | 1 | | | | 3 | | |
| | | 10 | 1.61- 1.80 | | 1 | 1 | | | | | 2 | 6 | | | | |
| | | 23 | 1.81- 2.00 | | | 3 | 2 | 1 | 3 | 7 | 7 | | | | | |
| | | 1 | 2.01- 2.20 | | | | | | | | 1 | | | | | |
| | | 2 | 2.21- 2.40 | | | | | | | | 1 | | | | | |
| | | 42 | | 1 | 1 | 4 | 2 | 2 | 5 | 10 | 17 | | | | | |

a Rate and time cannot be stated, as they worked by the piece.
 b Rate and time cannot be stated, as they worked by the day and piece combined.

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates in to groups, each of which has a range of 20 cents.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|----------------------------|---------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|-----------------------------------|---|
| 100 dolls. and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 doll. | 401 to 500 doll | 501 to 600 doll | 601 to 700 doll | 701 to 800 doll | 801 to 900 doll | 901 to 1000 doll | 1001 to 1100 doll | 1101 to 1200 doll | 1201 to 1300 doll | 1301 to 1400 doll | 1401 to 1500 doll | 1501 to 1600 doll | 1601 to 1700 doll | 1701 to 1800 doll | 1801 to 1900 doll | 1901 to 2000 doll | 2001 to doll and over | |
| | | | | | | 1 | | | | | | | | | | | | | | | 1 |
| | | | | | | 1 | | | | | | | | | | | | | | | 1 |
| | | | | 1 | 1 | | | | | | | | | | | | | | | | 1 |
| 4 | 2 | 1 | | 1 | 1 | | | | | | | | | | | | | | | | 2 |
| 4 | 2 | 1 | | 2 | 1 | | | | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | |
| 5 | 2 | 1 | | 2 | 1 | | | | | | | | | | | | | | | | |
| 1 | | | 2 | | | | | | | | | | | | | | | | | | 1 |
| 1 | | | 2 | | | | | | | | | | | | | | | | | | |
| | 1 | | 1 | 2 | | | | | | | | | | | | | | | | | 1 |
| 1 | | 1 | 1 | 2 | 2 | | | | | | | | | | | | | | | | 2 |
| | | | | | 2 | | | | | | | | | | | | | | | | 3 |
| 1 | 1 | 1 | 2 | 4 | 2 | 2 | | | | | | | | | | | | | | | |
| | | | | 1 | 1 | | | | | | | | | | | | | | | | |
| 1 | 1 | 1 | 2 | 5 | 2 | 3 | | | | | | | | | | | | | | | |
| | 2 | | | | | | | | | | | | | | | | | | | | 1 |
| | 1 | | 1 | | | | | | | | | | | | | | | | | | 2 |
| | 3 | | 1 | | | | | | | | | | | | | | | | | | |
| 1 | | 1 | | | | | | | | | | | | | | | | | | | 1 |
| 1 | 1 | | 1 | 1 | 1 | | | | | | | | | | | | | | | | 2 |
| | | | | 5 | 2 | | | | | | | | | | | | | | | | 3 |
| | | | 1 | 1 | 4 | 2 | | | | | | | | | | | | | | | 4 |
| | | | | | | 1 | | | | | | | | | | | | | | | 5 |
| | | | | | | | 1 | | | | | | | | | | | | | | 6 |
| 2 | 1 | 2 | 7 | 7 | 3 | 1 | 1 | | | | | | | | | | | | | | |
| | | | | | 1 | | | | | | | | | | | | | | | | 1 |
| | | | | | 1 | | | | | | | | | | | | | | | | |
| | 1 | | | 1 | | | | | | | | | | | | | | | | | 1 |
| | 1 | | | | | | | | | | | | | | | | | | | | 2 |
| 2 | | 2 | | 10 | 1 | | | | | | | | | | | | | | | | 3 |
| 1 | | 4 | 1 | 2 | 5 | | | | | | | | | | | | | | | | 4 |
| 1 | 2 | | 3 | 4 | 4 | | | | | | | | | | | | | | | | 5 |
| 2 | 2 | | 1 | 4 | 3 | | | | | | | | | | | | | | | | 6 |
| | | | | 1 | 4 | 3 | | | | | | | | | | | | | | | 7 |
| 1 | | | | 4 | 3 | 1 | | | | | | | | | | | | | | | 8 |
| 7 | 6 | 6 | 2 | 17 | 18 | 9 | 1 | | | | | | | | | | | | | | |
| | | | 5 | 2 | 2 | 1 | | | | | | | | | | | | | | | |
| 7 | 6 | 6 | 7 | 19 | 20 | 10 | 1 | | | | | | | | | | | | | | |
| 1 | | 1 | 1 | 2 | 1 | | | | | | | | | | | | | | | | 1 |
| 1 | 1 | | 2 | 2 | 6 | | | | | | | | | | | | | | | | 2 |
| 1 | 2 | 2 | 1 | 5 | 8 | 4 | | | | | | | | | | | | | | | 3 |
| | | | | | 1 | 1 | | | | | | | | | | | | | | | 4 |
| | | | | | 1 | 1 | | | | | | | | | | | | | | | 5 |
| 3 | 3 | 3 | 2 | 9 | 16 | 5 | 1 | | | | | | | | | | | | | | |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Number of employ-ees. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | | | | | | |
|--|------------------|-----------------------|--|--|----------------|-----------------|------------------|------------------|------------------|------------------|------------------|--------------------|-------|-------|-------|-------|-------|-------|-------|-------|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days. | 151 to 200 days. | 201 to 250 days. | 251 to 300 days. | 301 to 365 days. | 366 days and over. | | | | | | | | |
| Machine runners' helpers (in 1 road). | 1 | 2 | \$1.01-\$1.20 | | | | 1 | | 1 | | | | | | | | | | | |
| | 2 | 36 | 1.21- 1.40 | | 4 | 10 | 6 | 6 | 1 | | | | | | | | | | | |
| | 3 | 2 | 1.41- 1.60 | | | | | | | | | | | | | | | | | |
| | 4 | 1 | 1.61- 1.80 | | | | | | | | | | | | | | | | | |
| | | | 41 | | 4 | 4 | 10 | 7 | 6 | 2 | 3 | 5 | | | | | | | | |
| Machine shop hands (in 1 road). | 1 | 1 | .41- .60 | 1 | | | | | | | | | | | | | | | | |
| | 2 | 3 | 1.01- 1.20 | | | | | | | | | | | | | | | | | |
| | 3 | 16 | 1.21- 1.40 | | 2 | | | | | 3 | | | | | | | | | | |
| | 4 | 9 | 1.41- 1.60 | | | 1 | 1 | 2 | | | | | | | | | | | | |
| | 5 | 4 | 1.61- 1.80 | | | | | | | | | | | | | | | | | |
| | 6 | 2 | 1.81- 2.00 | | | | | | | 1 | | | | | | | | | | |
| | 7 | 1 | 2.01- 2.20 | | | | | | | | | | | | | | | | | |
| | | 36 | ..... | 1 | 2 | 1 | 1 | 3 | 3 | 11 | 12 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | | 14 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | | 50 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Machinetenders (in 1 road). | 1 | 2 | 1.41- 1.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 2 | 2 | 1.61- 1.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 3 | 1 | 1.81- 2.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 4 | 3 | 2.21- 2.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | | 7 | ..... | 1 | ..... | ..... | 2 | ..... | ..... | 3 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Machinemen (in 2 roads).. | 1 | 12 | 1.21- 1.40 | 1 | ..... | 2 | 5 | ..... | ..... | 1 | 1 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 2 | 4 | 1.41- 1.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 3 | 1 | 1.61- 1.80 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 4 | 2 | 1.81- 2.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 5 | 1 | 2.01- 2.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 6 | 1 | 2.41- 2.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | | 21 | ..... | 2 | 1 | 2 | 6 | ..... | ..... | 2 | 1 | 7 | ..... | ..... | ..... | ..... | ..... | ..... |  |  |
| Machinemen, saw mill (in 1 road). | 1 | 3 | 1.41- 1.60 | 2 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 2 | 5 | 1.61- 1.80 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 3 | 3 | 1.81- 2.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | | 11 | ..... | 3 | 1 | 1 | 3 | 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Machinemen, woodwork-ers (in 2 roads). | 1 | 3 | 1.21- 1.40 | 1 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 2 | 6 | 1.41- 1.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 3 | 10 | 1.61- 1.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 4 | 3 | 1.81- 2.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 5 | 1 | 2.01- 2.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 6 | 3 | 2.21- 2.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 7 | 1 | 2.41- 2.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | | 27 | ..... | 2 | 2 | 1 | 2 | 3 | 3 | 10 | 4 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |  |
| Machinemen's, woodwork-ers, helpers (in 1 road). | 1 | 3 | 1.21- 1.40 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 2 | 1 | 1.41- 1.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | | 4 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Machinists (in 40 roads)... | 1 | 2 | .61- .80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 2 | 22 | .81- 1.00 | 1 | 2 | 3 | 1 | 1 | 1 | 6 | 7 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 3 | 1 | 1.01- 1.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 4 | 40 | 1.21- 1.40 | 15 | 3 | 6 | 3 | 2 | 2 | 6 | 2 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 5 | 227 | 1.41- 1.60 | 32 | 17 | 33 | 23 | 15 | 19 | 34 | 44 | 10 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 6 | 593 | 1.61- 1.80 | 40 | 50 | 69 | 58 | 48 | 46 | 130 | 130 | 22 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 7 | 665 | 1.81- 2.00 | 99 | 58 | 63 | 47 | 39 | 37 | 143 | 153 | 26 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 8 | 611 | 2.01- 2.20 | 61 | 45 | 57 | 38 | 33 | 43 | 164 | 153 | 17 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 9 | 1,289 | 2.21- 2.40 | 173 | 127 | 140 | 111 | 72 | 68 | 302 | 243 | 53 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |

a Rate and time cannot be stated, as they worked by the day and piece combined.

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 193, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|---------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|-----------------------------|---|
| 100 dolls. and under | 101 to 200 dolls | 201 to 300 dolls. | 301 to 400 doll | 401 to 500 doll | 501 to 600 doll | 601 to 700 doll | 701 to 800 doll | 801 to 900 doll | 901 to 1000 doll | 1001 to 1100 doll | 1101 to 1200 doll | 1201 to 1300 doll | 1301 to 1400 doll | 1401 to 1500 doll | 1501 to 1600 doll | 1601 to 1700 doll | 1701 to 1800 doll | 1801 to 1900 doll | 1901 to 2000 doll | 2001 doll and over | |
| 12 | 1 | 1 | | | | | | | | | | | | | | | | | | | 1 |
| | 12 | 7 | 2 | 3 | | | | | | | | | | | | | | | | | 2 |
| | | | | 2 | | | | | | | | | | | | | | | | | 3 |
| | | | | 1 | | | | | | | | | | | | | | | | | 4 |
| 12 | 13 | 8 | 2 | 6 | | | | | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| | | | 3 | | | | | | | | | | | | | | | | | | 2 |
| 2 | | 1 | 7 | 6 | | | | | | | | | | | | | | | | | 3 |
| | 2 | 1 | 1 | 4 | 1 | | | | | | | | | | | | | | | | 4 |
| | | | | | 3 | 1 | | | | | | | | | | | | | | | 5 |
| | | | | | 1 | 1 | | | | | | | | | | | | | | | 6 |
| | | | | | 1 | | | | | | | | | | | | | | | | 7 |
| 3 | 2 | 2 | 12 | 10 | 5 | 2 | | | | | | | | | | | | | | | |
| 1 | | | 2 | 2 | 8 | 2 | 1 | | | | | | | | | | | | | | |
| 4 | 2 | 2 | 12 | 12 | 13 | 4 | 1 | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| | | | | 1 | | | | | | | | | | | | | | | | | 1 |
| 1 | | 1 | | | 1 | | | | | | | | | | | | | | | | 2 |
| | | | | | | 2 | | | | | | | | | | | | | | | 3 |
| 1 | | 2 | | 1 | 1 | 2 | | | | | | | | | | | | | | | 4 |
| | | | | | | | | | | | | | | | | | | | | | |
| 3 | 5 | | 2 | 2 | | | | | | | | | | | | | | | | | 1 |
| 1 | 1 | | 1 | 1 | 1 | | | | | | | | | | | | | | | | 2 |
| | | | | | | | | | | | | | | | | | | | | | 3 |
| | | | | | | | | | | | | | | | | | | | | | 4 |
| 1 | | | | | | | | | | | | | | | | | | | | | 5 |
| | | | | | | | | | | | | | | | | | | | | | 6 |
| 5 | 6 | | 2 | 4 | 1 | 2 | | 1 | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| 3 | | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | | 3 | | | | 1 | | | | | | | | | | | | | | | 2 |
| | 1 | 1 | | 1 | | | | | | | | | | | | | | | | | 3 |
| 4 | 1 | 4 | | 1 | | 1 | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| 3 | | | 3 | 2 | | | | | | | | | | | | | | | | | 1 |
| 1 | | | 4 | 4 | 2 | | | | | | | | | | | | | | | | 2 |
| | | | | | | | | | | | | | | | | | | | | | 3 |
| | | | 1 | | 2 | | | | | | | | | | | | | | | | 4 |
| | | | | | | | | | | | | | | | | | | | | | 5 |
| | | | 2 | | | 1 | | | | | | | | | | | | | | | 6 |
| | | | | | | | | | | | | | | | | | | | | | 7 |
| 4 | | 3 | 7 | 6 | 5 | 1 | 1 | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| 1 | | 1 | 1 | | | 1 | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | | | | | 2 |
| 1 | | 1 | 1 | | 1 | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| 1 | | 1 | | | | | | | | | | | | | | | | | | | 1 |
| 6 | | 11 | 3 | | | | | | | | | | | | | | | | | | 2 |
| | | | 1 | | | | | | | | | | | | | | | | | | 3 |
| | | | 0 | 1 | 1 | | | | | | | | | | | | | | | | 4 |
| 20 | 7 | 2 | | | | | | | | | | | | | | | | | | | 5 |
| 57 | 39 | 22 | 22 | 58 | 22 | 5 | 1 | 1 | | | | | | | | | | | | | 6 |
| 102 | 79 | 50 | 51 | 102 | 155 | 38 | 4 | 1 | 1 | | | | | | | | | | | | 7 |
| 158 | 66 | 45 | 40 | 37 | 158 | 118 | 35 | 6 | 2 | 1 | | | | | | | | | | | 8 |
| 98 | 55 | 44 | 29 | 31 | 61 | 220 | 50 | 8 | 4 | 1 | | | | | | | | | | | 9 |
| 266 | 147 | 96 | 79 | 58 | 73 | 275 | 206 | 61 | 24 | 3 | | | | | | | | | | | |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Number of employ- ees. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|---|------------------|---------------------------|---|--|----------------|-----------------|------------------|------------------|------------------|------------------|------------------|-----------------------------|-----|--|
| | | | | 25 days and under | 26 to 50 | 51 to 100 | 101 to 150 | 151 to 200 | 201 to 250 | 251 to 300 | 301 to 365 | 366 days and over. | | |
| Machinists (in 40 roads)— concluded. | 10 | 536 | \$2.41—\$2.60 | 75 | 39 | 73 | 55 | 29 | 28 | 104 | 118 | 15 | | |
| | 11 | 369 | 2.61—2.80 | 66 | 54 | 51 | 33 | 20 | 21 | 85 | 76 | 13 | | |
| | 12 | 91 | 2.81—3.00 | 6 | 5 | 9 | 11 | 7 | 3 | 10 | 35 | 5 | | |
| | 13 | 5 | 3.01—3.20 | 1 | | | | | | | 4 | | | |
| | 14 | 26 | 3.21—3.40 | 4 | 3 | 3 | 1 | 2 | 4 | 3 | 6 | | | |
| | 15 | 27 | 3.41—3.60 | 1 | 5 | 1 | 3 | 4 | 4 | 7 | 2 | | | |
| | 16 | 1 | 3.61—3.80 | | | | | | | | 1 | | | |
| | 17 | 1 | 3.81—4.00 | | | | | | | | | | | |
| | | | 4,506 | | 574 | 408 | 508 | 385 | 272 | 276 | 946 | 975 | 162 | |
| | | | 478 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | |
| | | 4,984 | | | | | | | | | | | | |
| Machinists' apprentices (in 19 roads). | 1 | 47 | .41— .60 | 1 | 4 | 4 | 7 | 4 | 5 | 15 | 6 | 1 | | |
| | 2 | 311 | .61— .80 | 19 | 16 | 34 | 35 | 21 | 42 | 72 | 56 | 16 | | |
| | 3 | 255 | .81—1.00 | 6 | 10 | 22 | 20 | 31 | 28 | 89 | 51 | 7 | | |
| | 4 | 22 | 1.01—1.20 | 4 | 1 | 3 | 3 | 4 | 1 | 1 | 5 | | | |
| | 5 | 87 | 1.21—1.40 | 4 | 3 | 12 | 6 | 7 | 7 | 24 | 23 | 1 | | |
| | 6 | 25 | 1.41—1.60 | 2 | 2 | 2 | 3 | 1 | 5 | 5 | 5 | | | |
| | 7 | 15 | 1.61—1.80 | | 1 | 2 | 2 | | 1 | 4 | 5 | | | |
| | 8 | 3 | 1.81—2.00 | | 1 | | 1 | 1 | | 5 | | | | |
| | | | 765 | | 36 | 38 | 79 | 77 | 69 | 89 | 201 | 151 | 25 | |
| | | 43 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | | |
| | | 808 | | | | | | | | | | | | |
| Machinists' helpers (in 21 roads). | 1 | 8 | .41— .60 | | | 1 | 2 | 1 | | 3 | 1 | | | |
| | 2 | 19 | .61— .80 | | 1 | | | | | | | | | |
| | 3 | 25 | .81—1.00 | 4 | 6 | 7 | 3 | 1 | 2 | 7 | 1 | | | |
| | 4 | 254 | 1.01—1.20 | 34 | 24 | 32 | 32 | 22 | 20 | 31 | 46 | 13 | | |
| | 5 | 466 | 1.21—1.40 | 61 | 35 | 56 | 50 | 41 | 43 | 84 | 75 | 21 | | |
| | 6 | 286 | 1.41—1.60 | 38 | 29 | 39 | 25 | 23 | 14 | 46 | 65 | 7 | | |
| | 7 | 37 | 1.61—1.80 | 7 | 11 | 11 | 10 | 4 | 4 | 6 | 11 | 3 | | |
| | 8 | 33 | 1.81—2.00 | 8 | 11 | 2 | 2 | 3 | 2 | 3 | 7 | | | |
| | 9 | 1 | 2.01—2.20 | | | | | | | | 1 | | | |
| | 10 | 1 | 2.21—2.40 | 1 | | | | | | | | | | |
| | 11 | 1 | 2.41—2.60 | | | | | | 1 | | | | | |
| | 12 | 3 | 2.61—2.80 | | 2 | | | 1 | | | | | | |
| | 13 | 1 | 3.41—3.60 | | | | 1 | | | | | | | |
| | | 1,180 | | 154 | 122 | 148 | 127 | 99 | 87 | 185 | 214 | 44 | | |
| | | 57 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | | |
| | | 1,237 | | | | | | | | | | | | |
| Machinist and watchman (in 1 road). | 1 | 1 | 1.61—1.80 | | | | | | 1 | | | | | |
| | | 1 | | | | | | | 1 | | | | | |
| Mail carriers (in 29 roads). | 1 | 118 | Under .21 | 2 | 6 | 21 | 2 | 14 | 8 | 10 | 54 | 1 | | |
| | 2 | 85 | .21— .40 | 2 | 12 | 11 | 8 | 6 | 8 | 3 | 35 | 1 | | |
| | 3 | 27 | .41— .60 | 1 | 2 | 3 | 5 | 1 | 2 | | 12 | 1 | | |
| | 4 | 6 | .61— .80 | 1 | 1 | | | | | | 4 | | | |
| | 5 | 21 | .81—1.00 | 3 | 1 | 2 | | | | 3 | 12 | | | |
| | 6 | 6 | 1.01—1.20 | | | 1 | | | | | 5 | | | |
| | 7 | 5 | 1.21—1.40 | | 1 | | | | | | 4 | | | |
| | 8 | 5 | 1.41—1.60 | 1 | | | | 1 | | | 3 | | | |
| | 9 | 1 | 2.41—2.60 | | | | | | | | 1 | | | |
| | | | 275 | | 10 | 23 | 38 | 15 | 22 | 18 | 16 | 130 | 3 | |
| | | 1 | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | | |
| | | 276 | | | | | | | | | | | | |

^a Rate and time cannot be stated, as they worked by the day and piece combined.
^b Rate and time cannot be stated, as he worked by the day and received commission.

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|-----------------------------|------------------------------|------------------------------|------------------------------|------------------------------|------------------------------|------------------------------|------------------------------|------------------------------|------------------------------|------------------------------|-----------------------------|
| 100 dolls. and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 dolls. | 401 to 500 dolls. | 501 to 600 dolls. | 601 to 700 dolls. | 701 to 800 dolls. | 801 to 900 dolls. | 901 to 1000 dolls. | 1001 to 1100 dolls. | 1101 to 1200 dolls. | 1201 to 1300 dolls. | 1301 to 1400 dolls. | 1401 to 1500 dolls. | 1501 to 1600 dolls. | 1601 to 1700 dolls. | 1701 to 1800 dolls. | 1801 to 1900 dolls. | 1901 to 2000 dolls. | 2001 doll and over |
| 101 | 62 | 47 | 37 | 24 | 18 | 40 | 123 | 60 | 21 | 3 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 10 |
| 92 | 54 | 32 | 23 | 16 | 16 | 12 | 27 | 55 | 28 | 9 | 5 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 11 |
| 10 | 6 | 4 | 9 | 5 | 4 | 1 | 7 | 11 | 22 | 10 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 12 |
| 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 13 |
| 4 | 4 | 1 | 1 | 1 | 1 | 2 | 3 | ..... | 3 | 5 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 14 |
| 2 | 4 | 1 | 1 | 1 | 1 | 3 | 4 | 1 | 7 | 1 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 15 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 16 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 17 |
| 918 | 525 | 365 | 305 | 334 | 510 | 714 | 469 | 204 | 112 | 36 | 12 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 108 | 33 | 30 | 14 | 16 | 29 | 64 | 56 | 53 | 39 | 13 | 7 | 4 | 4 | 1 | 2 | ..... | ..... | ..... | ..... | ..... |
| 1,026 | 558 | 395 | 319 | 350 | 539 | 778 | 525 | 262 | 151 | 49 | 19 | 6 | 4 | 1 | 2 | ..... | ..... | ..... | ..... | ..... |
| 18 | 27 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| 94 | 101 | 106 | 10 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 |
| 38 | 52 | 132 | 32 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 |
| 7 | 4 | 5 | 5 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 4 |
| 15 | 13 | 8 | 34 | 17 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 5 |
| 6 | 2 | 2 | 7 | 6 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 6 |
| 2 | 2 | 1 | ..... | 5 | 4 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 7 |
| 1 | 1 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 8 |
| 181 | 202 | 256 | 89 | 30 | 6 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 6 | 8 | 7 | 11 | 9 | 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 187 | 210 | 263 | 100 | 39 | 7 | 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 3 | 5 | 5 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| 6 | 8 | 6 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 |
| 17 | 6 | 6 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 |
| 87 | 49 | 33 | 58 | 26 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 4 |
| 125 | 78 | 65 | 88 | 94 | 13 | 3 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 5 |
| 81 | 41 | 29 | 30 | 80 | 23 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 6 |
| 20 | 11 | 12 | 3 | 3 | 13 | 5 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 7 |
| 19 | 2 | 3 | 3 | 1 | 4 | 6 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 8 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 9 |
| 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 10 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 11 |
| ..... | 2 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 12 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 13 |
| 359 | 202 | 153 | 189 | 205 | 54 | 17 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 9 | 11 | 9 | 6 | 8 | 13 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 368 | 213 | 162 | 195 | 213 | 67 | 18 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | |
| 118 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 67 | 19 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| 12 | 14 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 |
| 2 | ..... | 4 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 |
| 6 | ..... | 9 | 6 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 4 |
| 1 | ..... | ..... | ..... | 5 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 5 |
| 1 | ..... | ..... | ..... | 4 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 6 |
| 1 | ..... | 1 | ..... | 1 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 7 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 8 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 9 |
| 208 | 33 | 15 | 6 | 10 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 209 | 33 | 15 | 6 | 10 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | | | | | | | | | | | | | | | | | | | |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Number of employ- és. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | | | | | | |
|---|------------------|--------------------------|---|--|-------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|-----------------------------|--|--|--|--|--|--|--|----|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | | | | | | | |
| Mail weighers (in 1 road). | 1 | 5 | \$1.01-\$1.20 | 2 | 3 | | | | | | | | | | | | | | | |
| | 2 | 1 | 1.61- 1.80 | | | 1 | | | | | | | | | | | | | | |
| | | 6 | | | 2 | 3 | 1 | | | | | | | | | | | | | |
| Mail and express carrier (in 1 road). | 1 | 1 | .81- 1.00 | | | | | | | | | | | | | | | | | 1 |
| | | 1 | | | | | | | | | | | | | | | | | | 1 |
| Managers, telegraph de- partment (in 2 roads). | 1 | 1 | 2.01- 2.20 | | | | | | 1 | | | | | | | | | | | |
| | 2 | 1 | 2.41- 2.60 | | | | | | | | | | | | | | | | | 1 |
| | | 2 | | | | | | | 1 | | | | | | | | | | | 1 |
| Masons (in 28 roads)..... | 1 | 12 | 1.21- 1.40 | 4 | 4 | 1 | 1 | | | 1 | | | | | | | | | | 1 |
| | 2 | 82 | 1.41- 1.60 | 34 | 14 | 15 | 6 | 9 | 1 | | | | | | | | | | | 3 |
| | 3 | 43 | 1.61- 1.80 | 10 | 2 | 4 | 4 | 12 | 2 | 4 | | | | | | | | | | 5 |
| | 4 | 64 | 1.81- 2.00 | 20 | 7 | 10 | 8 | 7 | 8 | 3 | | | | | | | | | | 1 |
| | 5 | 8 | 2.01- 2.20 | 1 | | 1 | 1 | | | 1 | | | | | | | | | | 2 |
| | 6 | 44 | 2.21- 2.40 | 20 | 4 | 6 | 2 | 2 | 7 | 3 | | | | | | | | | | |
| | 7 | 215 | 2.41- 2.60 | 66 | 18 | 24 | 16 | 30 | 38 | 16 | 6 | 1 | | | | | | | | |
| | 8 | 136 | 2.61- 2.80 | 42 | 15 | 25 | 22 | 9 | 9 | 9 | 5 | | | | | | | | | |
| | 9 | 196 | 2.81- 3.00 | 91 | 31 | 28 | 18 | 11 | 11 | 5 | 1 | | | | | | | | | |
| | 10 | 14 | 3.21- 3.40 | 6 | | 1 | 2 | 1 | 2 | 2 | | | | | | | | | | |
| | 11 | 40 | 3.41- 3.60 | 22 | 6 | 7 | 2 | | 2 | 1 | | | | | | | | | | |
| | 12 | 1 | 3.61- 3.80 | 1 | | | | | | | | | | | | | | | | |
| | 13 | 13 | 3.81- 4.00 | 8 | | 2 | | 3 | | | | | | | | | | | | |
| | | 868 | | 325 | 103 | 122 | 85 | 81 | 82 | 45 | 24 | 1 | | | | | | | | |
| Masons, bridge (in 1 road). | 1 | 4 | 1.61- 1.80 | | | | | | 1 | 3 | | | | | | | | | | |
| | 2 | 1 | 2.41- 2.60 | | | | | | 1 | | | | | | | | | | | |
| | 3 | 1 | 2.81- 3.00 | | | | | | | 1 | | | | | | | | | | |
| | | 6 | | | | | | | 2 | 4 | | | | | | | | | | |
| Masons' helpers (in 16 roads). | 1 | 5 | .81- 1.00 | 2 | 3 | | | | | | | | | | | | | | | |
| | 2 | 122 | 1.01- 1.20 | 49 | 30 | 15 | 8 | 8 | 12 | | | | | | | | | | | |
| | 3 | 97 | 1.21- 1.40 | 45 | 21 | 9 | 5 | 5 | 4 | 4 | | | | | | | | | | 3 |
| | 4 | 600 | 1.41- 1.60 | 261 | 126 | 116 | 33 | 25 | 24 | 10 | 5 | | | | | | | | | |
| | 5 | 54 | 1.61- 1.80 | 15 | 7 | 14 | 5 | 6 | 5 | 1 | 1 | | | | | | | | | |
| | 6 | 14 | 1.81- 2.00 | 4 | 2 | 3 | | 2 | 2 | 1 | | | | | | | | | | |
| | 7 | 3 | 2.21- 2.40 | 1 | 1 | | | | | | | | | | | | | | | |
| | 8 | 2 | 2.41- 2.60 | 1 | | 1 | | | | | | | | | | | | | | |
| | 9 | 2 | 2.61- 2.80 | 1 | 1 | | | | | | | | | | | | | | | |
| | 10 | 1 | 2.81- 3.00 | 1 | | | | | | | | | | | | | | | | |
| | 11 | 1 | 3.41- 3.60 | | | 1 | | | | | | | | | | | | | | |
| | | 901 | | 380 | 138 | 162 | 51 | 47 | 47 | 16 | 7 | 3 | | | | | | | | |
| Master builder (in 1 road). | 1 | 1 | 2.41- 2.60 | | | | | | | | | | | | | | | | | 1 |
| | | 1 | | | | | | | | | | | | | | | | | | 1 |
| Master car builders (in 2 roads). | 1 | 1 | 3.61- 3.80 | | | | | | | | | | | | | | | | | 1 |
| | 2 | 1 | 4.01- 4.20 | | | | | | | | | | | | | | | | | 1 |
| | 3 | 1 | 4.81- 5.00 | | | | | | | | | | | | | | | | | 1 |
| | | 3 | | | | | | | | | | | | | | | | | | 3 |
| Master carpenters (in 4 roads). | 1 | 3 | 2.61- 2.80 | | | | | | | | | | | | | | | | | 3 |
| | 2 | 2 | 2.81- 3.00 | | | | | | | | | | | | | | | | | 2 |
| | 3 | 1 | 3.01- 3.20 | | | | | | | | | | | | | | | | | 1 |
| | 4 | 4 | 3.21- 3.40 | | | | | | | | | | | | | | | | | 4 |
| | 5 | 2 | 4.01- 4.20 | | | | | | | | | | | | | | | | | 2 |
| | | 12 | | | | | | | | | | | | | | | | | | 12 |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 108, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|-------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------------|----|
| 100 dolls. and under | 101 to 200 | 201 to 300 | 301 to 400 | 401 to 500 | 501 to 600 | 601 to 700 | 701 to 800 | 801 to 900 | 901 to 1000 | 1001 to 1100 | 1101 to 1200 | 1201 to 1300 | 1301 to 1400 | 1401 to 1500 | 1501 to 1600 | 1601 to 1700 | 1701 to 1800 | 1801 to 1900 | 1901 to 2000 | 2001 and over | |
| 5 | | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | | | | | | | | | | | | | | | | | | | | | 2 |
| 5 | 1 | | | | | | | | | | | | | | | | | | | | 1 |
| | | 1 | | | | | | | | | | | | | | | | | | | 1 |
| | | | 1 | | | | | | | | | | | | | | | | | | 1 |
| | | | | 1 | | | | | 1 | | | | | | | | | | | | 2 |
| | | | | | 1 | | | | | 1 | | | | | | | | | | | 1 |
| 9 | 1 | 1 | | 1 | | | | | | | | | | | | | | | | | 1 |
| 51 | 15 | 12 | 1 | 1 | 1 | 2 | | | | | | | | | | | | | | | 2 |
| 13 | 5 | 7 | 9 | 4 | 3 | 2 | | | | | | | | | | | | | | | 3 |
| 27 | 10 | 8 | 7 | 9 | 2 | 1 | | | | | | | | | | | | | | | 4 |
| 1 | 1 | | 1 | 1 | 2 | 2 | | | | | | | | | | | | | | | 5 |
| 24 | 6 | | 3 | 5 | 3 | 3 | | | | | | | | | | | | | | | 6 |
| 79 | 21 | 15 | 16 | 23 | 33 | 17 | 10 | | | 1 | | | | | | | | | | | 7 |
| 48 | 23 | 16 | 14 | 7 | 7 | 9 | 6 | 6 | | | | | | | | | | | | | 8 |
| 101 | 32 | 17 | 9 | 13 | 7 | 9 | 6 | 1 | 1 | | | | | | | | | | | | 9 |
| 6 | 1 | | 1 | 1 | | 3 | | 1 | 1 | | | | | | | | | | | | 10 |
| 22 | 8 | 3 | 3 | 1 | | | 1 | 2 | | | | | | | | | | | | | 11 |
| 1 | | | | | | | | | | | | | | | | | | | | | 12 |
| 8 | 2 | | | 2 | 1 | | | | | | | | | | | | | | | | 13 |
| 390 | 125 | 79 | 64 | 68 | 60 | 46 | 23 | 10 | 2 | 1 | | | | | | | | | | | 1 |
| | | | | 3 | 1 | | | | | | | | | | | | | | | | 2 |
| | | | | | 1 | | | | | | | | | | | | | | | | 3 |
| | | | | 3 | 2 | | | | | 1 | | | | | | | | | | | 3 |
| | | | | | | | | | | | | | | | | | | | | | 1 |
| 5 | | | | | | | | | | | | | | | | | | | | | 2 |
| 91 | 13 | 18 | | | | | | | | | | | | | | | | | | | 2 |
| 71 | 9 | 8 | 5 | 3 | | 1 | | | | | | | | | | | | | | | 3 |
| 443 | 80 | 37 | 28 | 12 | | | | | | | | | | | | | | | | | 4 |
| 25 | 11 | 9 | 5 | 3 | 1 | | | | | | | | | | | | | | | | 5 |
| 6 | 3 | | 2 | 3 | | | | | | | | | | | | | | | | | 6 |
| 1 | 1 | | 1 | | | | | | | | | | | | | | | | | | 7 |
| 1 | 1 | | | | | | | | | | | | | | | | | | | | 8 |
| 1 | 1 | | | | | | | | | | | | | | | | | | | | 9 |
| 1 | | | | | | | | | | | | | | | | | | | | | 10 |
| | | | 1 | | | | | | | | | | | | | | | | | | 11 |
| 645 | 119 | 72 | 42 | 21 | 1 | 1 | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | 1 | | | | | | | | | | | | 1 |
| | | | | | | | | | | 1 | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | | | | | 2 |
| | | | | | | | | | | | | | | | | | | | | | 3 |
| | | | | | | | | | | | | | | | | | | | | | 3 |
| | | | | | | | | | | | | | | 1 | | | | | | | 1 |
| | | | | | | | | | | | | | | 1 | | | | | | | 2 |
| | | | | | | | | | | | | | | | | | | | | | 3 |
| | | | | | | | | | 2 | | | | | | | | | | | | 1 |
| | | | | | | | | | | 1 | | | | | | | | | | | 2 |
| | | | | | | | | | | | 1 | | | | | | | | | | 3 |
| | | | | | | | | | | | | 1 | | | | | | | | | 4 |
| | | | | | | | | | | | | | | 2 | | | | | | | 5 |
| | | | | | | | | | | 2 | | | | | | | | | | | 4 |
| | | | | | | | | | | | 4 | | | | | | | | | | 5 |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|----------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|---------------------|----|
| 100 dolls. and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 doll. | 401 to 500 doll. | 501 to 600 doll. | 601 to 700 doll. | 701 to 800 doll. | 801 to 900 doll. | 901 to 1000 doll. | 1001 to 1100 doll. | 1101 to 1200 doll. | 1201 to 1300 doll. | 1301 to 1400 doll. | 1401 to 1500 doll. | 1501 to 1600 doll. | 1601 to 1700 doll. | 1701 to 1800 doll. | 1801 to 1900 doll. | 1901 to 2000 doll. | 2001 and over | |
| | | | | | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | 1 | | | | | | | | | | 2 |
| | | | | | | | | | | | 1 | 1 | | | | | | | | | |
| | | | | | | | | | | | 2 | 1 | | | | | | | | | |
| | | | | | | | | | | | | 1 | | | | | | | | | 1 |
| | | | | | | | | | | | | 1 | | | | | | | | | 2 |
| | | | | | | | | | | | | | | 1 | | | | | | | 3 |
| | | | | | | | | | | | | | | | 1 | | | | | | |
| | | | | | | | | | | | | | | | | 1 | | | | | |
| | | | | | | 1 | 1 | | | | | | | | | | | | | | 1 |
| | | | | | | | | 1 | | | | | | | | | | | | | 2 |
| | | | | | | | | 2 | | | | | | | | | | | | | 3 |
| | | | | | | | | | 3 | | | | | | | | | | | | 4 |
| | | | | | | | | | | 2 | | | | | | | | | | | 5 |
| | | | | | | | | | | | 1 | | | | | | | | | | 6 |
| | 1 | | | | 1 | | | | | | 2 | 1 | | | | | | | | | 7 |
| | | | | | | | | | | | | 1 | | | | | | | | | 8 |
| | | | | | | | | | | | | 1 | | | | | | | | | 9 |
| | | | 1 | | | 1 | 1 | 1 | 1 | | | | | | | | | | | | 10 |
| | | | | | | 1 | 1 | 1 | 1 | | | | | | | | | | | | 11 |
| | | | | | | | | | | 1 | | | | | | 2 | 3 | | | | 12 |
| | | | | | | | | | | | | | | | 1 | 2 | | | | | 13 |
| | | | | | | | | | | | | | | | | | 2 | 1 | | | 14 |
| | | | | | | | | | | | | | | | | | | 1 | 6 | | 15 |
| | | | | | | | | | | | | | | | | | | | 1 | 6 | 16 |
| | | | | | | | | | | | | | | | | | | | a1 | | 17 |
| | 1 | | | | | | | 1 | | | | | | | | | | | b3 | | 18 |
| | | 1 | | 1 | | | | | | | | | | | | 1 | | | | | 19 |
| | | | | | | | | | | | | | | | | | | | | c2 | 20 |
| | | | | | | | | | | | | | | | | | | | | d1 | 21 |
| 1 | 2 | 1 | 1 | 1 | 1 | 2 | 5 | 4 | 4 | 3 | 3 | 3 | 2 | 2 | 5 | 2 | 2 | 1 | 7 | 7 | |
| | | | | 1 | | | | | | | | | 1 | | | 1 | | | | | 1 |
| | | | | 1 | | | | | | | | | 1 | | | 1 | | | | e1 | 2 |
| | | | | | | | | | | | | | | | | | | | | | 1 |
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| | | | | | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | | | | | 1 |

a \$2,280. b \$2,400. c One \$2,500, one \$3,000. d \$3,499. e \$2,100.

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Number of employ-ees. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | |
|---|------------------|-----------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|--|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | |
| Messengers (in 24 roads) .. | 1 | 74 | Under \$0.21 | 28 | 8 | 16 | 6 | 3 | 4 | 4 | 5 | ..... |  |
| | 2 | 113 | \$0.21- .40 | 13 | 19 | 22 | 9 | 13 | 5 | 11 | 20 | 1 | |
| | 3 | 203 | .41- .60 | 25 | 27 | 31 | 25 | 23 | 14 | 10 | 43 | 5 | |
| | 4 | 144 | .61- .80 | 12 | 6 | 21 | 21 | 12 | 13 | 10 | 41 | 8 | |
| | 5 | 148 | .81- 1.00 | 16 | 19 | 16 | 25 | 9 | 14 | 9 | 40 | ..... |  |
| | 6 | 31 | 1.01- 1.20 | 2 | 4 | 5 | 4 | 2 | 3 | 2 | 8 | 1 | |
| | 7 | 22 | 1.21- 1.40 | ..... | 2 | 3 | 3 | 2 | ..... | 2 | 10 | 1 | |
| | 8 | 14 | 1.41- 1.60 | ..... | 1 | 1 | 1 | ..... | ..... | ..... | 11 | ..... |  |
| | 9 | 4 | 1.61- 1.80 | ..... | 1 | 1 | ..... | 1 | ..... | ..... | 1 | ..... |  |
| | 10 | 3 | 1.81- 2.00 | ..... | ..... | 3 | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 11 | 2 | 2.01- 2.20 | ..... | ..... | 1 | ..... | 1 | ..... | ..... | ..... | ..... |  |
| | 12 | 1 | 2.21- 2.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | |
| | 13 | 1 | 2.81- 3.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | |
| | | 760 | ..... | 96 | 87 | 119 | 93 | 67 | 53 | 48 | 181 | 16 | |
| Messengers, telegraph (in 6 roads). | 1 | 5 | Under .21 | ..... | ..... | 2 | ..... | ..... | ..... | 2 | 1 | ..... |  |
| | 2 | 22 | .21- .40 | 3 | 1 | 4 | 3 | 2 | 1 | 1 | 7 | ..... |  |
| | 3 | 17 | .41- .60 | 2 | ..... | 2 | 1 | 3 | 3 | 2 | 4 | ..... |  |
| | 4 | 1 | .61- .80 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... |  |
| | 5 | 2 | .81- 1.00 | ..... | ..... | ..... | ..... | ..... | 1 | ..... | 1 | ..... |  |
| | 6 | 3 | 1.01- 1.20 | 3 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | | 50 | ..... | 8 | 1 | 8 | 5 | 5 | 5 | 5 | 13 | ..... |  |
| Messengers and collectors (in 1 road). | 1 | 2 | 1.21- 1.40 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | 1 | ..... |  |
| | | 2 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | 1 | ..... |  |
| Messenger and janitor (in 1 road). | 1 | 1 | 1.21- 1.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |  |
| | | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |  |
| Messenger and mail carrier (in 1 road). | 1 | 1 | .41- .60 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | | 1 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Messengers and telegraph operators (in 1 road). | 1 | 2 | Under .21 | ..... | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 2 | 4 | .21- .40 | ..... | ..... | 3 | ..... | 1 | ..... | ..... | ..... | ..... |  |
| | 3 | 1 | .41- .60 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | | 7 | ..... | 1 | 2 | 3 | ..... | 1 | ..... | ..... | ..... | ..... |  |
| Milk can collector (in 1 road). | 1 | 1 | .41- .60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |  |
| | | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |  |
| Milk collector (in 1 road)... | 1 | 1 | 3.61- 3.89 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |  |
| | | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |  |
| Milk deliverers (in 1 road). | 1 | 10 | 1.41- 1.60 | ..... | ..... | 1 | ..... | ..... | ..... | 1 | 8 | ..... |  |
| | | 10 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | 1 | 8 | ..... |  |
| Milk solicitors (in 1 road). | 1 | 1 | 1.01- 1.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |  |
| | 2 | 1 | 7.21- 7.40 | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... |  |
| | | 2 | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | 1 | ..... |  |
| Mill hands (in 1 road)..... | 1 | 2 | 1.61- 1.80 | ..... | ..... | ..... | ..... | ..... | 1 | ..... | 1 | ..... |  |
| | 2 | 1 | 1.81- 2.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 3 | 1 | 2.21- 2.40 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... |  |
| | 4 | a | 2.41- 2.60 | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... |  |
| | 5 | b | 3.41- 3.60 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... |  |
| | | 6 | ..... | ..... | ..... | ..... | 3 | ..... | 2 | ..... | 1 | ..... |  |

a Millwright, assistant.

b Millwright.

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|-----------------------------|----|
| 100 dolls. and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 doll | 401 to 500 doll | 501 to 600 doll | 601 to 700 doll | 701 to 800 doll | 801 to 900 doll | 901 to 1000 doll | 1001 to 1100 doll | 1101 to 1200 doll | 1201 to 1300 doll | 1301 to 1400 doll | 1401 to 1500 doll | 1501 to 1600 doll | 1601 to 1700 doll | 1701 to 1800 doll | 1801 to 1900 doll | 1901 to 2000 doll | 2001 doll and over | |
| 74 | | | | | | | | | | | | | | | | | | | | | 1 |
| 92 | 21 | | | | | | | | | | | | | | | | | | | | 2 |
| 132 | 69 | 2 | | | | | | | | | | | | | | | | | | | 3 |
| 61 | 34 | 48 | 1 | | | | | | | | | | | | | | | | | | 4 |
| 61 | 32 | 34 | 21 | | | | | | | | | | | | | | | | | | 5 |
| 11 | 5 | 4 | 5 | 6 | | | | | | | | | | | | | | | | | 6 |
| 2 | 5 | 2 | 4 | 7 | 2 | | | | | | | | | | | | | | | | 7 |
| 2 | | 1 | | 4 | 7 | | | | | | | | | | | | | | | | 8 |
| 2 | | 1 | | | 1 | | | | | | | | | | | | | | | | 9 |
| | 3 | | | | | | | | | | | | | | | | | | | | 10 |
| | 1 | | 1 | | | | | 1 | | | | | | | | | | | | | 11 |
| | | | | | | | | | | 1 | | | | | | | | | | | 12 |
| | | | | | | | | | | | 1 | | | | | | | | | | 13 |
| 437 | 170 | 92 | 32 | 17 | 10 | | | 1 | | 1 | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | 1 |
| 19 | 3 | | | | | | | | | | | | | | | | | | | | 2 |
| 9 | 7 | 1 | | | | | | | | | | | | | | | | | | | 3 |
| 1 | | | | | | | | | | | | | | | | | | | | | 4 |
| | | 2 | | | | | | | | | | | | | | | | | | | 5 |
| 3 | | | | | | | | | | | | | | | | | | | | | 6 |
| 37 | 10 | 3 | | | | | | | | | | | | | | | | | | | |
| | 1 | | | 1 | | | | | | | | | | | | | | | | | 1 |
| | 1 | | | 1 | | | | | | | | | | | | | | | | | |
| | | | | 1 | | | | | | | | | | | | | | | | | 1 |
| | | | | 1 | | | | | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | | | | | | | | | | | | | | | | | | | | | |
| 2 | | | | | | | | | | | | | | | | | | | | | 1 |
| 4 | | | | | | | | | | | | | | | | | | | | | 2 |
| 1 | | | | | | | | | | | | | | | | | | | | | 3 |
| 7 | | | | | | | | | | | | | | | | | | | | | |
| | 1 | | | | | | | | | | | | | | | | | | | | 1 |
| | 1 | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | 1 | | | | | | | 1 |
| | | | | | | | | | | | | | | 1 | | | | | | | |
| | 1 | | | 1 | 8 | | | | | | | | | | | | | | | | 1 |
| | 1 | | | 1 | 8 | | | | | | | | | | | | | | | | |
| | | | 1 | | | | | | | | | | | | | | | | | | 1 |
| | | | 1 | | | | | | | | | | | 1 | | | | | | | 2 |
| | | | 1 | | | | | | | | | | | 1 | | | | | | | |
| | | | 1 | | 1 | | | | | | | | | | | | | | | | 1 |
| | | 1 | | | 1 | | | | | | | | | | | | | | | | 2 |
| | | | 1 | | | 1 | | | | | | | | | | | | | | | 3 |
| | | | 1 | | | | | | | | | | | | | | | | | | 4 |
| | | | 1 | | 1 | | | | | | | | | | | | | | | | 5 |
| | | | 1 | 2 | 1 | 2 | | | | | | | | | | | | | | | |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Num-ber of em-ploy-és. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|-------------------------------------|------------------|------------------------|--|--|----------------|-----------------|------------------|------------------|------------------|------------------|------------------|--------------------|-------|-------|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days. | 151 to 200 days. | 201 to 250 days. | 251 to 300 days. | 301 to 365 days. | 266 days and over. | | |
| Miners (in 3 roads)..... | 1 | 2 | \$1.01-\$1.20 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 2 | 151 | 1.21-1.40 | 23 | 21 | 39 | 17 | 13 | ..... | ..... | ..... | 1 | ..... | ..... |
| | 3 | 4 | 1.41-1.60 | ..... | ..... | 1 | ..... | 3 | ..... | ..... | ..... | 17 | 4 | ..... |
| | 4 | 6 | 1.61-1.80 | 1 | ..... | ..... | 1 | 2 | 2 | ..... | ..... | ..... | ..... | ..... |
| | 5 | 1 | 1.81-2.00 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | 164 | ..... | 26 | 21 | 40 | 18 | 18 | 19 | 18 | 18 | 4 | ..... | ..... |
| Moulders (in 9 roads)..... | 1 | 3 | 1.21-1.40 | 1 | 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 2 | 74 | 1.41-1.60 | 5 | 1 | 7 | 7 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 3 | 30 | 1.61-1.80 | 7 | 1 | 3 | 3 | 4 | 2 | 11 | 7 | 30 | ..... | ..... |
| | 4 | 21 | 1.81-2.00 | 1 | ..... | 2 | ..... | ..... | ..... | 2 | 6 | 3 | 5 | ..... |
| | 5 | 13 | 2.01-2.20 | 4 | ..... | ..... | 1 | 2 | ..... | 6 | 2 | 7 | 7 | ..... |
| | 6 | 61 | 2.21-2.40 | 3 | 4 | 3 | 2 | 3 | 6 | 35 | 5 | ..... | ..... | ..... |
| | 7 | 4 | 2.41-2.60 | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 3 | ..... | ..... | ..... |
| | 8 | 1 | 2.61-2.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... |
| | | 207 | ..... | 21 | 7 | 16 | 13 | 11 | 11 | 63 | 23 | 42 | ..... | ..... |
| | | 56 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | ..... | ..... |
| | | 263 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Moulders' apprentices (in 2 roads). | 1 | 10 | .61-.80 | ..... | 2 | 2 | 2 | ..... | ..... | ..... | 2 | 1 | 1 | ..... |
| | 2 | 12 | .81-1.00 | ..... | ..... | ..... | 1 | 1 | 3 | 2 | 2 | 2 | 3 | ..... |
| | | 22 | ..... | ..... | 2 | 2 | 3 | 1 | 3 | 4 | 3 | 4 | ..... | ..... |
| | | 3 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | ..... |
| | | 25 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Moulders' helpers (in 5 roads). | 1 | 2 | .61-.80 | ..... | 1 | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... |
| | 2 | 8 | .81-1.00 | 1 | ..... | 4 | ..... | ..... | ..... | 1 | ..... | 2 | ..... | ..... |
| | 3 | 15 | 1.01-1.20 | ..... | 1 | ..... | 2 | 1 | 1 | 6 | 4 | ..... | ..... | ..... |
| | 4 | 24 | 1.21-1.40 | 2 | ..... | 2 | 1 | 1 | ..... | 6 | 12 | ..... | ..... | ..... |
| | 5 | 1 | 1.41-1.60 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | 50 | ..... | 3 | 2 | 7 | 3 | 2 | 3 | 12 | 18 | ..... | ..... | ..... |
| Muckers (in 1 road)..... | 1 | 5 | 1.01-1.20 | 3 | ..... | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 2 | 1 | 1.21-1.40 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | 6 | ..... | 4 | ..... | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Muledriver (in 1 road)..... | 1 | 1 | .81-1.00 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | 1 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Nightmen (in 1 road)..... | 1 | 5 | .61-.80 | 3 | ..... | 1 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... |
| | 2 | 9 | 1.01-1.20 | ..... | ..... | ..... | 1 | ..... | 2 | ..... | 6 | ..... | ..... | ..... |
| | 3 | 10 | 1.21-1.40 | ..... | ..... | 1 | 2 | ..... | 1 | 1 | 4 | 1 | ..... | ..... |
| | 4 | 1 | 1.61-1.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... |
| | | 25 | ..... | 3 | ..... | 2 | 3 | ..... | 4 | 1 | 11 | 1 | ..... | ..... |
| Tippers (in 1 road)..... | 1 | 1 | .81-1.00 | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... |
| | 2 | 1 | 1.01-1.20 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | 2 | ..... | ..... | ..... | 1 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... |
| Notice boys (in 4 roads)... | 1 | 3 | .61-.80 | ..... | ..... | ..... | 1 | 1 | 1 | ..... | ..... | ..... | ..... | ..... |
| | 2 | 7 | .81-1.00 | ..... | 2 | ..... | ..... | 2 | ..... | 3 | ..... | ..... | ..... | ..... |
| | 3 | 5 | 1.01-1.20 | ..... | 1 | 1 | 1 | 1 | ..... | ..... | 1 | ..... | ..... | ..... |
| | | 15 | ..... | 3 | 1 | 2 | 4 | 1 | 3 | 1 | ..... | ..... | ..... | ..... |

a Rate and time cannot be stated, as they worked by the day and piece combined.

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|-----------------------------------|---|
| 100 dolls. and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 doll | 401 to 500 doll | 501 to 600 doll | 601 to 700 doll | 701 to 800 doll | 801 to 900 doll | 901 to 1000 doll | 1001 to 1100 doll | 1101 to 1200 doll | 1201 to 1300 doll | 1301 to 1400 doll | 1401 to 1500 doll | 1501 to 1600 doll | 1601 to 1700 doll | 1701 to 1800 doll | 1801 to 1900 doll | 1901 to 2000 doll | 2001 to doll and over | |
| 1 | 42 | 20 | 27 | 5 | | | | | | | | | | | | | | | | | 1 |
| 57 | | 3 | | | | | | | | | | | | | | | | | | | 2 |
| 1 | | 1 | | | | | | | | | | | | | | | | | | | 3 |
| 1 | | 4 | | | | | | | | | | | | | | | | | | | 4 |
| 1 | | | | | | | | | | | | | | | | | | | | | 5 |
| 61 | 42 | 24 | 32 | 5 | | | | | | | | | | | | | | | | | |
| 3 | | | | | | | | | | | | | | | | | | | | | 1 |
| 10 | 7 | 5 | 5 | 12 | 7 | 22 | 6 | | | | | | | | | | | | | | 2 |
| 9 | 3 | 2 | 2 | 3 | 5 | 2 | 4 | | | | | | | | | | | | | | 3 |
| 1 | 2 | | 2 | | 3 | 5 | 5 | 3 | | | | | | | | | | | | | 4 |
| 4 | | | 3 | | | 6 | | | | | | | | | | | | | | | 5 |
| 7 | 1 | 4 | | 5 | 6 | 28 | 10 | | | | | | | | | | | | | | 6 |
| | | | | | | 2 | 2 | | | | | | | | | | | | | | 7 |
| | | | | | | | | 1 | | | | | | | | | | | | | 8 |
| 34 | 13 | 11 | 12 | 20 | 21 | 65 | 27 | 4 | | | | | | | | | | | | | |
| 5 | 3 | 10 | 3 | 2 | 4 | 4 | 5 | 14 | 2 | 2 | 1 | | 1 | | | | | | | | |
| 39 | 16 | 21 | 15 | 22 | 25 | 69 | 32 | 18 | 2 | 2 | 1 | | 1 | | | | | | | | |
| 5 | 1 | 3 | 1 | | | | | | | | | | | | | | | | | | 1 |
| | 2 | 5 | 5 | | | | | | | | | | | | | | | | | | 2 |
| 5 | 3 | 8 | 6 | | | | | | | | | | | | | | | | | | |
| 1 | | | 2 | | | | | | | | | | | | | | | | | | |
| 6 | 3 | 8 | 8 | | | | | | | | | | | | | | | | | | |
| 1 | 1 | | | | | | | | | | | | | | | | | | | | 1 |
| 5 | | 1 | 2 | | | | | | | | | | | | | | | | | | 2 |
| 1 | 2 | | 10 | | | | | | | | | | | | | | | | | | 3 |
| 4 | 1 | 1 | 1 | 17 | | | | | | | | | | | | | | | | | 4 |
| | 1 | | | | | | | | | | | | | | | | | | | | 5 |
| 11 | 5 | 4 | 13 | 17 | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| 6 | | | | | | | | | | | | | | | | | | | | | 2 |
| 1 | | | | | | | | | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| 4 | 1 | | | | | | | | | | | | | | | | | | | | 1 |
| | 1 | 2 | | 6 | | | | | | | | | | | | | | | | | 2 |
| | 3 | | 2 | 4 | 1 | | | | | | | | | | | | | | | | 3 |
| | | | | | 1 | | | | | | | | | | | | | | | | 4 |
| 4 | 5 | 2 | 2 | 10 | 2 | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| | 1 | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | | | | | | | | | | | | | | | | | | | | | 2 |
| 1 | 1 | | | | | | | | | | | | | | | | | | | | |
| 2 | 1 | | | | | | | | | | | | | | | | | | | | 1 |
| 2 | 3 | 2 | | | | | | | | | | | | | | | | | | | 2 |
| 1 | 2 | 1 | 1 | | | | | | | | | | | | | | | | | | 3 |
| 5 | 6 | 3 | 1 | | | | | | | | | | | | | | | | | | |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Number of employ-ees. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | | |
|---|------------------|-----------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|-------|-------|-------|-------|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 355 days | 366 days and over. | | | | |
| Notice couriers (in 1 road). | 1 | 3 | \$0.81-\$1.00 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 | ..... |  |  |
| | | 3 | | | 1 | | | | | | | | | 2 | | |
| Number takers (in 3 roads) | 1 | 13 | 1.01-1.20 | 1 | ..... | ..... | 2 | 1 | 3 | 2 | 1 | 3 | ..... | ..... |  |  |
| | | 9 | 1.41-1.60 | 1 | 2 | | | | | | | | | 3 | 2 | |
| | | 3 | 1.61-1.80 | 1 | 1 | | 1 | | | | | | | | 2 | |
| | | 4 | 1.81-2.00 | | | | 1 | | | | | | | | 3 | |
| | | 31 | ..... | 3 | 3 | ..... | 4 | 2 | 3 | 2 | 9 | 5 | ..... | ..... |  |  |
| Nut cutters (in 2 roads) ... | 1 | 2 | .61-.80 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | 1 | ..... | ..... | ..... |  |  |
| | | 2 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... |  |  |
| Nut tappers (in 3 roads) .. | 1 | 2 | .41-.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 | ..... |  |  |
| | | 4 | .61-.80 | ..... | ..... | ..... | ..... | ..... | 2 | 1 | 1 | ..... | ..... | ..... |  |  |
| | | 3 | .81-1.00 | ..... | 1 | 1 | 1 | 2 | 1 | 1 | 1 | ..... | ..... | ..... |  |  |
| | | 4 | 1.01-1.20 | ..... | 1 | 1 | 2 | 2 | ..... | ..... | 6 | 2 | ..... | ..... |  |  |
| | | 5 | 1.21-1.40 | ..... | 4 | ..... | 2 | 1 | 2 | ..... | ..... | ..... | 1 | ..... |  |  |
| | | 4 | 1.41-1.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 | 1 | ..... |  |  |
| | | 42 | ..... | 4 | 2 | 4 | 4 | 6 | 3 | 13 | 6 | ..... | ..... |  |  |  |
| Nut tappers and bolt cutters (in 1 road). | 1 | 1 | 1.01-1.20 | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... |  |  |
| | | 3 | 1.21-1.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |  |  |
| | | 2 | 1.41-1.60 | | | | | | | | | | | 1 | | |
| | | 4 | 1.61-1.80 | | | | | | | | | | | 2 | | |
| | | 6 | ..... | ..... | ..... | ..... | 1 | ..... | ..... | 1 | 3 | 1 | ..... |  |  |  |
| Oakum boys (in 1 road) ... | 1 | 3 | .81-1.00 | 1 | ..... | ..... | ..... | 1 | ..... | 1 | ..... | ..... | ..... | ..... |  |  |
| | | 1 | 1.21-1.40 | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... |  |  |
| | | 4 | ..... | 1 | ..... | ..... | ..... | 1 | 1 | 1 | ..... | ..... | ..... |  |  |  |
| Office boys (in 12 roads) ... | 1 | 5 | .21-.40 | ..... | ..... | 2 | ..... | 1 | ..... | ..... | ..... | ..... | 2 | ..... |  |  |
| | | 17 | .41-.60 | 3 | 5 | 3 | 1 | 1 | ..... | ..... | ..... | ..... | 2 | ..... |  |  |
| | | 13 | .61-.80 | 2 | 1 | 4 | ..... | 1 | ..... | ..... | ..... | 2 | 4 | ..... |  |  |
| | | 4 | .81-1.00 | 2 | 3 | 1 | 2 | 2 | ..... | ..... | ..... | ..... | ..... | ..... |  |  |
| | | 3 | 1.01-1.20 | ..... | ..... | ..... | ..... | ..... | 1 | 1 | 1 | ..... | ..... | ..... |  |  |
| | | 3 | 1.21-1.40 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | 1 | 1 | ..... | ..... |  |  |
| | | 1 | 1.41-1.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |  |  |
| | | 53 | ..... | 7 | 9 | 10 | 4 | 5 | 2 | 5 | 11 | ..... | ..... |  |  |  |
| Office boys and clerks (in 1 road). | 1 | 3 | .81-1.00 | 1 | 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |  |
| | | 3 | ..... | 1 | 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |  |  |
| Oil deliverers and watchmen (in 1 road). | 1 | 2 | 1.41-1.60 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |  |  |
| | | 2 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |  |  |
| Oil distributors (in 4 roads). | 1 | 2 | .61-.80 | ..... | ..... | ..... | ..... | 2 | ..... | ..... | ..... | ..... | ..... | ..... |  |  |
| | | 12 | 1.01-1.20 | ..... | 1 | 1 | ..... | ..... | ..... | ..... | 2 | 4 | 4 | ..... |  |  |
| | | 17 | 1.21-1.40 | 1 | ..... | 2 | 3 | 1 | 3 | 1 | 4 | 4 | 2 | ..... |  |  |
| | | 4 | 1.41-1.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 1 | ..... |  |  |
| | | 33 | ..... | 1 | 1 | 3 | 3 | 3 | 3 | 3 | 9 | 7 | ..... |  |  |  |
| Oil issuers (in 1 road)..... | 1 | 8 | 1.01-1.20 | 4 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 4 | ..... |  |  |
| | | 3 | 1.21-1.40 | 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |  |  |
| | | 11 | ..... | 5 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 5 | ..... |  |  |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|---------------------------|---------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|-----------------------------------|---|
| 100 dols. and under | 101 to 200 dols. | 201 to 300 dols. | 301 to 400 doll | 401 to 500 doll | 501 to 600 doll | 601 to 700 doll | 701 to 800 doll | 801 to 900 doll | 901 to 1000 doll | 1001 to 1100 doll | 1101 to 1200 doll | 1201 to 1300 doll | 1301 to 1400 doll | 1401 to 1500 doll | 1501 to 1600 doll | 1601 to 1700 doll | 1701 to 1800 doll | 1801 to 1900 doll | 1901 to 2000 doll | 2001 to doll and over | |
| 1 | | | 2 | | | | | | | | | | | | | | | | | | 1 |
| 1 | | | 2 | | | | | | | | | | | | | | | | | | 1 |
| 1 | 3 | 4 | 1 | 2 | 2 | | | | | | | | | | | | | | | | 1 |
| 3 | | 1 | | | 5 | | | | | | | | | | | | | | | | 2 |
| 2 | 1 | | | | 2 | | | | | | | | | | | | | | | | 3 |
| | | 1 | | | | 3 | | | | | | | | | | | | | | | 4 |
| 6 | 4 | 6 | 1 | 2 | 9 | 3 | | | | | | | | | | | | | | | 1 |
| 1 | | 1 | | | | | | | | | | | | | | | | | | | 1 |
| 1 | | 1 | | | | | | | | | | | | | | | | | | | 1 |
| | | 2 | | | | | | | | | | | | | | | | | | | 1 |
| | 3 | 1 | | | | | | | | | | | | | | | | | | | 2 |
| 2 | 3 | 2 | 1 | | | | | | | | | | | | | | | | | | 2 |
| 1 | 5 | 1 | 7 | | | | | | | | | | | | | | | | | | 3 |
| 4 | 4 | 1 | | 1 | | | | | | | | | | | | | | | | | 4 |
| | | | | 4 | | | | | | | | | | | | | | | | | 5 |
| | | | | | | | | | | | | | | | | | | | | | 6 |
| 7 | 17 | 5 | 8 | 5 | | | | | | | | | | | | | | | | | 7 |
| | 1 | | | | | | | | | | | | | | | | | | | | 1 |
| | | | | 1 | | | | | | | | | | | | | | | | | 2 |
| | | | | 1 | 1 | | | | | | | | | | | | | | | | 3 |
| | | | | | 2 | | | | | | | | | | | | | | | | 4 |
| | 1 | | | 2 | 3 | | | | | | | | | | | | | | | | 1 |
| 1 | 1 | 1 | | | | | | | | | | | | | | | | | | | 1 |
| | | 1 | | | | | | | | | | | | | | | | | | | 2 |
| 1 | 1 | 2 | | | | | | | | | | | | | | | | | | | 1 |
| 3 | 2 | | | | | | | | | | | | | | | | | | | | 1 |
| 13 | 4 | | | | | | | | | | | | | | | | | | | | 2 |
| 7 | 2 | 4 | | | | | | | | | | | | | | | | | | | 3 |
| 6 | 4 | 1 | | | | | | | | | | | | | | | | | | | 4 |
| | | 1 | | | | | | | | | | | | | | | | | | | 5 |
| | | 1 | | 2 | | | | | | | | | | | | | | | | | 6 |
| | | | 1 | 1 | | | | | | | | | | | | | | | | | 7 |
| | | | | 1 | 1 | | | | | | | | | | | | | | | | 7 |
| 29 | 13 | 6 | 3 | 1 | 1 | | | | | | | | | | | | | | | | 1 |
| 3 | | | | | | | | | | | | | | | | | | | | | 1 |
| 3 | | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | | | | 1 | | | | | | | | | | | | | | | | | 1 |
| 1 | | | | 1 | | | | | | | | | | | | | | | | | 1 |
| | 2 | | | | | | | | | | | | | | | | | | | | 1 |
| 2 | | | 4 | 5 | 1 | | | | | | | | | | | | | | | | 2 |
| 2 | 4 | 3 | 2 | 5 | 1 | | | | | | | | | | | | | | | | 3 |
| | | | | | 2 | | | | | | | | | | | | | | | | 4 |
| 4 | 6 | 3 | 6 | 10 | 4 | | | | | | | | | | | | | | | | 1 |
| 4 | | | 2 | 2 | | | | | | | | | | | | | | | | | 1 |
| 2 | | | | 1 | | | | | | | | | | | | | | | | | 2 |
| 6 | | | 2 | 3 | | | | | | | | | | | | | | | | | 1 |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Number of employ- és. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|---|------------------|--------------------------|--|--|----------------|-----------------|------------------|------------------|------------------|------------------|------------------|-----------------------|---|---|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days. | 151 to 200 days. | 201 to 250 days. | 251 to 300 days. | 301 to 350 days. | 356 to days and over. | | |
| Oil preparer (in 1 road).... | 1 | 1 | \$1.41-\$1.60 | | | | | | | | | | 1 | |
| | | 1 | | | | | | | | | | | 1 | |
| Oilers (in 14 roads) | 1 | 2 | .61-.80 | | | | | | | | | | 2 | |
| | 2 | 5 | .81-1.00 | | | 1 | | | | | | | 3 | 1 |
| | 3 | 115 | 1.01-1.20 | 6 | 14 | 11 | 11 | 8 | 4 | 3 | 33 | 25 | | |
| | 4 | 149 | 1.21-1.40 | 10 | 5 | 13 | 9 | 29 | 1 | 8 | 51 | 23 | | |
| | 5 | 57 | 1.41-1.60 | 2 | 1 | 3 | 2 | 1 | | 6 | 35 | 7 | | |
| | 6 | 10 | 1.61-1.80 | | | 1 | | | | 2 | 1 | 5 | 1 | |
| | 7 | 11 | 1.81-2.00 | | | 3 | | | | 1 | 1 | 6 | | |
| | 8 | 1 | 2.01-2.20 | | | | | | | | | | 1 | |
| | | 350 | | 18 | 20 | 32 | 22 | 38 | 8 | 19 | 136 | 57 | | |
| | | 4 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | | |
| | | 354 | | | | | | | | | | | | |
| Oilers and flagmen (in 1 road). | 1 | 4 | 1.21-1.40 | | | | | | 1 | | 3 | | | |
| | | 4 | | | | | | | 1 | | 3 | | | |
| Oilers and repairers (in 2 roads). | 1 | 21 | 1.41-1.60 | | | 3 | 3 | 2 | 1 | 2 | 8 | 2 | | |
| | 2 | 1 | 1.61-1.80 | | | | | | | | 1 | | | |
| | | 22 | | | | 3 | 3 | 2 | 1 | 2 | 9 | 2 | | |
| Oilers and wastemen (in 1 road). | 1 | 1 | 1.01-1.20 | | | | | | | | 1 | | | |
| | 2 | 2 | 1.21-1.40 | | | | | | | | 1 | 1 | | |
| | 3 | 2 | 1.41-1.60 | | | | | | | | 1 | 1 | | |
| | | 5 | | | | | | | | | 3 | 2 | | |
| Oilers and watchmen (in 1 road). | 1 | 1 | 1.61-1.80 | | | | | | | | 1 | | | |
| | 2 | 1 | 1.81-2.00 | | | | | | | | 1 | | | |
| | | 2 | | | | | | | | | 2 | | | |
| Oilhouse keepers (in 2 roads). | 1 | 1 | .81-1.00 | | | | | | | | 1 | | | |
| | 2 | 1 | 1.01-1.20 | | | | | | | | 1 | | | |
| | 3 | 1 | 1.21-1.40 | | | 1 | | | | | | | | |
| | 4 | 4 | 1.41-1.60 | | | | | | | | 4 | | | |
| | | 7 | | | | 1 | | | | | 6 | | | |
| Oilhousemen (in 5 roads).. | 1 | 1 | .81-1.00 | | | | | | | | 1 | | | |
| | 2 | 3 | 1.01-1.20 | | | | 2 | | | | 1 | | | |
| | 3 | 5 | 1.21-1.40 | | | | | | | | 3 | 2 | | |
| | 4 | 2 | 1.41-1.60 | | | | | 1 | | | 1 | | | |
| | 5 | 1 | 1.61-1.80 | | | | | | | | 1 | | | |
| | 12 | | | | | 2 | 1 | | | | 7 | 2 | | |
| Oilhouse tenders and callers (in 1 road). | 1 | 4 | 1.21-1.40 | | | 1 | 1 | 1 | | | | | 1 | |
| | | 4 | | | | 1 | 1 | 1 | | | | | 1 | |
| Oilroom tenders (in 2 roads) | 1 | 1 | .61-.80 | | | | | | | | 1 | | | |
| | 2 | 1 | .81-1.00 | | 1 | | | | | | | | | |
| | 3 | 2 | 1.01-1.20 | | | | | | | | | | 2 | |
| | 4 | 4 | 1.21-1.40 | | | | | | | 1 | 1 | | 1 | |
| | 5 | 2 | 1.41-1.60 | | | | | | | | | 2 | | |
| | 6 | 1 | 1.61-1.80 | | | | | | | | | 1 | | |
| | 7 | 1 | 1.81-2.00 | | | | | | | | | 1 | | |
| | 12 | | | 1 | | | | | 1 | 1 | 6 | 3 | | |

a Rate and time cannot be stated, as they worked by the piece.

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanations of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|-----------------------------|---|---|
| 100 dolls. and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 doll | 401 to 500 doll | 501 to 600 dcll | 601 to 700 doll | 701 to 800 doll | 801 to 900 doll | 901 to 1000 doll | 1001 to 1100 doll | 1101 to 1200 doll | 1201 to 1300 doll | 1301 to 1400 doll | 1401 to 1500 doll | 1501 to 1600 doll | 1601 to 1700 doll | 1701 to 1800 doll | 1801 to 1900 doll | 1901 to 2000 doll | 2001 doll and over | | |
| | | | | | 1 | | | | | | | | | | | | | | | | 1 | |
| | | | | | 1 | | | | | | | | | | | | | | | | | 1 |
| | | 2 | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | | | 4 | | | | | | | | | | | | | | | | | | | 2 |
| 29 | 19 | 8 | 21 | 36 | 2 | | | | | | | | | | | | | | | | | 3 |
| 19 | 19 | 29 | 8 | 55 | 18 | 1 | | | | | | | | | | | | | | | | 4 |
| 3 | 4 | 2 | 1 | 19 | 26 | 2 | | | | | | | | | | | | | | | | 5 |
| | 1 | | 2 | | 2 | 5 | | | | | | | | | | | | | | | | 6 |
| | 3 | | | 1 | 2 | 2 | | | | | | | | | | | | | | | | 7 |
| | | | | | | | 3 | | | | | | | | | | | | | | | 8 |
| | | | | | | | 1 | | | | | | | | | | | | | | | |
| 52 | 46 | 41 | 36 | 111 | 50 | 10 | 4 | | | | | | | | | | | | | | | |
| | 2 | | | 1 | 1 | 1 | | | | | | | | | | | | | | | | |
| 52 | 48 | 41 | 36 | 112 | 50 | 11 | 4 | | | | | | | | | | | | | | | |
| | | | | 1 | 3 | | | | | | | | | | | | | | | | | 1 |
| | | | | 1 | 3 | | | | | | | | | | | | | | | | | |
| 1 | 5 | 2 | 2 | 6 | 5 | | | | | | | | | | | | | | | | | 1 |
| | | | | | 1 | | | | | | | | | | | | | | | | | 2 |
| 1 | 5 | 2 | 2 | 6 | 6 | | | | | | | | | | | | | | | | | |
| | | | | 1 | | | | | | | | | | | | | | | | | | 1 |
| | | | | 1 | 1 | | | | | | | | | | | | | | | | | 2 |
| | | | | | 2 | | | | | | | | | | | | | | | | | 3 |
| | | | | | 2 | 3 | | | | | | | | | | | | | | | | |
| | | | | | | | 1 | | | | | | | | | | | | | | | 1 |
| | | | | | | | 1 | | | | | | | | | | | | | | | 2 |
| | | | | | | | 2 | | | | | | | | | | | | | | | |
| | | 1 | | | | | | | | | | | | | | | | | | | | 1 |
| | | | 1 | | | | | | | | | | | | | | | | | | | 2 |
| | | | | | | | | | | | | | | | | | | | | | | 3 |
| | | | | | | | | | | | | | | | | | | | | | | 4 |
| | | 1 | 1 | 1 | | 4 | | | | | | | | | | | | | | | | |
| | | | | 1 | | | | | | | | | | | | | | | | | | 1 |
| | | 2 | | | 1 | | | | | | | | | | | | | | | | | 2 |
| | | | | 1 | 5 | | | | | | | | | | | | | | | | | 3 |
| | | | 1 | | 1 | | | | | | | | | | | | | | | | | 4 |
| | | | | | | 1 | | | | | | | | | | | | | | | | 5 |
| | | 2 | 1 | 1 | 7 | | 1 | | | | | | | | | | | | | | | |
| 1 | 1 | 1 | | | 1 | | | | | | | | | | | | | | | | | 1 |
| 1 | 1 | 1 | | | 1 | | | | | | | | | | | | | | | | | |
| | | | 1 | | | | | | | | | | | | | | | | | | | 1 |
| | | | | | 2 | | | | | | | | | | | | | | | | | 2 |
| | | | | 2 | 1 | 1 | | | | | | | | | | | | | | | | 3 |
| | | | | | 1 | 1 | | | | | | | | | | | | | | | | 4 |
| | | | | | 1 | 1 | | | | | | | | | | | | | | | | 5 |
| | | | | | 1 | 1 | | | | | | | | | | | | | | | | 6 |
| | | | | | | 1 | | | | | | | | | | | | | | | | 7 |
| | | | | | | | 1 | | | | | | | | | | | | | | | |
| 1 | | 1 | 2 | 4 | 3 | | 1 | | | | | | | | | | | | | | | |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|-----------------------------------|----|
| 100 dolls. and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 doll | 401 to 500 doll | 501 to 600 doll | 601 to 700 doll | 701 to 800 doll | 801 to 900 doll | 901 to 1000 doll | 1001 to 1100 doll | 1101 to 1200 doll | 1201 to 1300 doll | 1301 to 1400 doll | 1401 to 1500 doll | 1501 to 1600 doll | 1601 to 1700 doll | 1701 to 1800 doll | 1801 to 1900 doll | 1901 to 2000 doll | 2001 to doll and over | |
| | | | | 2 | 1 | | | | | | | | | | | | | | | | 1 |
| | | | | | 3 | | | | | | | | | | | | | | | | 2 |
| | | | | | 1 | | | | | | | | | | | | | | | | 3 |
| | | | | 2 | 5 | | | | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| 4 | 3 | 1 | 3 | | | | | | | | | | | | | | | | | | 2 |
| 3 | 3 | 3 | 1 | 4 | 1 | | | | | | | | | | | | | | | | 3 |
| | 1 | | | | | | | | | | | | | | | | | | | | 4 |
| 8 | 7 | 4 | 4 | 4 | 1 | | | | | | | | | | | | | | | | 1 |
| | | | | | 1 | | | | | | | | | | | | | | | | |
| | | | | | 1 | | | | | | | | | | | | | | | | 1 |
| | 1 | | | | | | | | | | | | | | | | | | | | 1 |
| 2 | | 1 | | | | | | | | | | | | | | | | | | | 2 |
| 4 | | 2 | | | | | | | | | | | | | | | | | | | 3 |
| | | 3 | 4 | | | | | | | | | | | | | | | | | | 4 |
| 21 | 11 | 12 | 26 | 12 | 1 | 2 | | | | | | | | | | | | | | | 5 |
| 86 | 42 | 24 | 21 | 61 | 5 | | | | | | | | | | | | | | | | 6 |
| 92 | 46 | 26 | 23 | 54 | 58 | 4 | 3 | | | | | | | | | | | | | | 7 |
| 112 | 44 | 40 | 25 | 31 | 112 | 33 | 3 | | | | | | | | | | | | | | 8 |
| 22 | 17 | 12 | 7 | 10 | 20 | 59 | 3 | | | | | | | | | | | | | | 9 |
| 38 | 34 | 16 | 15 | 17 | 19 | 77 | 28 | 2 | | | | | | | | | | | | | 10 |
| 24 | 7 | 3 | 6 | 4 | 1 | 5 | 26 | 5 | | | | | | | | | | | | | 11 |
| 1 | 1 | 2 | 1 | | 2 | 1 | 4 | 4 | 1 | | | | | | | | | | | | 12 |
| 8 | 5 | 3 | 4 | 2 | 1 | | | 3 | | | | | | | | | | | | | 13 |
| | | | | | | | | | 1 | | | | | | | | | | | | 14 |
| | | | | | | | | | 1 | | | | | | | | | | | | 15 |
| 1 | | | | | | | | | 1 | | | | | | | | | | | | 16 |
| 1 | | 1 | | | | | | | | 1 | | | | | | | | | | | 17 |
| 412 | 208 | 144 | 132 | 191 | 219 | 181 | 67 | 14 | 4 | 2 | | | | | | | | | | | |
| 14 | 20 | 10 | 6 | 11 | 28 | 37 | 33 | 7 | 1 | | | | | | | | | | | | |
| 426 | 228 | 154 | 138 | 202 | 247 | 218 | 100 | 21 | 5 | 2 | | | | | | | | | | | |
| 1 | 2 | | | | | | | | | | | | | | | | | | | | 1 |
| 2 | 2 | 7 | | | | | | | | | | | | | | | | | | | 2 |
| 3 | 1 | | 1 | | | | | | | | | | | | | | | | | | 3 |
| | | 1 | 3 | 1 | | | | | | | | | | | | | | | | | 4 |
| 6 | 5 | 8 | 4 | 1 | | | | | | | | | | | | | | | | | |
| 6 | 5 | 8 | 5 | 1 | | | | | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| | 3 | | | | | | | | | | | | | | | | | | | | 2 |
| | 1 | | 1 | | | | | | | | | | | | | | | | | | 3 |
| | | 2 | | | | | | | 1 | | | | | | | | | | | | 4 |
| 1 | 4 | 2 | 1 | | | | 1 | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | | | | | | | | 1 |
| 2 | 1 | 1 | | | | | | | | | | | | | | | | | | | 2 |
| 7 | 5 | 5 | | | | | | | | | | | | | | | | | | | 3 |
| 6 | 6 | 3 | | | | | | | | | | | | | | | | | | | 4 |
| 39 | 19 | 23 | 26 | 6 | | | | | | | | | | | | | | | | | 5 |
| 28 | 18 | 6 | 2 | 12 | 4 | | | | | | | | | | | | | | | | 6 |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Number of employ- és. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | |
|--|------------------|--------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|---|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | |
| Painters' helpers (in 15 roads)—concluded. | 7 | 15 | \$1.61—\$1.80 | 2 | 5 | 2 | 1 | 2 | | | 3 | | |
| | 8 | 2 | 1.81—2.00 | 1 | | | | | | | 1 | | |
| | 9 | 1 | 2.01—2.20 | | | 1 | | | | | | | |
| | 10 | 2 | 2.21—2.40 | | | 1 | | | | 1 | | | |
| | | 251 | | | 41 | 24 | 45 | 32 | 22 | 24 | 32 | 30 | 1 |
| | 12 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | |
| | 263 | | | | | | | | | | | | |
| Painters and washers (in 1 road). | 1 | 2 | 1.41—1.60 | | 1 | | | | | | | 1 | |
| | 2 | 1 | 2.21—2.40 | 1 | | | | | | | | | |
| | 3 | | | 1 | 1 | | | | | | | 1 | |
| Pattern filers (in 1 road)... | 1 | 2 | 1.41—1.60 | | | | | | | | 2 | | |
| | 2 | | | | | | | | | | 2 | | |
| Patternmakers (in 19 roads).* | 1 | 4 | 1.41—1.60 | | | | 1 | | 1 | 2 | | | |
| | 2 | 10 | 1.61—1.80 | | 1 | 3 | | | | 2 | 2 | | |
| | 3 | 3 | 1.81—2.00 | | | | 1 | | 2 | 2 | | | |
| | 4 | 12 | 2.01—2.20 | 1 | 2 | | 1 | 1 | 1 | 4 | 3 | | |
| | 5 | 11 | 2.21—2.40 | | | | 1 | | 1 | 6 | 3 | | |
| | 6 | 17 | 2.41—2.60 | 1 | 1 | 2 | 2 | | 1 | 6 | 4 | | |
| | 7 | 13 | 2.61—2.80 | 1 | | | 2 | | 1 | 6 | 4 | | |
| | 8 | 7 | 2.81—3.00 | | 1 | | | | 1 | 1 | 3 | | |
| | 9 | 1 | 3.21—3.40 | | | | | | | | 1 | | |
| | 10 | 2 | 3.41—3.60 | | | | | | 1 | | 1 | | |
| | 11 | 1 | 3.81—4.00 | | | | | | | 1 | | | |
| | 81 | | | 3 | 5 | 5 | 7 | 4 | 6 | 30 | 21 | | |
| | 1 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | | |
| | 82 | | | | | | | | | | | | |
| Patternmakers' apprentices (in 2 roads). | 1 | 4 | .61—.80 | | | | | | | 4 | | | |
| | 2 | 2 | .81—1.00 | | | | | | 1 | 1 | | | |
| | 3 | 1 | 1.61—1.80 | | | | | | | 1 | | | |
| | 7 | 2 | (a) | (a) | (a) | (a) | (a) | (a) | 1 | 6 | (a) | (a) | |
| | 9 | | | | | | | | | | | | |
| Patternmakers' helper (in 1 road). | 1 | 1 | 1.01—1.20 | | | | | | | 1 | | | |
| | 1 | | | | | | | | | 1 | | | |
| Pavers (in 5 roads)..... | 1 | 1 | 1.01—1.20 | | | | 1 | | | | | | |
| | 2 | 8 | 1.41—1.60 | | | | 1 | 1 | | | 6 | | |
| | 3 | 14 | 1.81—2.00 | 1 | | | 1 | 1 | 1 | 1 | 5 | 4 | |
| | 4 | 1 | 3.81—4.00 | | 1 | | | | | | | | |
| | 24 | | | 1 | 1 | | 3 | 2 | 1 | 1 | 11 | 4 | |
| Paymasters (in 4 roads) .. | 1 | 1 | 1.21—1.40 | | | | | | | | 1 | | |
| | 2 | 1 | 2.61—2.80 | | | | | | | | 1 | | |
| | 3 | 1 | 4.41—4.60 | | | | | | 1 | | 1 | | |
| | 4 | 2 | 4.81—5.00 | | | | | 1 | | | 1 | | |
| | 5 | | | | | | | 1 | 1 | | 3 | | |
| Paymaster, assistant (in 1 road). | 1 | 1 | 4.01—4.20 | | | | | | | | 1 | | |
| | 1 | | | | | | | | | | 1 | | |

* Rate and time cannot be stated, as they worked by the piece.

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation | Marginal number. | Number of employ-ees. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|---|------------------|-----------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|-------|--|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | |
| Filedriers (in 3 roads).... | 1 | 1 | \$1.21-\$1.40 | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... |  |
| | 2 | 3 | 1.41- 1.60 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | 1 | |
| | 3 | 24 | 1.61- 1.80 | ..... | ..... | 2 | 3 | 1 | 2 | 11 | 5 | ..... | ..... |  |
| | 4 | 8 | 1.81- 2.00 | ..... | 1 | 1 | 2 | ..... | ..... | ..... | 1 | 2 | ..... |  |
| | 5 | 2 | 2.21- 2.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 1 | ..... |  |
| | 6 | 1 | 2.41- 2.60 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | | 39 | ..... | 1 | 1 | 4 | 5 | 1 | 5 | 13 | 9 | ..... | ..... |  |
| Filedriers, captains (in 1 road). | 1 | 1 | 1.81- 2.00 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 2 | 1 | 2.41- 2.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |  |
| | 2 | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | 1 | ..... |  |
| Pilers (in 1 road)..... | 1 | 5 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | |
| | 5 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Pile sharpeners (in 1 road). | 1 | 6 | 1.41- 1.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 5 | 1 | ..... |  |
| | 6 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 5 | 1 | ..... |  |
| Pilots, freight and shifting (in 1 road). | 1 | 6 | .81- 1.00 | 6 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 6 | ..... | ..... | 6 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Pilots, passenger (in 1 road). | 1 | 5 | 2.01- 2.20 | 2 | 1 | 1 | ..... | ..... | ..... | ..... | ..... | 1 | ..... |  |
| | 5 | ..... | ..... | 2 | 1 | 1 | ..... | ..... | ..... | ..... | ..... | 1 | ..... |  |
| Pin pullers (in 1 road) | 1 | 3 | 1.61- 1.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 2 | ..... |  |
| | 3 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 2 | ..... |  |
| Pipers (in 4 roads) | 1 | 1 | 1.41- 1.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | |
| | 2 | 1 | 1.61- 1.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | |
| | 3 | 2 | 1.81- 2.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 1 | ..... |  |
| | 4 | 5 | 2.21- 2.40 | ..... | 2 | ..... | 1 | ..... | ..... | ..... | ..... | 2 | ..... |  |
| | 9 | ..... | ..... | 2 | ..... | 1 | ..... | ..... | ..... | 1 | 5 | ..... |  |  |
| Pipefitters (in 5 roads)..... | 1 | 20 | 1.41- 1.60 | 6 | 3 | 3 | 1 | ..... | ..... | ..... | 1 | 5 | 1 | |
| | 2 | 10 | 1.61- 1.80 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | 1 | 5 | 3 | |
| | 3 | 11 | 1.81- 2.00 | ..... | 2 | 3 | 1 | ..... | 1 | ..... | ..... | 3 | 1 | |
| | 4 | 1 | 2.01- 2.20 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 5 | 7 | 2.21- 2.40 | ..... | 2 | 3 | 1 | ..... | ..... | ..... | 1 | ..... | ..... |  |
| | 6 | 2 | 2.41- 2.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 | |
| | 7 | 1 | 3.01- 3.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... |  |
| | 52 | ..... | ..... | 7 | 7 | 9 | 4 | ..... | 1 | 4 | 15 | 5 | ..... |  |
| Pipefitters' helpers (in 2 roads). | 1 | 9 | 1.01- 1.20 | ..... | 1 | ..... | 1 | 1 | ..... | ..... | 1 | 3 | 2 | |
| | 2 | 5 | 1.21- 1.40 | ..... | 1 | 1 | 3 | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 14 | ..... | ..... | 1 | 2 | 3 | 1 | 1 | ..... | ..... | 1 | 3 | 2 | |
| Pipelayers (in 1 road) | 1 | 2 | 1.41- 1.60 | 1 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 2 | 4 | 1.61- 1.80 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 1 | ..... |  |
| | 3 | 1 | 1.81- 2.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | |
| | 4 | 1 | 2.41- 2.60 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 8 | ..... | ..... | 4 | ..... | 1 | ..... | ..... | ..... | 1 | 2 | ..... |  |  |
| Piston packer (in 1 road).. | 1 | 1 | 1.21- 1.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | |
| | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | |

a Rate and time cannot be stated, as they worked by the piece.

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|-----------------------------|
| 100 dolls. and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 doll | 401 to 500 doll | 501 to 600 doll | 601 to 700 doll | 701 to 800 doll | 801 to 900 doll | 901 to 1000 doll | 1001 to 1100 doll | 1101 to 1200 doll | 1201 to 1300 doll | 1301 to 1400 doll | 1401 to 1500 doll | 1501 to 1600 doll | 1601 to 1700 doll | 1701 to 1800 doll | 1801 to 1900 doll | 1901 to 2000 doll | 2001 doll and over |
| | | | 1 | | | | | | | | | | | | | | | | | 1 |
| 1 | | | 1 | 1 | | | | | | | | | | | | | | | | 2 |
| | 2 | 3 | | 11 | 6 | | | | | | | | | | | | | | | 3 |
| 1 | 1 | 2 | | 1 | 1 | 2 | | | | | | | | | | | | | | 4 |
| | | | | | 1 | | 1 | | | | | | | | | | | | | 5 |
| 1 | | | | | | | | 1 | | | | | | | | | | | | 6 |
| 3 | 3 | 5 | 3 | 13 | 8 | 3 | 1 | | | | | | | | | | | | | |
| | 1 | | | | | | | 1 | | | | | | | | | | | | 1 |
| | | | | | | | | | 1 | | | | | | | | | | | 2 |
| | 1 | | | | | | 1 | | | | | | | | | | | | | 1 |
| | | | 1 | 1 | | 1 | 2 | | | | | | | | | | | | | |
| | | | | 1 | 5 | | | | | | | | | | | | | | | 1 |
| | | | | 1 | 5 | | | | | | | | | | | | | | | |
| 6 | | | | | | | | | | | | | | | | | | | | 1 |
| 6 | | | | | | | | | | | | | | | | | | | | |
| 3 | 1 | | | | | 1 | | | | | | | | | | | | | | 1 |
| 3 | 1 | | | | | 1 | | | | | | | | | | | | | | |
| | | | | 1 | 2 | | | | | | | | | | | | | | | 1 |
| | | | | 1 | 2 | | | | | | | | | | | | | | | |
| | | | | 1 | | | | | | | | | | | | | | | | 1 |
| | | | | | 1 | 1 | | | | | | | | | | | | | | 2 |
| 1 | 1 | 1 | | | 1 | 1 | 1 | | | | | | | | | | | | | 3 |
| | | | | | | | | | | | | | | | | | | | | 4 |
| 1 | 1 | 1 | | 1 | 2 | 2 | 1 | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | |
| 10 | 3 | | | 3 | 3 | 1 | | | | | | | | | | | | | | 1 |
| | 1 | | | 1 | 4 | 2 | 1 | 1 | | | | | | | | | | | | 2 |
| 2 | 3 | 1 | | 1 | | 2 | | 1 | | | | | | | | | | | | 3 |
| 1 | | | | | | | | | | | | | | | | | | | | 4 |
| | 4 | 2 | | | | 1 | | 1 | | | | | | | | | | | | 5 |
| | | | | | | | | 1 | | | | | | | | | | | | 6 |
| | | | | | | | | 1 | | | | | | | | | | | | 7 |
| 13 | 11 | 3 | | 5 | 7 | 6 | 3 | 4 | | | | | | | | | | | | |
| 1 | 1 | 2 | 1 | 3 | 1 | | | | | | | | | | | | | | | 1 |
| 2 | 3 | | | | | | | | | | | | | | | | | | | 2 |
| 3 | 4 | 2 | 1 | 3 | 1 | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | |
| 1 | | 1 | | | | | | | | | | | | | | | | | | 1 |
| 2 | | | | 1 | 1 | | | | | | | | | | | | | | | 2 |
| | | | | | | 1 | | | | | | | | | | | | | | 3 |
| 1 | | | | | | | 1 | | | | | | | | | | | | | 4 |
| 4 | | 1 | | 1 | 1 | 1 | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | |
| | | | | | | 1 | | | | | | | | | | | | | | 1 |
| | | | | | | 1 | | | | | | | | | | | | | | |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Number of employ-és. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|--|------------------|----------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|-------|-------|
| | | | | 25 days and under | 25 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | |
| Pitmen (in 3 roads) | 1 | 2 | \$0.81-1.00 | ..... | 1 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 2 | 7 | 1.01-1.20 | ..... | ..... | 1 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... |
| | 3 | 75 | 1.21-1.40 | 20 | 12 | 14 | 10 | 3 | 2 | 3 | 6 | ..... | ..... | 2 |
| | | 84 | ..... | 20 | 13 | 15 | 13 | 4 | 2 | 4 | 6 | ..... | ..... | 7 |
| Pitmen's helpers (in 1 road). | 1 | 2 | 1.01-1.20 | ..... | ..... | ..... | ..... | 1 | ..... | 1 | ..... | ..... | ..... | ..... |
| | 2 | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | 1 | ..... | ..... | ..... | ..... |
| Planers (in 2 roads) | 1 | 2 | 1.61-1.80 | ..... | ..... | ..... | 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... |
| | 2 | 3 | 1.81-2.00 | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 1 | 1 | ..... | ..... |
| | 3 | 7 | 2.01-2.20 | ..... | ..... | ..... | 2 | ..... | ..... | 1 | 1 | 1 | 3 | ..... |
| | 4 | 9 | 2.21-2.40 | ..... | 2 | 2 | 2 | ..... | 1 | ..... | ..... | 2 | ..... | ..... |
| | | 21 | ..... | 2 | 2 | 5 | 1 | 1 | 2 | 4 | 4 | ..... | ..... | ..... |
| Planing mill machine hands (in 2 roads). | 1 | 2 | 1.01-1.20 | ..... | 1 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 2 | 4 | 1.21-1.40 | ..... | 1 | 1 | ..... | ..... | 1 | 1 | ..... | ..... | ..... | ..... |
| | 3 | 7 | 1.41-1.60 | ..... | ..... | ..... | ..... | ..... | 1 | 3 | 3 | ..... | ..... | ..... |
| | 4 | 3 | 1.81-2.00 | ..... | ..... | 1 | ..... | ..... | ..... | 2 | ..... | ..... | ..... | ..... |
| | 5 | 10 | 2.01-2.20 | ..... | 1 | 1 | 2 | 1 | 1 | 3 | 1 | ..... | ..... | ..... |
| | 6 | 7 | 2.21-2.40 | ..... | ..... | ..... | ..... | 1 | ..... | 4 | 2 | ..... | ..... | ..... |
| | | 33 | ..... | ..... | 3 | 3 | 3 | 2 | 3 | 13 | 6 | ..... | ..... | ..... |
| | | 23 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | ..... | (a) |
| | | 56 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Plasterers (in 7 roads) | 1 | 1 | 1.61-1.80 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 2 | 7 | 1.81-2.00 | ..... | 7 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 3 | 2 | 2.41-2.60 | ..... | 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 4 | 3 | 2.81-3.00 | ..... | 3 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 5 | 1 | 3.41-3.60 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | 14 | ..... | 12 | ..... | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Platform hands (in 1 road). | 1 | 5 | 1.61-1.80 | ..... | ..... | ..... | 3 | 1 | ..... | ..... | ..... | ..... | 1 | ..... |
| | 2 | 8 | 1.81-2.00 | ..... | 1 | 1 | ..... | 1 | ..... | 3 | 2 | ..... | ..... | ..... |
| | 3 | 1 | 2.21-2.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... |
| | | 14 | ..... | 1 | 4 | 1 | 1 | ..... | 3 | 4 | ..... | ..... | ..... | ..... |
| Plumbers (in 10 roads) ... | 1 | 1 | 1.41-1.60 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 2 | 2 | 1.61-1.80 | ..... | ..... | ..... | ..... | ..... | 1 | ..... | 1 | ..... | ..... | ..... |
| | 3 | 4 | 1.81-2.00 | ..... | 2 | ..... | ..... | ..... | ..... | ..... | 2 | ..... | ..... | ..... |
| | 4 | 2 | 2.01-2.20 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... |
| | 5 | 10 | 2.21-2.40 | ..... | 1 | 1 | 1 | ..... | ..... | 1 | 5 | 1 | ..... | ..... |
| | 6 | 2 | 2.61-2.80 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... |
| | 7 | 1 | 2.81-3.00 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 8 | 2 | 3.21-3.40 | ..... | ..... | ..... | 1 | ..... | ..... | 1 | ..... | ..... | ..... | ..... |
| | 9 | 1 | 3.81-4.00 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 10 | 2 | 4.01-4.20 | ..... | ..... | ..... | 1 | ..... | 1 | ..... | ..... | ..... | ..... | ..... |
| | | 27 | ..... | 5 | 3 | 3 | 1 | ..... | 4 | 10 | 1 | ..... | ..... | ..... |
| Plumbers' helpers (in 2 roads). | 1 | 3 | 1.01-1.20 | ..... | ..... | ..... | 2 | ..... | ..... | 1 | ..... | ..... | ..... | ..... |
| | 2 | 1 | 1.21-1.40 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 3 | 3 | 1.41-1.60 | ..... | ..... | ..... | 1 | ..... | 1 | 1 | ..... | ..... | ..... | ..... |
| | | 7 | ..... | ..... | ..... | 4 | ..... | 1 | 2 | ..... | ..... | ..... | ..... | ..... |

a Rate and time cannot be stated, as they worked by the day and piece combined.

TABLE H.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note, to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|-----------------------------|----|
| 100 dolls. and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 doll | 401 to 500 doll | 501 to 600 doll | 601 to 700 doll | 701 to 800 doll | 801 to 900 doll | 901 to 1000 doll | 1001 to 1100 doll | 1101 to 1200 doll | 1201 to 1300 doll | 1301 to 1400 doll | 1401 to 1500 doll | 1501 to 1600 doll | 1601 to 1700 doll | 1701 to 1800 doll | 1801 to 1900 doll | 1901 to 2000 doll | 2001 doll and over | |
| 1 | 1 | | | | | | | | | | | | | | | | | | | | 1 |
| 38 | 4 | | 1 | 2 | | | | | | | | | | | | | | | | | 2 |
| 39 | 19 | 3 | 5 | 6 | 4 | | | | | | | | | | | | | | | | 3 |
| | 24 | 3 | 6 | 8 | 4 | | | | | | | | | | | | | | | | |
| | 1 | | 1 | | | | | | | | | | | | | | | | | | 1 |
| | 1 | | 1 | | | | | | | | | | | | | | | | | | |
| | | | 2 | | | 2 | | 1 | | | | | | | | | | | | | 1 |
| | | 2 | 2 | | | 2 | | 3 | | | | | | | | | | | | | 2 |
| 2 | 2 | 2 | | | 1 | | 2 | | | | | | | | | | | | | | 3 |
| 2 | 2 | 6 | | | 3 | 2 | 3 | 3 | | | | | | | | | | | | | 4 |
| 1 | 1 | | | | | | | | | | | | | | | | | | | | |
| 1 | 1 | 1 | 1 | | | | | | | | | | | | | | | | | | 1 |
| | | | 2 | 4 | | 1 | | | | | | | | | | | | | | | 2 |
| | 1 | | | | 2 | 1 | 3 | | | | | | | | | | | | | | 3 |
| | 2 | | 1 | | | 6 | | | | | | | | | | | | | | | 4 |
| 2 | 5 | 3 | 4 | 6 | 4 | 9 | | | | | | | | | | | | | | | 5 |
| 2 | 4 | 1 | 1 | 1 | 8 | 3 | 1 | 3 | | | | | | | | | | | | | 6 |
| 4 | 9 | 4 | 5 | 6 | 4 | 17 | 3 | 1 | 3 | | | | | | | | | | | | |
| | 1 | | | | | | | | | | | | | | | | | | | | |
| 7 | | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | 1 | | | | | | | | | | | | | | | | | | | | 2 |
| 3 | 1 | | | | | | | | | | | | | | | | | | | | 3 |
| 1 | | | | | | | | | | | | | | | | | | | | | 4 |
| 12 | 2 | | | | | | | | | | | | | | | | | | | | 5 |
| 1 | 2 | 1 | | | | | | | | | | | | | | | | | | | |
| 1 | 1 | | 1 | | 3 | 1 | 1 | | | | | | | | | | | | | | 1 |
| | | | | | | | 1 | | | | | | | | | | | | | | 2 |
| 2 | 3 | 1 | 1 | | 3 | 2 | 2 | | | | | | | | | | | | | | 3 |
| 1 | | | | | | | | | | | | | | | | | | | | | |
| 2 | | | | 1 | | 1 | 1 | | | | | | | | | | | | | | 1 |
| 1 | | | | | | | | | | | | | | | | | | | | | 2 |
| 2 | | | | | | | | | | | | | | | | | | | | | 3 |
| 2 | 1 | | | | | | | | | | | | | | | | | | | | 4 |
| 1 | | | | | | | | | | | | | | | | | | | | | 5 |
| | | 1 | | | | | | | | | | | | | | | | | | | 6 |
| 1 | | | | | | | | | | | | | | | | | | | | | 7 |
| | | | 1 | | | | | | | | | | | | | | | | | | 8 |
| | | | | 1 | | | | | | | | | | | | | | | | | 9 |
| | | | | | 1 | | | | | | | | | | | | | | | | 10 |
| 8 | 2 | 1 | | 3 | | 3 | 5 | 4 | 1 | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| | 2 | | 1 | | | | | | | | | | | | | | | | | | |
| 1 | | | 1 | 1 | | | | | | | | | | | | | | | | | 1 |
| | 1 | | | | | | | | | | | | | | | | | | | | 2 |
| 1 | 3 | | 2 | 1 | | | | | | | | | | | | | | | | | 3 |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 166, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Number of employ- és. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | |
|----------------------------------|------------------|--------------------------|---|--|-------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|-----------------------------|-------|-------|-------|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | | |
| Policemen (in 15 roads).... | 1 | 8 | Under\$.21 | ..... | 3 | ..... | 2 | ..... | ..... | ..... | ..... | ..... | ..... | 2 | ..... |
| | 2 | 2 | \$.21-.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 | ..... |
| | 3 | 3 | .41-.60 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| | 4 | 1 | .81-1.00 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 5 | 2 | 1.01-1.20 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| | 6 | 6 | 1.21-1.40 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 | 1 |
| | 7 | 16 | 1.41-1.60 | ..... | 2 | 1 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | 7 | 1 |
| | 8 | 42 | 1.61-1.80 | ..... | 6 | 2 | 1 | 4 | ..... | ..... | 2 | ..... | ..... | 24 | 1 |
| | 9 | 26 | 1.81-2.00 | ..... | 9 | ..... | 3 | 3 | ..... | ..... | ..... | 1 | ..... | 10 | ..... |
| | 10 | 4 | 2.01-2.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 4 | ..... |
| | 11 | 3 | 2.21-2.40 | ..... | ..... | ..... | ..... | 1 | ..... | ..... | 1 | ..... | ..... | 1 | ..... |
| | 12 | 11 | 2.41-2.60 | ..... | 1 | 1 | 4 | ..... | 1 | ..... | ..... | ..... | ..... | 4 | ..... |
| | 13 | 9 | 2.61-2.80 | ..... | 1 | ..... | ..... | 2 | ..... | ..... | ..... | ..... | 1 | 3 | ..... |
| | 14 | 3 | 3.21-3.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 | ..... |
| | | 136 | ..... | 21 | 7 | 15 | 13 | 2 | 4 | 6 | 65 | 3 | | | |
| Policemen, depot (in 3 roads). | 1 | 2 | .21-.40 | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| | 2 | 2 | .41-.60 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 3 | 2 | 1.21-1.40 | ..... | 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 4 | 1 | 1.41-1.60 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 5 | 5 | 1.61-1.80 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 4 | ..... |
| | 6 | 2 | 1.81-2.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 | ..... |
| | 7 | 1 | 2.01-2.20 | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 8 | 1 | 2.21-2.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... |
| | 9 | 1 | 2.41-2.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| | | 17 | ..... | 1 | 3 | 2 | 1 | 1 | 1 | 1 | 8 | ..... |  |  |  |
| Policeman, dock (in 1 road). | 1 | 1 | Under .21 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| | | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| Policemen, special (in 4 roads). | 1 | 1 | Under .21 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| | 2 | 3 | 1.61-1.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 | 1 |
| | 3 | 1 | 1.81-2.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| | 4 | 1 | 2.21-2.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| | | 6 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 5 | 1 | |
| Polishers (in 2 roads)..... | 1 | 4 | 1.41-1.60 | ..... | 1 | ..... | ..... | 1 | ..... | ..... | 1 | 1 | ..... | 1 | ..... |
| | 2 | 6 | 1.61-1.80 | ..... | ..... | 1 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | 3 | ..... |
| | 3 | 4 | 1.81-2.00 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | 1 | ..... | ..... | 2 | ..... |
| | | 14 | ..... | 1 | 1 | 1 | 2 | ..... | ..... | 3 | 6 | ..... |  |  |  |
| Polishers' helper (in 1 road) | 1 | 1 | 1.01-1.20 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | 1 | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Porters (in 23 roads) | 1 | 2 | Under .21 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| | 2 | 17 | .21-.40 | 3 | 2 | 2 | ..... | 1 | 1 | ..... | ..... | ..... | ..... | 7 | 1 |
| | 3 | 47 | .41-.60 | 21 | 6 | 6 | 1 | 2 | 3 | 3 | ..... | ..... | ..... | 5 | ..... |
| | 4 | 36 | .61-.80 | 10 | 1 | 2 | 7 | 4 | 3 | ..... | ..... | ..... | ..... | 7 | 2 |
| | 5 | 102 | .81-1.00 | 36 | 14 | 19 | 6 | 4 | 3 | 6 | 13 | 1 | ..... | 13 | 1 |
| | 6 | 123 | 1.01-1.20 | 33 | 11 | 15 | 16 | 8 | 9 | 4 | 24 | 3 | ..... | 24 | 3 |
| | 7 | 319 | 1.21-1.40 | 79 | 26 | 39 | 27 | 20 | 12 | 15 | 91 | 10 | ..... | 91 | 10 |
| | 8 | 72 | 1.41-1.60 | 13 | 7 | 1 | 2 | 2 | 3 | 4 | 39 | 1 | ..... | 39 | 1 |
| | 9 | 53 | 1.61-1.80 | 3 | 1 | 2 | 4 | 3 | 1 | 2 | 37 | ..... | ..... | 37 | ..... |
| | 10 | 12 | 1.81-2.00 | 1 | 1 | 2 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | 7 | ..... |
| | 11 | 3 | 2.01-2.20 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 1 |
| | 12 | 2 | 2.21-2.40 | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| | 13 | 1 | 2.41-2.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| | | 789 | ..... | 200 | 69 | 88 | 64 | 45 | 36 | 34 | 234 | 19 | | | |
| | | 3 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | | | |
| | | 792 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |

a Rate and time cannot be stated, as they worked by the trip.

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|----------------------------|---------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|-----------------------------|----|
| 100 dolls. and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 doll. | 401 to 500 doll | 501 to 600 doll | 601 to 700 doll | 701 to 800 doll | 801 to 900 doll | 901 to 1000 doll | 1001 to 1100 doll | 1101 to 1200 doll | 1201 to 1300 doll | 1301 to 1400 doll | 1401 to 1500 doll | 1501 to 1600 doll | 1601 to 1700 doll | 1701 to 1800 doll | 1801 to 1900 doll | 1901 to 2000 doll | 2001 doll and over | |
| 8 | | | | | | | | | | | | | | | | | | | | | 1 |
| | 2 | | | | | | | | | | | | | | | | | | | | 2 |
| 1 | 1 | 1 | | | | | | | | | | | | | | | | | | | 3 |
| 1 | | | | | | | | | | | | | | | | | | | | | 4 |
| 1 | | | | 1 | | | | | | | | | | | | | | | | | 5 |
| 1 | 1 | | | 2 | 2 | | | | | | | | | | | | | | | | 6 |
| 4 | 1 | 1 | | 2 | 8 | | | | | | | | | | | | | | | | 7 |
| 8 | 5 | 3 | 1 | 3 | 24 | 1 | | | | | | | | | | | | | | | 8 |
| 9 | 3 | 3 | 3 | 1 | 3 | 2 | 8 | | | | | | | | | | | | | | 9 |
| | | | | | | 4 | | | | | | | | | | | | | | | 10 |
| | | 1 | | 1 | 1 | | | 1 | | | | | | | | | | | | | 11 |
| 1 | 4 | 1 | | 1 | | | | 4 | | | | | | | | | | | | | 12 |
| 1 | | 3 | 1 | | | 1 | | | 3 | | | | | | | | | | | | 13 |
| | | | | | | | | | | | 3 | | | | | | | | | | 14 |
| 35 | 17 | 10 | 2 | 10 | 35 | 4 | 12 | 5 | 3 | | 3 | | | | | | | | | | |
| 1 | 1 | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | 1 | | | | | | | | | | | | | | | | | | | | 2 |
| 2 | | | | | | | | | | | | | | | | | | | | | 3 |
| | 1 | | | | | | | | | | | | | | | | | | | | 4 |
| | 1 | | | | 4 | | | | | | | | | | | | | | | | 5 |
| | | | | | | 1 | 1 | | | | | | | | | | | | | | 6 |
| | | 1 | | | | | | | | | | | | | | | | | | | 7 |
| | | | | | | 1 | | | | | | | | | | | | | | | 8 |
| | | | | | | | | 1 | | | | | | | | | | | | | 9 |
| 4 | 4 | 1 | | | 4 | 2 | 1 | 1 | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | | | | | | | | | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| | | | | | 2 | 1 | | | | | | | | | | | | | | | 2 |
| | | | | | 1 | | | | | | | | | | | | | | | | 3 |
| | | | | | | | | 1 | | | | | | | | | | | | | 4 |
| 1 | | | | 2 | 2 | | | | | | | | | | | | | | | | |
| 1 | | 1 | | 1 | 3 | | | | | | | | | | | | | | | | 1 |
| | 1 | 1 | | 2 | 2 | | | | | | | | | | | | | | | | 2 |
| 1 | | | | 1 | 3 | | | | | | | | | | | | | | | | 3 |
| | 1 | 2 | 2 | 3 | 5 | 1 | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| | 1 | | | | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | | | | | |
| 2 | | | | | | | | | | | | | | | | | | | | | 1 |
| 10 | 7 | | | | | | | | | | | | | | | | | | | | 2 |
| 35 | 12 | | | | | | | | | | | | | | | | | | | | 3 |
| 19 | 8 | | | | | | | | | | | | | | | | | | | | 4 |
| 69 | 12 | 9 | | | | | | | | | | | | | | | | | | | 5 |
| 59 | 20 | 10 | 11 | | | | | | | | | | | | | | | | | | 6 |
| 127 | 50 | 16 | 18 | 10 | | | | | | | | | | | | | | | | | 7 |
| 20 | 2 | 20 | 32 | 67 | 23 | | | | | | | | | | | | | | | | 8 |
| 5 | 3 | 5 | 8 | 34 | 3 | | | | | | | | | | | | | | | | 9 |
| 2 | 1 | 6 | 2 | 2 | 34 | 3 | | | | | | | | | | | | | | | 10 |
| 1 | 2 | 2 | 1 | 2 | 4 | 1 | | | | | | | | | | | | | | | 11 |
| | | | | | | 1 | 1 | | | | | | | | | | | | | | 12 |
| | | | 1 | | | | | 1 | | | | | | | | | | | | | 13 |
| 349 | | | | | | | | | | | | | | | | | | | | | |
| 1 | 114 | 64 | 69 | 88 | 93 | 8 | 3 | 1 | | | | | | | | | | | | | |
| | | | | 2 | | | | | | | | | | | | | | | | | |
| 350 | 114 | 64 | 69 | 90 | 93 | 8 | 3 | 1 | | | | | | | | | | | | | |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Number of employ- ees. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|-----------------------------------|------------------|---------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|-----|-----|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | |
| Porters, baggage (in 4 roads). | 1 | 14 | \$1.01-\$1.20 | 1 | 1 | 1 | | | | | | | 11 | |
| | 2 | 1 | 1.21- 1.40 | | | | | | | | | | 1 | |
| | 3 | 29 | 1.41- 1.60 | | | 2 | 2 | 2 | 3 | | | 2 | 17 | |
| | 4 | 1 | 1.61- 1.80 | | 1 | | | | | | | | | 1 |
| | | 45 | | 1 | 2 | 3 | 2 | 2 | 3 | 2 | 2 | 29 | 1 | |
| Porters, station (in 4 roads). | 1 | 3 | .41- .60 | | 1 | 1 | | | | | | | 1 | |
| | 2 | 5 | .61- .80 | | | 1 | 1 | 1 | 1 | | | | 1 | |
| | 3 | 50 | .81- 1.00 | 11 | 7 | 4 | 7 | 3 | 4 | | | | 13 | 1 |
| | 4 | 6 | 1.01- 1.20 | | | | | | 2 | | | | 4 | |
| | 5 | 9 | 1.21- 1.40 | | | 2 | 1 | 1 | | | | | 3 | 2 |
| | 6 | 6 | 1.41- 1.60 | 1 | | 1 | | | | | | | 4 | |
| | | 79 | | 12 | 8 | 9 | 9 | 5 | 7 | | | 26 | 3 | |
| Porters and cleaners (in 1 road). | 1 | 1 | 1.21- 1.40 | | | | | | | | | | 1 | |
| | 2 | 2 | 1.41- 1.60 | | | | | | | | | | 2 | |
| | | 3 | | | | | | | | | | | 3 | |
| Porter and cook (in 1 road). | 1 | 1 | 1.61- 1.80 | | | | | | | | | | 1 | |
| | | 1 | | | | | | | | | | | 1 | |
| Porters and pumpers (in 1 road). | 1 | 2 | 1.41- 1.60 | | | 1 | | | 1 | | | | | |
| | | 2 | | | | 1 | | | 1 | | | | | |
| Pounders (in 1 road) | 1 | 2 | 1.01- 1.20 | | | | | | 1 | | | | 1 | |
| | 2 | 1 | 1.21- 1.40 | | | | | | | | | | | 1 |
| | | 3 | | | | | | | 1 | | | | 1 | 1 |
| Powdermen (in 2 roads)... | 1 | 1 | 1.21- 1.40 | | | 1 | | | | | | | | |
| | 2 | 3 | 1.61- 1.80 | | | 3 | | | | | | | | |
| | | 4 | | | | 4 | | | | | | | | |
| | | | | | | | | | | | | | | |
| Pressmen (in 1 road) | 1 | 7 | 1.21- 1.40 | 1 | | 1 | 3 | 1 | | | | | 1 | |
| | 2 | 4 | 1.41- 1.60 | | | | | | 1 | 1 | | | 2 | |
| | 3 | 1 | 1.61- 1.80 | | | | | | | | | 1 | | |
| | 4 | 1 | 1.81- 2.00 | | | | | | | | | | 1 | |
| | | 13 | | 1 | | 1 | 3 | 1 | 1 | 2 | | | 4 | |
| Puddlers (in 1 road) | 1 | 59 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) |
| | | 59 | | | | | | | | | | | | |
| Puddlers' helpers (in 1 road). | 1 | 62 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) |
| | | 62 | | | | | | | | | | | | |
| Pulley tenders (in 1 road) .. | 1 | 2 | 1.01- 1.20 | | 1 | | | | | 1 | | | | |
| | 2 | 11 | 1.21- 1.40 | 2 | 1 | 5 | 1 | | | | | 2 | | |
| | 3 | 3 | 1.41- 1.60 | 1 | | 2 | | | | | | | | |
| | 4 | 4 | 1.61- 1.80 | | | 1 | | | | | | 1 | 2 | |
| | 5 | 1 | 1.81- 2.00 | | 1 | | | | | | | | | |
| | | 21 | | 3 | 3 | 8 | 1 | | 1 | 3 | 2 | | | |

a Rate and time cannot be stated, as they worked by the piece.

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|-----------------------------|-------|
| 100 dolls. and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 doll | 401 to 500 doll | 501 to 600 doll | 601 to 700 doll | 701 to 800 doll | 801 to 900 doll | 901 to 1000 doll | 1001 to 1100 doll | 1101 to 1200 doll | 1201 to 1300 doll | 1301 to 1400 doll | 1401 to 1500 doll | 1501 to 1600 doll | 1601 to 1700 doll | 1701 to 1800 doll | 1801 to 1900 doll | 1901 to 2000 doll | 2001 doll and over | |
| 2 | 1 | ..... | ..... | 11 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| ..... | 4 | ..... | 2 | 4 | 4 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 |
| 1 | ..... | ..... | ..... | ..... | 15 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 |
| 3 | 5 | ..... | 2 | 4 | 15 | 16 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 4 |
| | | | | | | | | | | | | | | | | | | | | | |
| 2 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| 2 | 2 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 |
| 22 | 10 | 4 | 14 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 |
| ..... | ..... | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 4 |
| 2 | 1 | 1 | ..... | ..... | 5 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 5 |
| 1 | 1 | ..... | ..... | 1 | 3 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 6 |
| 29 | 14 | 9 | 14 | 10 | 3 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| ..... | ..... | ..... | ..... | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 |
| ..... | ..... | ..... | ..... | ..... | 3 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | 1 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| ..... | 1 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | ..... | 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 |
| ..... | ..... | 1 | 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| ..... | 3 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 |
| ..... | 4 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 1 | 4 | 1 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| ..... | ..... | ..... | 1 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 |
| ..... | ..... | ..... | ..... | 1 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 |
| ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 4 |
| 1 | 4 | 1 | 1 | 4 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 2 | 1 | 1 | 8 | 15 | 27 | 3 | 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| 2 | 1 | 1 | 8 | 15 | 27 | 3 | 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 24 | 4 | 17 | 16 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| 24 | 4 | 17 | 16 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 1 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| 5 | 4 | ..... | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 |
| 2 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 |
| ..... | 1 | ..... | ..... | 1 | ..... | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 4 |
| 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 5 |
| 9 | 6 | 1 | 2 | 1 | ..... | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Num-ber of em-ploy-és. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|--------------------------------------|------------------|------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|--|--|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | |
| Pumpers (in 27 roads) | 1 | 7 | Under 0.21 | ..... | 1 | ..... | 1 | 3 | 1 | ..... | 1 | ..... |  |  |
| | 2 | 10 | \$0.21- .40 | ..... | 1 | 1 | 1 | 2 | 1 | ..... | 4 | ..... |  |  |
| | 3 | 25 | .41- .60 | ..... | 3 | 2 | 5 | 2 | 4 | 2 | 1 | 6 | | |
| | 4 | 28 | .61- .80 | ..... | 8 | 2 | 1 | 3 | 2 | 2 | ..... | 9 | | |
| | 5 | 142 | .81- 1.00 | ..... | 24 | 14 | 11 | 11 | 15 | 9 | 4 | 53 | | |
| | 6 | 222 | 1.01- 1.20 | ..... | 39 | 25 | 17 | 23 | 7 | 6 | 4 | 95 | | |
| | 7 | 162 | 1.21- 1.40 | ..... | 16 | 18 | 13 | 10 | 6 | 13 | 7 | 70 | | |
| | 8 | 102 | 1.41- 1.60 | ..... | 10 | 7 | 10 | 7 | 8 | 5 | 5 | 42 | | |
| | 9 | 21 | 1.61- 1.80 | ..... | 1 | 2 | ..... | 1 | 2 | ..... | ..... | 15 | | |
| | 10 | 12 | 1.81- 2.00 | ..... | 2 | 2 | 2 | 1 | ..... | 1 | ..... | 4 | | |
| | 11 | 1 | 2.01- 2.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | | |
| | 12 | 5 | 2.41- 2.60 | ..... | 1 | ..... | 1 | ..... | ..... | 2 | ..... | ..... |  |  |
| | 13 | 5 | 2.81- 3.00 | ..... | 5 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |  |
| | | 742 | ..... | 109 | 74 | 61 | 61 | 49 | 42 | 21 | 300 | 25 | | |
| Pumpers [and watchmen (in 2 roads).] | 1 | 1 | 1.41- 1.60 | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... |  |  |
| | 2 | 1 | 1.61- 1.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |  |  |
| | | 2 | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | 1 | ..... |  |  |
| Pumpmen (in 7 roads)..... | 1 | 3 | .61- .80 | ..... | ..... | 2 | ..... | ..... | ..... | ..... | ..... | 1 | | |
| | 2 | 3 | .81- 1.00 | ..... | 1 | 2 | ..... | ..... | ..... | ..... | ..... | ..... |  |  |
| | 3 | 10 | 1.01- 1.20 | ..... | 2 | 1 | 2 | 1 | ..... | ..... | 2 | 2 | | |
| | 4 | 9 | 1.21- 1.40 | ..... | 1 | 2 | 1 | 1 | 2 | ..... | 3 | ..... |  |  |
| | 5 | 10 | 1.41- 1.60 | ..... | 2 | 1 | 3 | 1 | ..... | 1 | 1 | 1 | | |
| | 6 | 2 | 1.61- 1.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 1 | | |
| | 7 | 1 | 1.81- 2.00 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |  |
| | 8 | 1 | 2.01- 2.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |  |  |
| | 9 | 1 | 2.61- 2.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |  |  |
| | | 40 | ..... | 6 | 2 | 10 | 3 | 2 | 2 | 3 | 8 | 4 | | |
| Punchers (in 2 roads)..... | 1 | 2 | 1.01- 1.20 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | 1 | ..... |  |  |
| | 2 | 1 | 2.01- 2.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |  |  |
| | | 3 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | 2 | ..... |  |  |
| | | 2 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | | |
| | | 5 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |  |  |
| Punchers and shearers (in 1 road). | 1 | 1 | 1.21- 1.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |  |  |
| | 2 | 1 | 1.61- 1.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |  |  |
| | | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 1 | | |
| Quarrymen (in 8 roads)..... | 1 | 35 | 1.01- 1.20 | ..... | 2 | 4 | 14 | 9 | 4 | 2 | ..... | ..... |  |  |
| | 2 | 15 | 1.21- 1.40 | ..... | 3 | ..... | 2 | 2 | 1 | 5 | 2 | ..... |  |  |
| | 3 | 13 | 1.41- 1.60 | ..... | 2 | 3 | 5 | 1 | ..... | 1 | 1 | ..... |  |  |
| | 4 | 43 | 1.61- 1.80 | ..... | 6 | 4 | 8 | 10 | 5 | 3 | 6 | 1 | | |
| | 5 | 8 | 1.81- 2.00 | ..... | 2 | 1 | 1 | 1 | ..... | 2 | 1 | ..... |  |  |
| | 6 | 2 | 2.21- 2.40 | ..... | ..... | 2 | ..... | ..... | ..... | ..... | ..... | ..... |  |  |
| | 7 | 1 | 2.81- 3.00 | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... |  |  |
| | 8 | 1 | 3.41- 3.60 | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... |  |  |
| | | 118 | ..... | 15 | 14 | 30 | 23 | 10 | 15 | 10 | 1 | ..... |  |  |
| Quarrymen's helpers (in 2 roads). | 1 | 1 | .81- 1.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |  |  |
| | 2 | 10 | 1.01- 1.20 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | 7 | 1 | | |
| | 3 | 86 | 1.21- 1.40 | ..... | 38 | 13 | 16 | 12 | 3 | 2 | 2 | ..... |  |  |
| | | 97 | ..... | ..... | 38 | 13 | 17 | 12 | 4 | 2 | 10 | 1 | | |
| Rammers (in 1 road) | 1 | 2 | 1.61- 1.80 | ..... | ..... | ..... | ..... | ..... | ..... | 2 | ..... | ..... |  |  |
| | | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 | ..... | ..... |  |  |

a Rate and time cannot be stated, as they worked by the piece.

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 163, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|-----------------------------|----|
| 100 dolls. and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 doll | 401 to 500 doll | 501 to 600 doll | 601 to 700 doll | 701 to 800 doll | 801 to 900 doll | 901 to 1000 doll | 1001 to 1100 doll | 1101 to 1200 doll | 1201 to 1300 doll | 1301 to 1400 doll | 1401 to 1500 doll | 1501 to 1600 doll | 1601 to 1700 doll | 1701 to 1800 doll | 1801 to 1900 doll | 1901 to 2000 doll | 2001 doll and over | |
| 7 | | | | | | | | | | | | | | | | | | | | | 1 |
| 6 | 4 | | | | | | | | | | | | | | | | | | | | 2 |
| 15 | 9 | 1 | | | | | | | | | | | | | | | | | | | 4 |
| 16 | 2 | 10 | | | | | | | | | | | | | | | | | | | 3 |
| 50 | 29 | 25 | 38 | | | | | | | | | | | | | | | | | | 4 |
| 79 | 28 | 11 | 21 | 82 | 1 | | | | | | | | | | | | | | | | 5 |
| 41 | 19 | 7 | 21 | 70 | 4 | | | | | | | | | | | | | | | | 6 |
| 22 | 12 | 9 | 7 | 6 | 45 | 1 | | | | | | | | | | | | | | | 7 |
| 3 | 1 | 2 | | | 15 | | | | | | | | | | | | | | | | 8 |
| 4 | 2 | 1 | | 1 | 1 | 2 | 1 | | | | | | | | | | | | | | 9 |
| 1 | | | 1 | | 2 | | | | | | | | | | | | | | | | 10 |
| 5 | | | | | | | | | | | | | | | | | | | | | 11 |
| 249 | 106 | 67 | 88 | 159 | 68 | 3 | 2 | | | | | | | | | | | | | | 12 |
| | | | | | | | | | | | | | | | | | | | | | 13 |
| | | | 1 | | 1 | | | | | | | | | | | | | | | | 1 |
| | | | | 1 | | | | | | | | | | | | | | | | | 2 |
| | | | 1 | | 1 | | | | | | | | | | | | | | | | |
| 2 | | 1 | | | | | | | | | | | | | | | | | | | 1 |
| 3 | | 1 | | | | | | | | | | | | | | | | | | | 2 |
| 3 | 2 | 1 | | 4 | | | | | | | | | | | | | | | | | 3 |
| 1 | 2 | 1 | | 3 | | | | | | | | | | | | | | | | | 4 |
| 3 | 3 | 1 | 1 | | 1 | 1 | | | | | | | | | | | | | | | 5 |
| 1 | | | | | | 2 | | | | | | | | | | | | | | | 6 |
| | | | | | 1 | | | | | | | | | | | | | | | | 7 |
| | | | | | | | 1 | | | | | | | | | | | | | | 8 |
| 13 | 7 | 5 | 2 | 7 | 2 | 3 | 1 | | | | | | | | | | | | | | 9 |
| 1 | | | 1 | | | | | | | | | | | | | | | | | | 1 |
| | | | | | | 1 | | | | | | | | | | | | | | | 2 |
| 1 | | | 1 | | | 1 | | | | | | | | | | | | | | | |
| | | | 1 | 1 | | | | | | | | | | | | | | | | | |
| 1 | | | 2 | 1 | | 1 | | | | | | | | | | | | | | | |
| | | | 1 | | | | | | | | | | | | | | | | | | 1 |
| | | | | | 1 | | | | | | | | | | | | | | | | 2 |
| | | | 1 | | 1 | | | | | | | | | | | | | | | | |
| 16 | 15 | 4 | | | | | | | | | | | | | | | | | | | 1 |
| 4 | 3 | 2 | 6 | | | | | | | | | | | | | | | | | | 2 |
| 7 | 3 | 1 | 1 | | 1 | | | | | | | | | | | | | | | | 3 |
| 11 | 13 | 9 | 3 | 6 | 1 | | | | | | | | | | | | | | | | 4 |
| 3 | 1 | 1 | 2 | 1 | | | | | | | | | | | | | | | | | 5 |
| 2 | | | | | | | | | | | | | | | | | | | | | 6 |
| | | | | | | | 1 | | | | | | | | | | | | | | 7 |
| | | | | | | | | 1 | | | | | | | | | | | | | 8 |
| 43 | 35 | 17 | 10 | 9 | 2 | | 1 | 1 | | | | | | | | | | | | | |
| 1 | | 1 | | | | | | | | | | | | | | | | | | | 1 |
| 58 | 21 | 4 | 7 | | | | | | | | | | | | | | | | | | 2 |
| | | | 3 | | | | | | | | | | | | | | | | | | 3 |
| 59 | 22 | 6 | 10 | | | | | | | | | | | | | | | | | | |
| | | | 1 | 1 | | | | | | | | | | | | | | | | | |
| | | | 1 | 1 | | | | | | | | | | | | | | | | | 1 |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation | Marginal number. | Number of employ-ees. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | |
|--|------------------|-----------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|---|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | |
| Repairers, signal (in 2 roads). | 1 | 3 | \$1.61-\$1.80 | 1 | | | | | | | 1 | 2 | |
| | 2 | 1 | 1.81-2.00 | | | 1 | | | | | | | |
| | 3 | 1 | 2.01-2.20 | 1 | | | | | | | | 1 | |
| | 4 | 1 | 2.21-2.40 | | | | | 1 | | | | | 1 |
| | 5 | 1 | 2.41-2.60 | | | | | | | | | | 1 |
| | 9 | | | 1 | | 2 | | 1 | | 1 | | 4 | |
| Repairers, steam heater (in 1 road). | 1 | 2 | 1.61-1.80 | | | 1 | | | | | | | 1 |
| | 2 | | | | | 1 | | | | | | | 1 |
| Repairers, switch (in 1 road). | 1 | 1 | 1.61-1.80 | | | | 1 | | | | | | |
| | 2 | 1 | 1.81-2.00 | 1 | | | | | | | | | |
| | 2 | | | | | | 1 | | | | | | |
| Repairers, tank (in 4 roads). | 1 | 3 | 1.01-1.20 | 1 | 1 | | | | | 1 | | | |
| | 2 | 6 | 1.21-1.40 | | | 1 | 2 | | | 1 | | | 2 |
| | 3 | 2 | 1.41-1.60 | | | | | | | | | | 2 |
| | 4 | 3 | 1.61-1.80 | | | | | | | | 2 | | |
| | 5 | 3 | 1.81-2.00 | 1 | | 1 | | | | | | | 1 |
| | 6 | 2 | 2.81-3.00 | 1 | | | | | | | | | 1 |
| | 19 | | | 4 | 1 | 2 | 2 | | 2 | 2 | | 6 | |
| Repairers', tank, helpers (in 1 road). | 1 | 2 | 1.21-1.40 | | | | | | | | 1 | 1 | |
| | 2 | | | | | | | | | | 1 | 1 | |
| Repairers, tank and truck (in 1 road). | 1 | 3 | 1.21-1.40 | 1 | | | 1 | 1 | | | | | |
| | 2 | 1 | 1.41-1.60 | | | | | | | | | | 1 |
| | 4 | | | 1 | | | 1 | 1 | | | | | 1 |
| Repairers, tender (in 2 roads). | 1 | 3 | 1.01-1.20 | | | | | 1 | | | | | 2 |
| | 2 | 8 | 1.21-1.40 | 1 | | 1 | | 1 | | | | | 2 |
| | 3 | 5 | 1.41-1.60 | | | 2 | | 1 | | | | | 2 |
| | 4 | 2 | 1.61-1.80 | | | | | | | | | | 2 |
| | 18 | | | 1 | | 3 | | 3 | | | | 8 | 3 |
| Repairers', tender, helpers (in 1 road). | 1 | 2 | 1.01-1.20 | 1 | | 1 | | | | | | | |
| | 2 | | | 1 | | 1 | | | | | | | |
| Repairers, tool (in 1 road). | 1 | 1 | 2.01-2.20 | | | | | | | | | | 1 |
| | 2 | 1 | 2.21-2.40 | | | | | | | | | | 1 |
| | 2 | | | | | | | | | | | | 2 |
| Repairers, truck (in 4 roads). | 1 | 4 | 1.21-1.40 | 1 | | 2 | 1 | | | | | | |
| | 2 | 45 | 1.41-1.60 | 5 | 6 | 8 | 11 | 2 | 3 | | 2 | 4 | 4 |
| | 3 | 123 | 1.61-1.80 | 18 | 23 | 29 | 16 | 12 | 9 | 4 | 10 | 2 | 2 |
| | 4 | 137 | 1.81-2.00 | 17 | 18 | 29 | 16 | 6 | 13 | 8 | 26 | 4 | |
| | 5 | 3 | 2.01-2.20 | 1 | | | | | | | 1 | 1 | |
| | 6 | 4 | 2.21-2.40 | 1 | | | 1 | 1 | | | | | |
| | 7 | 2 | 2.41-2.60 | 1 | 1 | | | | | | | | |
| | 318 | | | 44 | 49 | 68 | 45 | 21 | 25 | 15 | 41 | 10 | |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Number of employes. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | | | | | | |
|---------------------------------|------------------|---------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|---|--|--|--|--|----|----|---|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | | | | | | | |
| Repairmen (in 1 road)..... | 1 | 3 | \$0.41-\$0.60 | 3 | | | | | | | | | | | | | | | | |
| | 2 | 12 | .61-.80 | 11 | 1 | | | | | | | | | | | | | | | |
| | 3 | 9 | .81-1.00 | 5 | 1 | | 1 | 1 | | | | | | | | | | | | 1 |
| | 4 | 4 | 1.01-1.20 | | | | | 3 | | | | | | | | | | | | 1 |
| | 5 | 2 | 1.21-1.40 | | | | 1 | 1 | | | | | | | | | | | | 1 |
| | 6 | 9 | 1.41-1.60 | | 5 | | | 2 | 1 | | | | | | | | | | | 1 |
| | 7 | 12 | 1.61-1.80 | | 7 | 3 | | 1 | | | | | | | | | | | | 1 |
| | 8 | 3 | 1.81-2.00 | | | | | | | | | | | | | | | | | 3 |
| | 9 | 1 | 2.01-2.20 | | | | | | | | | | | | | | | | | 1 |
| | | | 55 | | | 31 | 5 | | 5 | 6 | | | | | | | | | | 8 |
| Riggers (in 4 roads)..... | 1 | 3 | 1.21-1.40 | | 1 | | 1 | | | | | | | | | | | | 1 | |
| | 2 | 7 | 1.41-1.60 | | | 1 | | | | 1 | | | | | | | | | 4 | 1 |
| | 3 | 4 | 1.61-1.80 | | | | | | | | | 1 | | | | | | 1 | 3 | |
| | 4 | 5 | 1.81-2.00 | | | | | | | | | 1 | | | | | | 1 | 3 | 1 |
| | 5 | 2 | 2.01-2.20 | | | | | | | | | | | | | | | | 2 | |
| | 6 | 2 | 2.21-2.40 | | | | | | | | | | | | | | | | 1 | 1 |
| | | 23 | | | 1 | 1 | 1 | | | 1 | 2 | | | | | | | 14 | 3 | |
| Rivet boys (in 1 road)..... | 1 | 5 | .81-1.00 | | | | 2 | | | 2 | | | | | | | | | 1 | |
| | | 5 | | | | | 2 | | | 2 | | | | | | | | | 1 | |
| Rivet heaters (in 4 roads)... | 1 | 8 | .41-.60 | 1 | | 3 | 1 | 1 | 1 | 1 | 1 | | | | | | | | | |
| | 2 | 19 | .61-.80 | | 2 | 3 | 2 | 1 | 2 | 6 | 3 | | | | | | | | | |
| | 3 | 9 | .81-1.00 | | | | 1 | 1 | 1 | 5 | 1 | | | | | | | | | |
| | 4 | 4 | 1.01-1.20 | 1 | 1 | | | | 1 | 1 | 1 | | | | | | | | | |
| | 5 | 1 | 1.21-1.40 | | | | | | | 1 | 1 | | | | | | | | | |
| | | 41 | | 2 | 3 | 6 | 4 | 3 | 5 | 14 | 4 | | | | | | | | | |
| Riveters (in 6 roads)..... | 1 | 18 | 1.21-1.40 | | | | | | 3 | 1 | 9 | 5 | | | | | | | | |
| | 2 | 8 | 1.41-1.60 | | | 2 | | | | | 5 | 1 | | | | | | | | |
| | 3 | 4 | 1.61-1.80 | | | | | | | | 3 | 1 | | | | | | | | |
| | 4 | 6 | 1.81-2.00 | 1 | | 1 | | | | 1 | 1 | 1 | 1 | | | | | | | |
| | 5 | 1 | 2.01-2.20 | | | | | | | | 1 | 1 | | | | | | | | |
| | 6 | 8 | 2.21-2.40 | | 3 | 1 | 3 | | | 1 | 1 | 1 | | | | | | | | |
| | 7 | 24 | 2.41-2.60 | 3 | | 8 | 5 | 3 | 3 | 3 | 1 | 1 | | | | | | | | |
| | 8 | 1 | 2.61-2.80 | | 1 | | | | | | | | | | | | | | | |
| | 9 | 1 | 2.81-3.00 | | | | | | | 1 | | | | | | | | | | |
| | 10 | 3 | 3.41-3.60 | | 1 | 1 | | | | 1 | | | | | | | | | | |
| | | 74 | | 4 | 5 | 13 | 8 | 6 | 7 | 21 | 9 | 1 | | | | | | | | |
| Riveters, bridge (in 1 road). | 1 | 1 | 1.81-2.00 | | | | | | 1 | | | | | | | | | | | |
| | 2 | 4 | 2.21-2.40 | | | | | | 1 | | 2 | 1 | | | | | | | | |
| | 3 | 3 | 2.41-2.60 | | 2 | | 1 | | | | | | | | | | | | | |
| | | 8 | | | 2 | | 1 | 2 | | 2 | 1 | | | | | | | | | |
| Riveters' helpers (in 3 roads). | 1 | 42 | 1.01-1.20 | 9 | 4 | 9 | 6 | 2 | 3 | 6 | 3 | | | | | | | | | |
| | 2 | 3 | 1.81-2.00 | | | 1 | 1 | 1 | | | | | | | | | | | | |
| | | 45 | | 9 | 4 | 10 | 7 | 3 | 3 | 6 | 3 | | | | | | | | | |
| Roadmasters (in 22 roads). | 1 | 2 | 1.61-1.80 | | | | 1 | | | | | | | | | | | | 1 | |
| | 2 | 1 | 1.81-2.00 | | | | | | | 1 | | | | | | | | | | |
| | 3 | 2 | 2.21-2.40 | | | | | | | | | | | | | | | | 1 | 1 |
| | 4 | 3 | 2.41-2.60 | | | | 1 | 1 | | | | | | | | | | | | |
| | 5 | 5 | 2.61-2.80 | | 2 | 1 | | | | | | | | | | | | | 2 | |
| | 6 | 10 | 2.81-3.00 | | 1 | 2 | 3 | | | 1 | | | | | | | | | 3 | |
| | 7 | 1 | 3.01-3.20 | | | | | | | | | | | | | | | | | 1 |
| | 8 | 21 | 3.21-3.40 | | | 3 | 1 | 4 | 1 | | | | | | | | | | 12 | |
| | 9 | 10 | 3.61-3.80 | | 1 | | 1 | 1 | | | | | | | | | | | 2 | 5 |
| | 10 | 4 | 3.81-4.00 | | | | | | | | | | | | | | | | | 4 |
| | 11 | 8 | 4.01-4.20 | | | 3 | 1 | | | 1 | | | | | | | | | | 3 |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|-----------------------------|----|
| 100 dolls. and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 doll | 401 to 500 doll | 501 to 600 doll | 601 to 700 doll | 701 to 800 doll | 801 to 900 doll | 901 to 1000 doll | 1001 to 1100 doll | 1101 to 1200 doll | 1201 to 1300 doll | 1301 to 1400 doll | 1401 to 1500 doll | 1501 to 1600 doll | 1601 to 1700 doll | 1701 to 1800 doll | 1801 to 1900 doll | 1901 to 2000 doll | 2001 doll and over | |
| 3 | | | | | | | | | | | | | | | | | | | | | 1 |
| 12 | | | | | | | | | | | | | | | | | | | | | 2 |
| 6 | 2 | | 1 | | | | | | | | | | | | | | | | | | 3 |
| | 2 | 1 | 1 | | | | | | | | | | | | | | | | | | 4 |
| | 2 | | | | | | | | | | | | | | | | | | | | 5 |
| 5 | | 3 | | | 1 | | | | | | | | | | | | | | | | 6 |
| 10 | | 1 | | | | 2 | 1 | | | | | | | | | | | | | | 7 |
| | | | | | | | 1 | | | | | | | | | | | | | | 8 |
| | | | | | | | | | | | | | | | | | | | | | 9 |
| 36 | 6 | 5 | 2 | | 2 | 2 | 2 | | | | | | | | | | | | | | |
| 1 | 1 | | | 1 | | | | | | | | | | | | | | | | | 1 |
| 1 | | | 1 | 1 | 3 | 1 | | | | | | | | | | | | | | | 2 |
| | | | | 1 | 3 | | 4 | | | | | | | | | | | | | | 3 |
| | | | | | | 1 | 1 | | | | | | | | | | | | | | 4 |
| | | | | | | | | 2 | | | | | | | | | | | | | 5 |
| 2 | 1 | | 1 | 4 | 6 | 2 | 5 | 2 | | | | | | | | | | | | | 6 |
| 2 | 2 | 1 | | | | | | | | | | | | | | | | | | | 1 |
| 2 | 2 | 1 | | | | | | | | | | | | | | | | | | | |
| 6 | 2 | | | | | | | | | | | | | | | | | | | | 1 |
| 6 | 5 | 8 | | | | | | | | | | | | | | | | | | | 2 |
| | 3 | 5 | 1 | | | | | | | | | | | | | | | | | | 3 |
| 2 | | 2 | | | | | | | | | | | | | | | | | | | 4 |
| | | | 1 | | | | | | | | | | | | | | | | | | 5 |
| 14 | 10 | 15 | 2 | | | | | | | | | | | | | | | | | | |
| | | 3 | 8 | 7 | | | | | | | | | | | | | | | | | 1 |
| 1 | 1 | | | 6 | | | | | | | | | | | | | | | | | 2 |
| | | | | 1 | 3 | | | | | | | | | | | | | | | | 3 |
| 1 | 1 | | | 1 | 1 | 1 | 1 | | | | | | | | | | | | | | 4 |
| | | | | | | | J | | | | | | | | | | | | | | 5 |
| 1 | 2 | 4 | | | | | | 1 | | | | | | | | | | | | | 6 |
| 3 | 3 | 10 | 2 | 1 | 3 | | | 2 | | | | | | | | | | | | | 7 |
| 1 | | | | | | | | | | | | | | | | | | | | | 8 |
| | | | | | 1 | | | | | | | | | | | | | | | | 9 |
| 1 | | 1 | | | | | | 1 | | | | | | | | | | | | | 10 |
| 8 | 7 | 18 | 10 | 16 | 8 | 2 | 5 | | | | | | | | | | | | | | |
| | | | 1 | | | | | | | | | | | | | | | | | | 1 |
| | | | 1 | 1 | | 2 | 1 | | | | | | | | | | | | | | 2 |
| 2 | | 1 | | | | | | | | | | | | | | | | | | | 3 |
| 2 | | 1 | 1 | 1 | | 2 | 1 | | | | | | | | | | | | | | |
| 20 | 9 | 4 | 9 | | | | | | | | | | | | | | | | | | 1 |
| 1 | 1 | | 1 | | | | | | | | | | | | | | | | | | 2 |
| 21 | 10 | 4 | 10 | | | | | | | | | | | | | | | | | | |
| | 1 | | | | 1 | | | | | | | | | | | | | | | | 1 |
| | | | | 1 | | | | | | | | | | | | | | | | | 2 |
| 1 | | | 1 | 1 | | | | 1 | 1 | | | | | | | | | | | | 3 |
| | | 1 | | | | | | | 1 | 1 | | | | | | | | | | | 4 |
| 1 | 1 | 1 | 3 | | | | | 1 | | | 3 | | | | | | | | | | 5 |
| | | | | | | | | | | | | 1 | | | | | | | | | 6 |
| | | 3 | | 1 | 3 | 1 | 1 | | | | | 11 | 1 | | | | | | | | 7 |
| | 1 | | | 1 | | 1 | | | | | | | | 7 | | | | | | | 8 |
| | | | | | | | | | | | | | | | | | | | | | 9 |
| | | | | | | | | | | | | | | | | | | | | | 10 |
| | | 2 | 1 | | 1 | | | 1 | | | | | | 2 | 3 | | | | | | 11 |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Number of employ- ees. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | |
|---|------------------|---------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|-------|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | |
| Roadmasters (in 22 roads)—concluded. | 12 | 4 | \$4.21-\$4.40 | ..... | ..... | ..... | 1 | 1 | 1 | ..... | ..... | 1 | ..... |
| | 13 | 5 | 4.81- 5.00 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | 4 | ..... |
| | 14 | 1 | 5.01- 5.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| | 15 | 2 | 5.61- 5.80 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | 1 | ..... |
| | 16 | 1 | 6.61- 6.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| | 17 | 1 | 6.81- 7.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| | 18 | 2 | 7.21- 7.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 1 | ..... |
| | | | 83 | | | 5 | 10 | 10 | 7 | 5 | 1 | 38 | 7 |
| Roadmasters, assistant (in 5 roads). | 1 | 1 | .41- .60 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 2 | 2 | .81- 1.00 | ..... | 1 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... |
| | 3 | 1 | 1.21- 1.40 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 4 | 5 | 1.81- 2.00 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | 4 | ..... |
| | 5 | 3 | 2.41- 2.60 | ..... | ..... | ..... | 1 | ..... | 1 | ..... | ..... | 1 | ..... |
| | 6 | 3 | 2.61- 2.80 | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | 2 | ..... |
| | 7 | 3 | 3.21- 3.40 | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | 2 | ..... |
| | 8 | 5 | 4.01- 4.20 | ..... | ..... | 1 | ..... | ..... | ..... | 1 | ..... | 3 | ..... |
| | | 23 | ..... | 1 | 2 | 2 | 1 | 2 | 2 | 1 | 12 | ..... | ..... |
| Roadmasters, division (in 2 roads). | 1 | 1 | 2.41- 2.60 | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... |
| | 2 | 1 | 2.81- 3.00 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... |
| | 3 | 8 | 3.21- 3.40 | ..... | 2 | 1 | ..... | ..... | 1 | ..... | ..... | 3 | ..... |
| | 4 | 5 | 3.61- 3.80 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | 4 | ..... |
| | 5 | 2 | 4.01- 4.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 | ..... |
| | 6 | 4 | 4.81- 5.00 | ..... | ..... | ..... | ..... | ..... | 2 | ..... | ..... | 2 | ..... |
| | 7 | 1 | 5.61- 5.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... |
| | | 22 | ..... | 2 | 2 | 1 | 1 | 3 | 1 | 1 | 11 | ..... | ..... |
| Roadmasters, division, assistant (in 1 road). | 1 | 5 | 2.41- 2.60 | ..... | 2 | 1 | ..... | ..... | ..... | ..... | ..... | 2 | ..... |
| | 2 | 2 | 2.61- 2.80 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| | | 7 | ..... | ..... | 2 | 2 | ..... | ..... | ..... | ..... | ..... | 3 | ..... |
| Roadmen (in 1 road)..... | 1 | 1 | 1.21- 1.40 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... |
| | 2 | 1 | 1.41- 1.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... |
| | | 2 | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | 1 | ..... | ..... |
| Roadmen (in 12 roads)..... | 1 | 9 | .81- 1.00 | 4 | 2 | 2 | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| | 2 | 2 | 1.01- 1.20 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 3 | 7 | 1.21- 1.40 | 2 | ..... | 1 | ..... | 2 | ..... | ..... | ..... | 2 | ..... |
| | 4 | 20 | 1.41- 1.60 | 5 | 1 | 7 | ..... | 3 | 1 | 1 | 2 | 2 | ..... |
| | 5 | 15 | 1.61- 1.80 | 2 | 4 | 4 | 2 | 2 | ..... | 2 | 1 | 1 | ..... |
| | 6 | 11 | 1.81- 2.00 | 3 | 2 | 1 | ..... | 2 | ..... | ..... | 3 | ..... | ..... |
| | 7 | 1 | 2.01- 2.20 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 8 | 3 | 2.21- 2.40 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 | ..... |
| | 9 | 4 | 2.41- 2.60 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 | ..... |
| | 10 | 1 | 2.61- 2.80 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... |
| | | 73 | ..... | 20 | 9 | 15 | 3 | 9 | 1 | 3 | 13 | ..... | ..... |
| Roll turners (in 1 road) ... | 1 | 2 | 2.81- 3.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 | ..... | ..... |
| | | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 | ..... | ..... |
| Rollers (in 1 road)..... | 1 | 1 | 3.21- 3.40 | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... |
| | | 6 | (a) | (a) | (a) | (a) | (a) | (a) | 1 | (a) | (a) | (a) | (a) |
| | | 7 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | 7 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |

a Rate and time cannot be stated, as they worked by the piece.

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|-----------------------------|----|
| 100 dolls. and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 doll | 401 to 500 doll | 501 to 600 doll | 601 to 700 doll | 701 to 800 doll | 801 to 900 doll | 901 to 1000 doll | 1001 to 1100 doll | 1101 to 1200 doll | 1201 to 1300 doll | 1301 to 1400 doll | 1401 to 1500 doll | 1501 to 1600 doll | 1601 to 1700 doll | 1701 to 1800 doll | 1801 to 1900 doll | 1901 to 2000 doll | 2001 doll and over | |
| | | | | | 1 | 1 | | | 1 | | | | | 1 | | | | | | | |
| | | 1 | | | | | | | | | | | | | | | 4 | | | | |
| | | | | | | 1 | | | | | | | | | | 1 | | | | | |
| | | | | | | | | | | | | | | | | | | | | a1 | |
| | | | | | | | | | | | | | | | | | | | | b1 | |
| | | | | | | | | | | | | | | | | | | | | c2 | |
| | | | | | | | | | | | | | | | | | | | | | |
| 4 | 3 | 8 | 5 | 4 | 6 | 3 | 4 | 3 | 2 | 3 | 13 | 2 | 8 | 5 | | 1 | 5 | | | | 4 |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | 1 | | | | | | | | | | | | | | | | | | | | 2 |
| 1 | | | | | | | | | | | | | | | | | | | | | 3 |
| 1 | | | | | | | 4 | | | | | | | | | | | | | | 4 |
| | | 1 | | | 1 | | | 1 | | 2 | | | | | | | | | | | 5 |
| | | | 1 | | | | | 1 | | | | | | | | | | | | | 6 |
| | | | | 1 | | | | | | | 2 | | | | | | | | | | 7 |
| | | | | | | | | | | | 1 | | | | | | | | | | 8 |
| 4 | 1 | 1 | 2 | | 1 | | 5 | 1 | 2 | | 3 | | | | 3 | | | | | | |
| | | | | | 1 | | | | | | | | | | | | | | | | 1 |
| | | | | 1 | | | | | | | | | | | | | | | | | 2 |
| | 3 | | 1 | | | | | 1 | | | | 3 | | | | | | | | | 3 |
| | | 1 | | | | | | | | | | | 4 | | | | | | | | 4 |
| | | | 4 | | | | | | | | | | | 2 | | | | | | | 5 |
| | | | | 4 | | | | | | | | | | | 1 | | | | | | 6 |
| | | | | | | | | | | | | | | | | 1 | 1 | | | | 7 |
| 3 | 1 | 1 | 1 | 1 | | | 1 | 1 | 1 | | 3 | | 4 | 3 | | 1 | 1 | | | | |
| 1 | 2 | | | | | | | | 2 | | | | | | | | | | | | 1 |
| | | 1 | | | | | | 1 | | | | | | | | | | | | | 2 |
| 1 | 2 | 1 | | | | | | 1 | 2 | | | | | | | | | | | | |
| | | 1 | | | | | | | | | | | | | | | | | | | 1 |
| | | | | 1 | | | | | | | | | | | | | | | | | 2 |
| | | 1 | | | 1 | | | | | | | | | | | | | | | | |
| 8 | | | | 1 | | | | | | | | | | | | | | | | | 1 |
| 2 | | | | | | | | | | | | | | | | | | | | | 2 |
| 3 | | | 2 | | 2 | | | | | | | | | | | | | | | | 3 |
| 9 | | | 4 | | 4 | | | | | | | | | | | | | | | | 4 |
| 7 | | 4 | | | | 1 | | | | | | | | | | | | | | | 5 |
| 5 | | 1 | 4 | | 2 | | 1 | | | | | | | | | | | | | | 6 |
| 1 | | 1 | | 2 | | | 3 | | | | | | | | | | | | | | 7 |
| 1 | | | | | | | | | | 2 | | | | | | | | | | | 8 |
| 1 | | | | | | | | | | | 2 | | | | | | | | | | 9 |
| | | | 1 | | | | | | | | | | | | | | | | | | 10 |
| | | | | | | | | | | | | | | | | | | | | | |
| 38 | 6 | 11 | 3 | 6 | 1 | 4 | 4 | | | | | | | | | | | | | | |
| | | | | | | | | | | 2 | | | | | | | | | | | 1 |
| | | | | | | | | | | | 2 | | | | | | | | | | |
| | | | | | | | | 1 | | | | | | | | | | | | | 1 |
| | | | | | | | | | 1 | | | | | | | | | | | | |
| 1 | | | | 1 | | | | | | 2 | | | | | | | | | | | d2 |
| 1 | | | | | 1 | | | | | | 2 | | | | | | | | | | 2 |

a \$2,100.

b \$2,499.

c One \$2,125, one \$2,300.

d One \$2,828, one \$2,846.

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Number of employ-ees. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | |
|-------------------------------|------------------|-----------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|--|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | |
| Rollers' helpers (in 1 road). | 1 | 10 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | |
| | | 10 | | | | | | | | | | | |
| Roofers (in 2 roads) | 1 2 3 | 3 | \$1.21-\$1.40 | | | | | 1 | | 2 | | | |
| | | 1 | 1.61-1.80 | | 1 | | | | | | | | |
| | | 4 | 1.81-2.00 | | | | | | | | 4 | | |
| | | 8 | | | 1 | | | 1 | | 2 | 4 | | |
| Roughers (in 1 road) | 1 | 1 | 1.41-1.60 | 1 | | | | | | | | | |
| | | 1 | | 1 | | | | | | | | | |
| | | 9 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | |
| | | 10 | | | | | | | | | | | |
| Roundhousemen (in 2 roads). | 1 2 3 4 | 1 | 1.21-1.40 | | | | | | | | | 1 | |
| | | 1 | 1.41-1.60 | | | | | | | 1 | | | |
| | | 8 | 1.81-2.00 | | | | 1 | | | 1 | 1 | 5 | |
| | | 4 | 2.01-2.20 | | | | 1 | | | 1 | | 2 | |
| | | 14 | | | | 1 | 1 | | 1 | 3 | 8 | | |
| Roundsmen (in 1 road) | 1 2 3 | 1 | 1.21-1.40 | | | 1 | | | | | | | |
| | | 9 | 1.41-1.60 | 1 | | 2 | 2 | 3 | 1 | | | | |
| | | 1 | 1.61-1.80 | | | | | | 1 | | | | |
| | | 11 | | 1 | | 3 | 2 | 3 | 2 | | | | |
| Runners (in 1 road) | 1 | 7 | 1.01-1.20 | 4 | | 2 | | 1 | | | | | |
| | | 7 | | 4 | | 2 | | 1 | | | | | |
| Sailmaker (in 1 road) | 1 | 1 | 1.81-2.00 | | | | | | | | | 1 | |
| | | 1 | | | | | | | | | | 1 | |
| Sand driers (in 10 roads) .. | 1 2 3 4 | 2 | Under .21 | | | 1 | | | | 1 | | | |
| | | 1 | .61-.80 | | | | | | | | | 1 | |
| | | 33 | 1.01-1.20 | 1 | 4 | 2 | 4 | 2 | 4 | 3 | 5 | 8 | |
| | | 42 | 1.21-1.40 | 12 | 4 | 4 | 4 | 2 | 4 | 2 | 6 | 4 | |
| | | 78 | | 13 | 8 | 7 | 8 | 4 | 9 | 5 | 12 | 12 | |
| | | 1 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | | |
| | | 79 | | | | | | | | | | | |
| Sandhouse keeper (in 1 road). | 1 | 1 | 1.01-1.20 | | | | | | | | | 1 | |
| | | 1 | | | | | | | | | | 1 | |
| Sandmen (in 7 roads) | 1 2 3 4 | 1 | .81-1.00 | | | | 1 | | | | | | |
| | | 5 | 1.01-1.20 | | | | | | 1 | 3 | 1 | | |
| | | 7 | 1.21-1.40 | | | 2 | | | | 1 | 4 | | |
| | | 3 | 1.61-1.80 | | | 1 | 1 | 1 | | | | | |
| | | 16 | | | | 3 | 2 | 1 | 1 | 4 | 5 | | |
| Saw filers (in 2 roads) | 1 2 | 1 | 1.61-1.80 | | | | | | | | | 1 | |
| | | 1 | 2.41-2.60 | | | | 1 | | | | | | |
| | | 2 | | | | | 1 | | | | | 1 | |

a Rate and time cannot be stated, as they worked by the piece.

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 163, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|-----------------------------|---|
| 100 dolls. and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 doll | 401 to 500 doll | 501 to 600 doll | 601 to 700 doll | 701 to 800 doll | 801 to 900 doll | 901 to 1000 doll | 1001 to 1100 doll | 1101 to 1200 doll | 1201 to 1300 doll | 1301 to 1400 doll | 1401 to 1500 doll | 1501 to 1600 doll | 1601 to 1700 doll | 1701 to 1800 doll | 1801 to 1900 doll | 1901 to 2000 doll | 2001 doll and over | |
| | | 2 | 2 | 4 | 1 | | | 1 | | | | | | | | | | | | | 1 |
| | | 2 | 2 | 4 | 1 | | | 1 | | | | | | | | | | | | | |
| | | 1 | | 2 | | | | | | | | | | | | | | | | | 1 |
| 1 | | | | | | 4 | | | | | | | | | | | | | | | 2 |
| | | | | | | | | | | | | | | | | | | | | | 3 |
| 1 | | 1 | | 2 | | 4 | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | | | | | | | | | | | | | | | | | | | | | |
| | 1 | 1 | 1 | | | | 2 | 2 | | | | | 2 | | | | | | | | |
| 1 | 1 | 1 | 1 | | | | 2 | 2 | | | | | 2 | | | | | | | | |
| | | | | 1 | | | | | | | | | | | | | | | | | 1 |
| | | | 1 | | | | | | | | | | | | | | | | | | 2 |
| | 1 | | | 2 | | 4 | 1 | | | | | | | | | | | | | | 3 |
| | 1 | | | | 1 | | | 2 | | | | | | | | | | | | | 4 |
| | | 2 | | 1 | 3 | 1 | 4 | 3 | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | 1 | 4 | 3 | 1 | | | | | | | | | | | | | | | | | 2 |
| | | | 1 | | | | | | | | | | | | | | | | | | 3 |
| 1 | 5 | 3 | 2 | | | | | | | | | | | | | | | | | | |
| | 5 | 1 | 1 | | | | | | | | | | | | | | | | | | 1 |
| | 5 | 1 | 1 | | | | | | | | | | | | | | | | | | |
| | | | | | | | | 1 | | | | | | | | | | | | | 1 |
| | | | | | | | | 1 | | | | | | | | | | | | | |
| | 2 | | | | | | | | | | | | | | | | | | | | 1 |
| | | | 1 | | | | | | | | | | | | | | | | | | 2 |
| 6 | 6 | 4 | 6 | 11 | | | | | | | | | | | | | | | | | 3 |
| 18 | 6 | 6 | 2 | 8 | 2 | | | | | | | | | | | | | | | | 4 |
| | 26 | 12 | 11 | 8 | 19 | 2 | | | | | | | | | | | | | | | |
| | | | | | 1 | | | | | | | | | | | | | | | | |
| | | | | | 1 | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | | | | | |
| | | 1 | | | | | | | | | | | | | | | | | | | 1 |
| | 1 | | 2 | 3 | | | | | | | | | | | | | | | | | 2 |
| | | 1 | 1 | 4 | | | | | | | | | | | | | | | | | 3 |
| | | 1 | 2 | | | | | | | | | | | | | | | | | | 4 |
| 1 | 3 | 4 | 4 | 4 | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | 1 | | | | | | | | | | | | | | | 1 |
| | | | 1 | | | | | | | | | | | | | | | | | | 2 |
| | | | | | | | | | | | | | | | | | | | | | |
| | | | 1 | | | 1 | | | | | | | | | | | | | | | |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Number of employ- ees. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|------------------------------------|------------------|---------------------------|---|--|-------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|-----------------------------|-------|--|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | |
| Saw mill hands (in 1 road). | 1 | 5 | \$1.41-\$1.60 | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 2 | 2 | ..... |  |
| | | 5 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 2 | 2 | ..... |  |
| Saw mill helpers (in 1 road) | 1 | 24 | 1.01- 1.20 | 4 | 5 | 8 | 2 | 3 | 2 | ..... | ..... | ..... | ..... |  |
| | | 9 | 1.21- 1.40 | 1 | 3 | ..... | 2 | 1 | 2 | ..... | ..... | ..... | ..... |  |
| | | 33 | ..... | 5 | 8 | 8 | 4 | 4 | 4 | ..... | ..... | ..... | ..... |  |
| Scalermakers (in 1 road) ... | 1 | 2 | 1.61- 1.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 1 | ..... |  |
| | | 1 | 1.81- 2.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |  |
| | | 1 | 2.21- 2.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |  |
| | | 4 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 3 | ..... |  |
| Scalemen (in 2 roads)..... | 1 | 2 | 1.41- 1.60 | ..... | ..... | ..... | 2 | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | | 1 | 1.61- 1.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |  |
| | | 3 | ..... | ..... | ..... | ..... | 2 | ..... | ..... | ..... | ..... | 1 | ..... |  |
| Scale runners (in 1 road) ... | 1 | 3 | 1.61- 1.80 | 1 | ..... | ..... | ..... | 1 | 1 | ..... | ..... | ..... | ..... |  |
| | | 3 | ..... | 1 | ..... | ..... | ..... | 1 | 1 | ..... | ..... | ..... | ..... |  |
| Scavenger (in 1 road)..... | 1 | 1 | .41- .60 | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... |  |
| | | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... |  |
| Scourers (in 1 road)..... | 1 | 1 | 1.01- 1.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | |
| | | 2 | 1.41- 1.60 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | 1 | |
| | | 3 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | 2 | |
| Scowmen, work train (in 1 road). | 1 | 4 | 1.41- 1.60 | 2 | 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | | 4 | ..... | 2 | 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Screw cutters (in 1 road).. | 1 | 2 | 1.21- 1.40 | ..... | ..... | 1 | ..... | 1 | ..... | ..... | ..... | ..... | ..... |  |
| | | 2 | ..... | ..... | ..... | 1 | ..... | 1 | ..... | ..... | ..... | ..... | ..... |  |
| Scrubbers (in 7 roads)..... | 1 | 3 | Under .21 | ..... | 1 | ..... | 1 | ..... | 1 | ..... | ..... | ..... | ..... |  |
| | | 3 | .61- .80 | 2 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | | 16 | .81- 1.00 | 2 | ..... | 8 | 2 | 1 | 2 | ..... | ..... | 1 | ..... |  |
| | | 4 | 1.01- 1.20 | 5 | 2 | 3 | 3 | 1 | 1 | ..... | ..... | ..... | ..... |  |
| | | 17 | 1.21- 1.40 | 12 | 2 | 2 | ..... | 1 | ..... | ..... | ..... | ..... | ..... |  |
| | | 6 | 1.41- 1.60 | 9 | 1 | 1 | ..... | ..... | ..... | ..... | ..... | 1 | ..... |  |
| | | 1 | 1.61- 1.80 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | | 3 | 2.01- 2.20 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |  |
| | | 71 | ..... | 32 | 6 | 16 | 6 | 3 | 4 | 1 | 3 | ..... |  |  |
| Sealers (in 13 roads)..... | 1 | 7 | .81- 1.00 | 5 | ..... | ..... | ..... | 1 | 1 | ..... | ..... | ..... | ..... |  |
| | | 10 | 1.01- 1.20 | 3 | ..... | ..... | ..... | 2 | 2 | ..... | ..... | 2 | 1 | |
| | | 3 | 1.21- 1.40 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 8 | 1 | |
| | | 31 | 1.41- 1.60 | 8 | 5 | 4 | 6 | 1 | 4 | ..... | ..... | 5 | 2 | |
| | | 5 | 1.61- 1.80 | ..... | 4 | 1 | 1 | 2 | 2 | 1 | 16 | 1 | ..... |  |
| | | 6 | 1.81- 2.00 | ..... | 1 | ..... | 1 | ..... | ..... | ..... | ..... | 3 | ..... |  |
| | | 3 | 2.01- 2.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 | ..... |  |
| | | 115 | ..... | 18 | 12 | 9 | 10 | 10 | 10 | 4 | 37 | 5 | | |
| Sealers and recorders (in 1 road). | 1 | 4 | 1.61- 1.80 | ..... | ..... | ..... | ..... | 1 | ..... | 2 | 1 | ..... | ..... |  |
| | | 4 | ..... | ..... | ..... | ..... | ..... | 1 | ..... | 2 | 1 | ..... | ..... |  |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|---------------------|---|
| 100 dolls. and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 doll | 401 to 500 doll | 501 to 600 doll | 601 to 700 doll | 701 to 800 doll | 801 to 900 doll | 901 to 1000 doll | 1001 to 1100 doll | 1101 to 1200 doll | 1201 to 1300 doll | 1301 to 1400 doll | 1401 to 1500 doll | 1501 to 1600 doll | 1601 to 1700 doll | 1701 to 1800 doll | 1801 to 1900 doll | 1901 to 2000 doll | 2001 and over | |
| | | | 1 | 4 | | | | | | | | | | | | | | | | 1 | |
| | | | 1 | 4 | | | | | | | | | | | | | | | | | |
| 17 | 4 | 3 | | | | | | | | | | | | | | | | | | | 1 |
| 4 | 2 | 2 | 1 | | | | | | | | | | | | | | | | | | 2 |
| 21 | 6 | 5 | 1 | | | | | | | | | | | | | | | | | | |
| | | | | 1 | 1 | | | | | | | | | | | | | | | | 1 |
| | | | | | | 1 | | | | | | | | | | | | | | | 2 |
| | | | | | | | 1 | 1 | | | | | | | | | | | | | 3 |
| | 1 | 1 | | | | 1 | | | | | | | | | | | | | | | 1 |
| | | | | | | | 1 | | | | | | | | | | | | | | 2 |
| | 1 | 1 | | | | 1 | | | | | | | | | | | | | | | |
| 1 | | | 2 | | | | | | | | | | | | | | | | | | 1 |
| 1 | | | 2 | | | | | | | | | | | | | | | | | | |
| | 1 | | | | | | | | | | | | | | | | | | | | 1 |
| | 1 | | | | | | | | | | | | | | | | | | | | |
| | | | | 1 | | | | | | | | | | | | | | | | | 1 |
| | | | | | 1 | | | | | | | | | | | | | | | | 2 |
| | | | | | | 1 | 1 | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | | | | | | | | 1 |
| 4 | | | | | | | | | | | | | | | | | | | | | |
| | 1 | 1 | | | | | | | | | | | | | | | | | | | 1 |
| | 1 | 1 | | | | | | | | | | | | | | | | | | | |
| 3 | | | | | | | | | | | | | | | | | | | | | 1 |
| 3 | | | | | | | | | | | | | | | | | | | | | 2 |
| 12 | 2 | 1 | 1 | | | | | | | | | | | | | | | | | | 3 |
| 9 | 4 | 2 | 1 | | | | | | | | | | | | | | | | | | 4 |
| 16 | | 1 | | | | | | | | | | | | | | | | | | | 5 |
| 11 | | | | | | 1 | | | | | | | | | | | | | | | 6 |
| 1 | | | | | | | 1 | | | | | | | | | | | | | | 7 |
| 2 | | | | | | | | 1 | | | | | | | | | | | | | 8 |
| 57 | 6 | 4 | 2 | | 1 | 1 | | | | | | | | | | | | | | | |
| 5 | 2 | | | | | | | | | | | | | | | | | | | | 1 |
| 3 | 1 | 3 | | 3 | | | | | | | | | | | | | | | | | 2 |
| 9 | 8 | 4 | 2 | 8 | | | | | | | | | | | | | | | | | 3 |
| 13 | 3 | 4 | 1 | 5 | 4 | 1 | | | | | | | | | | | | | | | 4 |
| 4 | 1 | 3 | 1 | 3 | 10 | 6 | | | | | | | | | | | | | | | 5 |
| 1 | 1 | | | | | 2 | 1 | | | | | | | | | | | | | | 6 |
| | | | | | | | | 3 | | | | | | | | | | | | | 7 |
| 35 | 16 | 14 | 4 | 19 | 14 | 9 | 4 | | | | | | | | | | | | | | |
| | | | 1 | 2 | 1 | | | | | | | | | | | | | | | | 1 |
| | | | 1 | 2 | 1 | | | | | | | | | | | | | | | | |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Number of employ- és. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | |
|---|------------------|--------------------------|---|--|-------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|-----------------------------|-------|-------|-------|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | | |
| Seal takers (in 1 road) | 1 | 6 | \$1.21-\$1.40 | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | 5 | ..... |
| | 2 | 4 | 1.41-1.60 | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | 3 | ..... |
| | 3 | 1 | 1.61-1.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| | 4 | 1 | 1.81-2.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| | | 12 |  |  | ..... | ..... | ..... | ..... | 2 | ..... | ..... | ..... | ..... | 10 | ..... |
| Sectionmaster (in 1 road) .. | 1 | 1 | 2.21-2.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| | | 1 |  | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| Sectionmen (in 1 road) ... | 1 | 10 | 1.61-1.80 | ..... | 2 | ..... | ..... | ..... | 1 | 1 | 6 | ..... | ..... | ..... | ..... |
| | | 10 |  | ..... | 2 | ..... | ..... | ..... | 1 | 1 | 6 | ..... | ..... | ..... | ..... |
| Shearmen (in 2 roads) | 1 | 2 | 1.01-1.20 | ..... | ..... | ..... | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 2 | 4 | 1.21-1.40 | ..... | ..... | ..... | ..... | 1 | 1 | 2 | ..... | ..... | ..... | ..... | ..... |
| | 3 | 1 | 1.41-1.60 | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 4 | 2 | 1.61-1.80 | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 1 | ..... | ..... | ..... | ..... |
| | | 9 |  | ..... | ..... | ..... | 2 | 2 | 1 | 3 | 1 | ..... | ..... | ..... | ..... |
| | | 6 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) |
| | 15 |  |  | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Shearmen's helper (in 1 road). | 1 | 1 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) |
| | | 1 |  | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Sheet-iron workers (in 3 roads). | 1 | 6 | 1.41-1.60 | ..... | ..... | ..... | ..... | 1 | ..... | 1 | 3 | 1 | ..... | ..... | ..... |
| | 2 | 5 | 1.61-1.80 | ..... | ..... | ..... | ..... | 1 | ..... | 4 | ..... | ..... | ..... | ..... | ..... |
| | 3 | 5 | 1.81-2.00 | ..... | 1 | ..... | 1 | ..... | 1 | 1 | 1 | ..... | ..... | ..... | ..... |
| | 4 | 1 | 2.01-2.20 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 5 | 1 | 2.21-2.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| | 6 | 1 | 2.41-2.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| | | 19 |  | ..... | 1 | ..... | 2 | ..... | 2 | 1 | 6 | 6 | 1 | ..... | ..... |
| | 27 | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | |
| | 46 |  |  | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Sheet-iron workers' helpers (in 2 roads). | 1 | 1 | 1.01-1.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| | | 1 |  | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| | | 7 | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) |
| | 8 |  |  | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Shinglers (in 1 road) | 1 | 2 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) |
| | | 2 |  | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Shinglers' helpers (in 1 road). | 1 | 3 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) |
| | | 3 |  | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Shippers, grain elevator (in 1 road). | 1 | 8 | 1.61-1.80 | ..... | ..... | ..... | ..... | ..... | 1 | ..... | 7 | ..... | ..... | ..... | ..... |
| | | 8 |  | ..... | ..... | ..... | ..... | ..... | 1 | ..... | 7 | ..... | ..... | ..... | ..... |
| Shippers of supplies (in 1 road). | 1 | 1 | 1.21-1.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| | 2 | 1 | 3.61-3.80 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | 2 |  | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |

a Rate and time cannot be stated, as they worked by the piece.

b Rate and time cannot be stated, as they worked by the day and piece combined.

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|-----------------------------|---|
| 100 dolls. and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 doll | 401 to 500 doll | 501 to 600 doll | 601 to 700 doll | 701 to 800 doll | 801 to 900 doll | 901 to 1000 doll | 1001 to 1100 doll | 1101 to 1200 doll | 1201 to 1300 doll | 1301 to 1400 doll | 1401 to 1500 doll | 1501 to 1600 doll | 1601 to 1700 doll | 1701 to 1800 doll | 1801 to 1900 doll | 1901 to 2000 doll | 2001 doll and over | |
| | | | | 5 | | | | | | | | | | | | | | | | | 1 |
| | 1 | | | | 3 | | | | | | | | | | | | | | | | 2 |
| | | 1 | | | 1 | | | | | | | | | | | | | | | | 3 |
| | | | | | | 1 | | | | | | | | | | | | | | | 4 |
| | 1 | 1 | | 5 | 4 | 1 | | | | | | | | | | | | | | | |
| | | | | | | | | 1 | | | | | | | | | | | | | 1 |
| | | | | | | | | 1 | | | | | | | | | | | | | |
| 2 | | | 1 | | 7 | | | | | | | | | | | | | | | | |
| 2 | | | 1 | | 7 | | | | | | | | | | | | | | | | |
| | 2 | | | | | | | | | | | | | | | | | | | | 1 |
| | 1 | | 3 | | | | | | | | | | | | | | | | | | 2 |
| | | 1 | | | | | | | | | | | | | | | | | | | 3 |
| | | | | | 2 | | | | | | | | | | | | | | | | 4 |
| | 3 | 3 | 1 | 3 | | 2 | | | | | | | | | | | | | | | |
| | 1 | | 1 | | | | | | | | | | | | | | | | | | |
| | 3 | 4 | 1 | 4 | | 2 | | | | | | | 1 | | | | | | | | |
| | | | | 1 | | | | | | | | | | | | | | | | | 1 |
| | | | 1 | | | | | | | | | | | | | | | | | | |
| | | | 1 | | 3 | 2 | | | | | | | | | | | | | | | 1 |
| | 1 | 1 | | | 3 | 2 | | | | | | | | | | | | | | | 2 |
| | | | 1 | | 3 | 1 | | | | | | | | | | | | | | | 3 |
| | | | 1 | | | 2 | | | | | | | | | | | | | | | 4 |
| | | | | | | | | 1 | | | | | | | | | | | | | 5 |
| | | | | | | | | 1 | | | | | | | | | | | | | 6 |
| 1 | 7 | 1 | 3 | 6 | 5 | 1 | 2 | | | | | | | | | | | | | | |
| | 3 | 3 | 2 | 3 | 1 | 3 | 2 | 2 | 1 | | | | | | | | | | | | |
| 8 | 4 | 6 | 2 | 9 | 6 | 4 | 4 | 2 | 1 | | | | | | | | | | | | |
| | | | | 1 | | | | | | | | | | | | | | | | | 1 |
| | | | | 1 | | 2 | 1 | | | | | | | | | | | | | | |
| 1 | 1 | | | 1 | 2 | 1 | | 1 | | | | | | | | | | | | | |
| | | | | 2 | 2 | 1 | | 1 | | | | | | | | | | | | | |
| | | | | 1 | | | | | | | | 1 | | | | | | | | | 1 |
| | | | | 1 | | | | | | | 1 | | | | | | | | | | |
| | | | | 1 | | | | | | | | | | | | | | | | | 1 |
| | | | | 1 | | | 1 | | | | | | | | | | | | | | |
| | | | | 1 | | | 1 | | | | | | | | | | | | | | 1 |
| | | | | 1 | | | 7 | | | | | | | | | | | | | | 1 |
| | | | | 1 | | | 7 | | | | | | | | | | | | | | |
| | | | | 1 | | | | | | | | | | | | | | | | | 1 |
| | | | | 1 | | | | | | | | | | | | | | | | | 2 |
| | | | | 1 | | | | | | | | | | | | | | | | | |
| | | | | 1 | | | | | | | | | | | | | | | | | |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Num-ber of em-ploy-ees. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|-------------------------------|------------------|-------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|--|--|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | |
| Shop boys (in 1 road)..... | 1 | 2 | \$0.61-\$0.80 | ..... | ..... | ..... | ..... | 1 | ..... | 1 | ..... | ..... |  |  |
| | 2 | 2 | .81-1.00 | ..... | ..... | ..... | ..... | 1 | ..... | 1 | ..... | ..... |  |  |
| | 3 | 1 | 1.01-1.20 | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... |  |  |
| | | 5 | ..... | ..... | ..... | ..... | ..... | 2 | ..... | 3 | ..... | ..... |  |  |
| | | | | | | | | | | | | | | |
| Shop hands (in 6 roads) ... | 1 | 10 | .81-1.00 | 1 | 2 | 1 | 2 | 1 | ..... | 1 | 1 | 1 | | |
| | 2 | 23 | 1.01-1.20 | 2 | 3 | 4 | 4 | 2 | 1 | 3 | 3 | 1 | | |
| | 3 | 27 | 1.21-1.40 | 1 | 3 | 4 | 2 | 2 | 2 | 7 | 5 | 1 | | |
| | 4 | 22 | 1.41-1.60 | 3 | 2 | 4 | 1 | 2 | 1 | ..... | 8 | 1 | | |
| | 5 | 3 | 1.61-1.80 | 1 | 1 | ..... | ..... | ..... | ..... | ..... | 1 | ..... |  |  |
| | 6 | 2 | 1.81-2.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 | ..... |  |  |
| | 7 | 1 | 2.01-2.20 | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... |  |  |
| | | 88 | ..... | 8 | 11 | 13 | 9 | 7 | 4 | 12 | 20 | 4 | | |
| | | 68 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | | |
| | | 156 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |  |
| Sidetrack men (in 1 road). | 1 | 1 | .81-1.00 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... |  |  |
| | 2 | 1 | 1.21-1.40 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |  |
| | | 2 | ..... | 1 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... |  |  |
| Signal lighters (in 2 roads). | 1 | 1 | .81-1.00 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... |  |  |
| | 2 | 1 | 1.01-1.20 | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... |  |  |
| | | 2 | ..... | ..... | ..... | 1 | 1 | ..... | ..... | ..... | ..... | ..... |  |  |
| Signalmen (in 11 roads) ... | 1 | 1 | Under .21 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |  |
| | 2 | 3 | .41- .60 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | 2 | ..... |  |  |
| | 3 | 9 | .61- .80 | ..... | ..... | 1 | 1 | ..... | 2 | ..... | 5 | ..... |  |  |
| | 4 | 13 | .81-1.00 | 1 | ..... | 2 | 1 | 1 | ..... | 1 | 7 | ..... |  |  |
| | 5 | 57 | 1.01-1.20 | 3 | 3 | 8 | 2 | 3 | 2 | 3 | 33 | ..... |  |  |
| | 6 | 34 | 1.21-1.40 | 2 | 1 | 7 | 4 | ..... | 1 | 2 | 16 | 1 | | |
| | 7 | 8 | 1.41-1.60 | 1 | 1 | ..... | ..... | ..... | 2 | ..... | 4 | ..... |  |  |
| | 8 | 21 | 1.61-1.80 | 1 | 1 | 7 | 1 | 2 | 1 | ..... | 8 | ..... |  |  |
| | 9 | 26 | 1.81-2.00 | 4 | 3 | 2 | 1 | 2 | 1 | 1 | 9 | 3 | | |
| | 10 | 4 | 2.01-2.20 | 1 | ..... | ..... | ..... | 1 | ..... | 2 | ..... | ..... |  |  |
| | 11 | 14 | 2.21-2.40 | 2 | ..... | 1 | 1 | ..... | ..... | 2 | 8 | ..... |  |  |
| | 12 | 3 | 2.41-2.60 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | 2 | ..... |  |  |
| | 193 | ..... | 17 | 9 | 29 | 11 | 9 | 9 | 11 | 94 | 4 | | | |
| Signal tenders (in 3 roads). | 1 | 2 | .41- .60 | ..... | ..... | ..... | ..... | ..... | 1 | 1 | ..... | ..... |  |  |
| | 2 | 1 | .61- .80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |  |  |
| | 3 | 1 | 1.01-1.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |  |  |
| | | 4 | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 1 | 2 | ..... |  |  |
| Signal tower men (in 1 road). | 1 | 3 | 1.41-1.60 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |  |  |
| | 2 | 4 | 1.81-2.00 | ..... | ..... | 1 | ..... | ..... | ..... | 1 | 2 | ..... |  |  |
| | | 7 | ..... | 2 | ..... | 1 | ..... | ..... | ..... | 1 | 3 | ..... |  |  |
| Silverplaters (in 3 roads).. | 1 | 2 | 1.81-2.00 | ..... | ..... | ..... | ..... | 1 | ..... | ..... | 1 | ..... |  |  |
| | 2 | 3 | 2.21-2.40 | 1 | ..... | 1 | ..... | ..... | 1 | ..... | ..... | ..... |  |  |
| | 3 | 1 | 2.41-2.60 | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... |  |  |
| | 4 | 1 | 2.61-2.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |  |  |
| | | 7 | ..... | 1 | ..... | 1 | ..... | 1 | 1 | 1 | 2 | ..... |  |  |

a Rate and time cannot be stated, as they worked by the piece.

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|-----------------------------|----|
| 100 dolls. and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 doll | 401 to 500 doll | 501 to 600 doll | 601 to 700 doll | 701 to 800 doll | 801 to 900 doll | 901 to 1000 doll | 1001 to 1100 doll | 1101 to 1200 doll | 1201 to 1300 doll | 1301 to 1400 doll | 1401 to 1500 doll | 1501 to 1600 doll | 1601 to 1700 doll | 1701 to 1800 doll | 1801 to 1900 doll | 1901 to 2000 doll | 2001 doll and over | |
| | | | | | | | | | | | | | | | | | | | | | |
| | 1 | 1 | | | | | | | | | | | | | | | | | | | 1 |
| | 1 | 1 | | | | | | | | | | | | | | | | | | | 2 |
| | | | 1 | | | | | | | | | | | | | | | | | | 3 |
| | 2 | 2 | 1 | | | | | | | | | | | | | | | | | | |
| 4 | 3 | 1 | 2 | | | | | | | | | | | | | | | | | | 1 |
| 8 | 6 | 2 | 6 | 1 | | | | | | | | | | | | | | | | | 2 |
| 6 | 5 | 1 | 7 | 7 | 1 | | | | | | | | | | | | | | | | 3 |
| 6 | 4 | 2 | 1 | 5 | 3 | 1 | | | | | | | | | | | | | | | 4 |
| 2 | | | | | 1 | | | | | | | | | | | | | | | | 5 |
| | | | | | | 1 | 1 | | | | | | | | | | | | | | 6 |
| | | | | | 1 | | | | | | | | | | | | | | | | 7 |
| 26 | 18 | 6 | 16 | 13 | 6 | 2 | 1 | | | | | | | | | | | | | | |
| 19 | 6 | 6 | 9 | 9 | 12 | 2 | 3 | 1 | | 1 | | | | | | | | | | | |
| 45 | 24 | 12 | 25 | 22 | 18 | 4 | 4 | 1 | | 1 | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | | | | | | | | | | | | | | | | | | | | | 2 |
| 2 | | | | | | | | | | | | | | | | | | | | | |
| | 1 | | | | | | | | | | | | | | | | | | | | 1 |
| | 1 | | | | | | | | | | | | | | | | | | | | 2 |
| | 2 | | | | | | | | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | | 2 | | | | | | | | | | | | | | | | | | | 2 |
| 2 | 2 | 5 | | | | | | | | | | | | | | | | | | | 3 |
| 3 | 1 | 1 | 7 | | | | | | | | | | | | | | | | | | 4 |
| 12 | 5 | 4 | 19 | 17 | | | | | | | | | | | | | | | | | 5 |
| 7 | 7 | 1 | 4 | 15 | | | | | | | | | | | | | | | | | 6 |
| 2 | | 2 | 2 | 2 | 2 | | | | | | | | | | | | | | | | 7 |
| 4 | 5 | 3 | 1 | 5 | 3 | | | | | | | | | | | | | | | | 8 |
| 7 | 2 | 2 | 1 | 2 | 2 | 8 | 2 | | | | | | | | | | | | | | 9 |
| 1 | | | 1 | 2 | 1 | | | | | | | | | | | | | | | | 10 |
| 2 | 1 | 1 | | 1 | 2 | 7 | | | | | | | | | | | | | | | 11 |
| | | 1 | | | 2 | 2 | | | | | | | | | | | | | | | 12 |
| 42 | 24 | 20 | 35 | 36 | 12 | 13 | 11 | | | | | | | | | | | | | | |
| | 2 | | | | | | | | | | | | | | | | | | | | 1 |
| | | 1 | | | | | | | | | | | | | | | | | | | 2 |
| | | | 1 | | | | | | | | | | | | | | | | | | 3 |
| | 2 | 1 | | 1 | | | | | | | | | | | | | | | | | |
| 2 | | 1 | | | 1 | | | | | | | | | | | | | | | | 1 |
| | | | | | | 1 | | | | | | | | | | | | | | | 2 |
| 2 | | 1 | | | 2 | | 2 | | | | | | | | | | | | | | |
| | | | 1 | | 1 | | | | | | | | | | | | | | | | 1 |
| 1 | 1 | | | | 1 | | | | | | | | | | | | | | | | 2 |
| | | | | | | 1 | | | | | | | | | | | | | | | 3 |
| | | | | | | | 1 | | | | | | | | | | | | | | 4 |
| 1 | 1 | | 1 | | 2 | | 1 | 1 | | | | | | | | | | | | | |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Number of employ- ees. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|--|------------------|---------------------------|---|--|-------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|-----------------------------|-----|-----|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | |
| Silverplaters' helpers (in 1 road). | 1 | 1 | \$0.41-\$0.60 | | | | | 1 | | | | | | |
| | 2 | 1 | .81- 1.00 | | | 1 | | | | | | | | |
| | 2 | 2 | | | | 1 | | 1 | | | | | | |
| Slaters (in 4 roads)..... | 1 | 4 | 1.61- 1.80 | 2 | | | | | | | | | 1 | 1 |
| | 2 | 1 | 2.41- 2.60 | 1 | | | | | | | | | | |
| | 3 | 2 | 2.61- 2.80 | 2 | | | | | | | | | | |
| | 7 | | | 5 | | | | | | | | | 1 | 1 |
| Sledgers (in 1 road) | 1 | 1 | 1.01- 1.50 | | | | | | 1 | | | | | |
| | 2 | 1 | 1.21- 1.40 | | | | | | | | | | | |
| | 2 | 2 | (a) | (a) | (a) | (a) | (a) | (a) | 1 | 1 | | | | |
| | 2 | 2 | | | | | | | | | | | | |
| | 4 | | | | | | | | | | | | | |
| Slip tenders (in 1 road).... | 1 | 5 | 1.41- 1.60 | 3 | | 1 | | | | 1 | | | | |
| | 2 | 5 | 1.61- 1.80 | | 1 | | | | | | | | 4 | |
| | 3 | 2 | 1.81- 2.00 | | | | 1 | | | | | | 1 | |
| | 12 | | | 3 | 1 | 1 | 1 | | | 1 | | | 5 | |
| Smiths, car (in 1 road)..... | 1 | 19 | 1.21- 1.40 | 1 | 6 | 2 | 2 | 4 | 3 | | | | 1 | |
| | 2 | 101 | 1.41- 1.60 | 11 | 7 | 13 | 9 | 14 | 9 | 3 | | | 28 | 7 |
| | 3 | 14 | 1.61- 1.80 | 1 | 1 | 3 | 2 | | | | | | 5 | 1 |
| | 4 | 1 | 1.81- 2.00 | | | | | | | | | | 1 | |
| | 135 | | | 13 | 14 | 18 | 13 | 18 | 13 | 3 | | | 35 | 8 |
| | 12 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) |
| | 147 | | | | | | | | | | | | | |
| Snow ploughers (in 1 road). | 1 | 2 | 1.61- 1.80 | 2 | | | | | | | | | | |
| | 2 | 1 | 3.41- 3.60 | 1 | | | | | | | | | | |
| | 3 | | | 3 | | | | | | | | | | |
| Snowshovellers (in 2 roads) | 1 | 4 | 1.01- 1.20 | 4 | | | | | | | | | | |
| | 2 | 53 | 1.21- 1.40 | 53 | | | | | | | | | | |
| | 3 | 94 | 1.41- 1.60 | 94 | | | | | | | | | | |
| | 151 | | | 151 | | | | | | | | | | |
| Solicitors (in 2 roads)..... | 1 | 1 | 1.61- 1.80 | | | | | | | | | | 1 | |
| | 2 | 1 | 2.01- 2.20 | | | | | | | | | | 1 | |
| | 3 | 1 | 3.21- 3.40 | | | | | | | | | | 1 | |
| | 3 | | | | | | | | | | | | 3 | |
| Sparemen (in 1 road)..... | 1 | 5 | 1.41- 1.60 | 3 | | 1 | 1 | | | | | | | |
| | 2 | 59 | 1.61- 1.80 | 39 | 7 | 10 | 1 | 1 | | | 1 | | | |
| | 3 | 5 | 1.81- 2.00 | 4 | | 1 | | | | | | | | |
| | 4 | 1 | 2.41- 2.60 | 1 | | | | | | | | | | |
| | 70 | | | 47 | 7 | 12 | 2 | 1 | | | 1 | | | |

a Rate and time cannot be stated, as they worked by the piece.

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|-----------------------------|---|--|
| 100 dolls. and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 doll | 401 to 500 doll | 501 to 600 doll | 601 to 700 doll | 701 to 800 doll | 801 to 900 doll | 901 to 1000 doll | 1001 to 1100 doll | 1101 to 1200 doll | 1201 to 1300 doll | 1301 to 1400 doll | 1401 to 1500 doll | 1501 to 1600 doll | 1601 to 1700 doll | 1701 to 1800 doll | 1801 to 1900 doll | 1901 to 2000 doll | 2001 doll and over | | |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 | |
| 1 | | | | | | | | | | | | | | | | | | | | | 2 | |
| 2 | | | | | | | | | | | | | | | | | | | | | | |
| 2 | | | | | 1 | | 1 | | | | | | | | | | | | | | 1 | |
| 1 | | | | | | | | | | | | | | | | | | | | | 2 | |
| 2 | | | | | | | | | | | | | | | | | | | | | 3 | |
| 5 | | | | | 1 | | 1 | | | | | | | | | | | | | | | |
| | | | 1 | | | | | | | | | | | | | | | | | | 1 | |
| | | | 1 | | | | | | | | | | | | | | | | | | 2 | |
| 1 | | | 2 | | | | | | | | | | | | | | | | | | | |
| 1 | | | 1 | | | | | | | | | | | | | | | | | | | |
| 1 | | | 3 | | | | | | | | | | | | | | | | | | | |
| 4 | | | | 1 | | | | | | | | | | | | | | | | | 1 | |
| 1 | | | | | 2 | 2 | | | | | | | | | | | | | | | 2 | |
| | 1 | | | | | | 1 | | | | | | | | | | | | | | 3 | |
| 5 | 1 | | | 1 | | 2 | 2 | 1 | | | | | | | | | | | | | | |
| 8 | 5 | 4 | 1 | 1 | | | | | | | | | | | | | | | | | 1 | |
| 22 | 16 | 16 | 10 | 9 | 24 | 4 | | | | | | | | | | | | | | | 2 | |
| 3 | 3 | 1 | 1 | | 4 | 2 | | | | | | | | | | | | | | | 3 | |
| | | | | | | 1 | | | | | | | | | | | | | | | 4 | |
| 33 | 24 | 21 | 12 | 10 | 28 | 7 | | | | | | | | | | | | | | | | |
| 3 | 2 | 2 | 2 | 3 | | | | | | | | | | | | | | | | | | |
| 36 | 26 | 23 | 14 | 13 | 28 | 7 | | | | | | | | | | | | | | | | |
| 2 | | | | | | | | | | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 | |
| 3 | | | | | | | | | | | | | | | | | | | | | 2 | |
| 4 | | | | | | | | | | | | | | | | | | | | | | |
| 53 | | | | | | | | | | | | | | | | | | | | | 1 | |
| 94 | | | | | | | | | | | | | | | | | | | | | 2 | |
| 151 | | | | | | | | | | | | | | | | | | | | | 3 | |
| | | | | | 1 | | | | | | | | | | | | | | | | | |
| | | | | | | 1 | | | | | | | 1 | | | | | | | | 1 | |
| | | | | | | | 1 | | | | | | | 1 | | | | | | | 2 | |
| | | | | | | | | 1 | | | | | | | | | | | | | 3 | |
| 4 | 1 | | | | | | | | | | | | | | | | | | | | | |
| 49 | 7 | | 1 | 1 | 1 | | | | | | | | | | | | | | | | 1 | |
| 4 | 1 | | | | | | | | | | | | | | | | | | | | 2 | |
| 1 | | | | | | | | | | | | | | | | | | | | | 3 | |
| 58 | 9 | 1 | 1 | 1 | | | | | | | | | | | | | | | | | 4 | |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | |
|---|---------------------------|---------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|-----------------------------------|
| 100 dols. and under | 101 to 200 dols. | 201 to 300 dols. | 301 to 400 doll | 401 to 500 doll | 501 to 600 doll | 601 to 700 doll | 701 to 800 doll | 801 to 900 doll | 901 to 1000 doll | 1001 to 1100 doll | 1101 to 1200 doll | 1201 to 1300 doll | 1301 to 1400 doll | 1401 to 1500 doll | 1501 to 1600 doll | 1601 to 1700 doll | 1701 to 1800 doll | 1801 to 1900 doll | 1901 to 2000 doll | 2001 to doll and over |
| | | | 1 | | | | | | | | | | | | | | | | | 1 |
| 2 | 5 | 1 | 1 | 2 | | | | | | | | | | | | | | | | 2 |
| 4 | 2 | | | | | | | | | | | | | | | | | | | 3 |
| | 1 | 1 | | | | | | | | | | | | | | | | | | 4 |
| 6 | 8 | 2 | 2 | 2 | | | | | | | | | | | | | | | | |
| 6 | 8 | 2 | 2 | 2 | | | | | | | | | | 1 | | | | | | |
| | | | | | 3 | | | | | | | | | | | | | | | 1 |
| | | | | | 3 | | | | | | | | | | | | | | | |
| | | | | | | 2 | | | | | | | | | | | | | | 1 |
| | | 1 | 2 | | | 2 | 1 | | | | | | | | | | | | | 2 |
| | | | | | | 2 | 1 | | | | | | | | | | | | | 3 |
| | | 1 | 2 | | | 4 | 2 | | | | | | | | | | | | | |
| | | | | | | 4 | 1 | | | | | | | | | | | | | |
| | | 1 | 2 | | | 4 | 3 | | | | | | | | | | | | | |
| | | | | 1 | 2 | | | | | | | | | | | | | | | 1 |
| | | | | 1 | 2 | | | | | | | | | | | | | | | |
| | | | | | | | 1 | | | | | | | | | | | | | 1 |
| | | | | | | | 1 | 1 | | | | | | | | | | | | 2 |
| | | | | | | | 1 | 1 | | | | | | | | | | | | |
| | | | | | | | 1 | | | | | | | | | | | | | 1 |
| | | | | | | | 1 | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | 1 |
| | 1 | | | | | | | | | | | | | | | | | | | 2 |
| 5 | 1 | | | | | | | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | 1 |
| | | 1 | | | | | | | | | | | | | | | | | | 2 |
| | | | 1 | 2 | | | | | | | | | | | | | | | | 3 |
| | | | | | 1 | | | | | | | | | | | | | | | 4 |
| | | | | | | 1 | | | | | | | | | | | | | | 5 |
| 1 | | | | | | | 3 | | | | | | | | | | | | | 6 |
| 1 | | | | | | | 1 | 1 | 3 | 1 | | | | | | | | | | 7 |
| 1 | 1 | | | | | | 1 | 1 | 1 | | | | | | | | | | | 8 |
| 1 | 1 | | 1 | 1 | | | | | | 2 | | | | | | | | | | 9 |
| | | | | | | | | | | 3 | | | | | | | | | | 10 |
| | | 1 | | | | | | | | | | | | 2 | | | | | | 11 |
| | | | | | | | | | | | | | | 1 | | | | | | 12 |
| | | | 1 | | | | | | | | | | | | | | | | | 13 |
| | | | | 1 | | | | | | | | | | | | | | | | 14 |
| 4 | 2 | 1 | 3 | 3 | | 1 | 1 | 4 | 4 | 2 | 5 | | 2 | 1 | | | | | | 1 |
| 1 | | | | 1 | | | | | | | | | | | | | | | | 1 |
| 1 | | 3 | | 2 | 5 | | | | | | | | | | | | | | | 2 |
| 2 | | 1 | | 2 | | | | | | | | | | | | | | | | 3 |
| 2 | | 4 | | 5 | 5 | | | | | | | | | | | | | | | |

a \$3,000.

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Number of employ-ees. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|--|------------------|-----------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|-------|-------|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | |
| Steam and gas fitters (in 1 road). | 1 | 1 | \$1.61-\$1.80 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 2 | 1 | 2.41- 2.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| | 2 | 3 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | 1 |
| | 5 |  |  | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Steamfitter (in 1 road)..... | 1 | 1 | 2.01- 2.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| | 1 |  |  | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| Steam generator (in 1 road). | 1 | 1 | 1.41- 1.60 | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... |
| | 1 |  |  | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... |
| Steam hammer hands (in 3 roads). | 1 | 1 | 1.01- 1.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| | 2 | 2 | 1.21- 1.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 3 | 2 | 1.41- 1.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 |
| | 4 | 4 | 1.61- 1.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| | 9 |  |  | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 1 | 1 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | 3 |
| Steam hammer hands' helpers (in 1 road). | 1 | 8 | 1.21- 1.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 2 | 1 | 1.41- 1.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| | 9 |  |  | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Steam shovel hands (in 1 road). | 1 | 2 | 1.41- 1.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 2 |  |  | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Stenciller (in 1 road) | 1 | 1 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) |
| | 1 |  |  | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Stenographers (in 13 roads) | 1 | 4 | .81- 1.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 2 | 2 | 1.01- 1.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 3 | 9 | 1.21- 1.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 4 | 4 | 1.41- 1.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 5 | 13 | 1.61- 1.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 6 | 41 | 1.81- 2.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 7 | 16 | 2.01- 2.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 8 | 9 | 2.21- 2.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 9 | 22 | 2.41- 2.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 10 | 13 | 2.61- 2.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 11 | 6 | 2.81- 3.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 12 | 2 | 3.01- 3.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 13 | 13 | 3.21- 3.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 14 | 1 | 4.81- 5.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 155 | ..... | ..... | 14 | 17 | 24 | 12 | 11 | 13 | 7 | 51 | 6 | ..... |  |
| Stenographers and type-writers (in 2 roads). | 1 | 1 | 2.21- 2.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 2 | 1 | 2.41- 2.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 3 | 1 | 2.61- 2.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 3 |  |  | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |

a Rate and time cannot be stated, as they worked by the piece.

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|-----------------------------|
| 100 dolls. and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 doll | 401 to 500 doll | 501 to 600 doll | 601 to 700 doll | 701 to 800 doll | 801 to 900 doll | 901 to 1000 doll | 1001 to 1100 doll | 1101 to 1200 doll | 1201 to 1300 doll | 1301 to 1400 doll | 1401 to 1500 doll | 1501 to 1600 doll | 1601 to 1700 doll | 1701 to 1800 doll | 1801 to 1900 doll | 1901 to 2000 doll | 2001 doll and over |
| 1 | | | | | | | | 1 | | | | | | | | | | | | 1 |
| 1 | | | | | | | | 1 | | | | | | | | | | | | 2 |
| 1 | | | 1 | | | | | | 1 | | | | | | | | | | | |
| 2 | | | 1 | | | | | 1 | 1 | | | | | | | | | | | |
| | | | | | | 1 | | | | | | | | | | | | | | 1 |
| | | | | | | 1 | | | | | | | | | | | | | | |
| | | | 1 | | | | | | | | | | | | | | | | | 1 |
| | | | 1 | | | | | | | | | | | | | | | | | 2 |
| | | | 2 | | | | | | | | | | | | | | | | | 3 |
| | | | 1 | | 2 | | 1 | | | | | | | | | | | | | 4 |
| | | | 3 | 1 | 2 | 2 | 1 | | | | | | | | | | | | | |
| | | | 4 | 1 | 2 | 2 | 1 | | | | | | | | | | | | | |
| 1 | 6 | 1 | | | | | 1 | | | | | | | | | | | | | 1 |
| 1 | 6 | 1 | | 1 | | | | | | | | | | | | | | | | 2 |
| | | 2 | | | | | | | | | | | | | | | | | | 1 |
| | | 2 | | | | | | | | | | | | | | | | | | |
| | | | 1 | | | | | | | | | | | | | | | | | 1 |
| | | | 1 | | | | | | | | | | | | | | | | | |
| 2 | 1 | 1 | | | | | | | | | | | | | | | | | | 1 |
| 2 | | | 1 | | | | | | | | | | | | | | | | | 2 |
| 4 | | | 1 | 2 | | | | | | | | | | | | | | | | 3 |
| 2 | | | 2 | 2 | | | | | | | | | | | | | | | | 4 |
| 3 | | | 1 | 2 | 1 | | | | | | | | | | | | | | | 5 |
| 3 | 7 | 5 | 4 | 3 | 3 | 1 | | | | | | | | | | | | | | 6 |
| 5 | 7 | 2 | 4 | 3 | 2 | 5 | 10 | | | | | | | | | | | | | 7 |
| 4 | 2 | 1 | | 1 | 2 | 1 | 5 | 1 | | | | | | | | | | | | 8 |
| 1 | 4 | 1 | | 1 | 3 | 2 | 1 | | 3 | | | | | | | | | | | 9 |
| 5 | 2 | 1 | 1 | 3 | 2 | | | 1 | 1 | 3 | | | | | | | | | | 10 |
| 2 | 1 | | | | 2 | | | | | 3 | | | | | | | | | | 11 |
| 1 | | | | | | 1 | 1 | 1 | | 2 | | | | | | | | | | 12 |
| 1 | 1 | | | | | | | | | | 1 | | | | | | | | | 13 |
| | 1 | 1 | 1 | | | | | | 1 | | 7 | | | | | | | | | 14 |
| | | | | | | | | | | | | | | | | | 1 | | | |
| 33 | 21 | 13 | 12 | 10 | 12 | 9 | 17 | 10 | 4 | 5 | 8 | | | | | | | | | |
| | | | 1 | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | 1 | | | | | | | | | | | | | 2 |
| | | | | | | | | 1 | | | | | | | | | | | | 3 |
| | | | 1 | | | | | 1 | | | | | | | | | | | | |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Number of employes. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | | | | | | |
|------------------------------------|------------------|---------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|---|---|---|---|---|---|---|---|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | | | | | | | |
| Stvedores (in 5 roads).... | 1 | 5 | \$1.21-\$1.40 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| | 2 | 90 | 1.41-1.60 | 23 | 19 | 12 | 4 | 5 | 3 | 8 | 14 | 2 | | | | | | | | |
| | 3 | 18 | 1.61-1.80 | 1 | | | 1 | | | | | | | | | | | | | |
| | 4 | 502 | 1.81-2.00 | 261 | 61 | 135 | 11 | 25 | 9 | | | | | | | | | | | |
| | 5 | 112 | 2.41-2.60 | 105 | 4 | 3 | | | | | | | | | | | | | | |
| | 6 | 3 | 2.61-2.80 | 3 | | | | | | | | | | | | | | | | |
| | | 730 | ..... | 394 | 84 | 151 | 17 | 31 | 12 | 8 | 31 | 2 | | | | | | | | |
| Stockers (in 1 road)..... | 1 | 2 | 1.21-1.40 | | | | | | | 2 | | | | | | | | | | |
| | 2 | 2 | 1.41-1.60 | | | | | | | 1 | | | | | | | | | | |
| | | 4 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | 1 | 3 | | | | | | | | | |
| | 7 | | | | | | | | | | | | | | | | | | | |
| | 11 | | | | | | | | | | | | | | | | | | | |
| Stonecutters (in 8 roads).. | 1 | 2 | 1.21-1.40 | 1 | 1 | | | | | | | | | | | | | | | |
| | 2 | 2 | 1.41-1.60 | | | 1 | | 1 | | | | | | | | | | | | |
| | 3 | 7 | 1.81-2.00 | 1 | 1 | 2 | | | 2 | 1 | | | | | | | | | | |
| | 4 | 11 | 2.21-2.40 | | | | | 4 | 3 | 4 | | | | | | | | | | |
| | 5 | 50 | 2.41-2.60 | 14 | 3 | 13 | 6 | 2 | 6 | 5 | 1 | | | | | | | | | |
| | 6 | 45 | 2.61-2.80 | 11 | 11 | 7 | 4 | 7 | 4 | 1 | | | | | | | | | | |
| | 7 | 35 | 2.81-3.00 | 10 | 5 | 5 | 2 | | 11 | | 2 | | | | | | | | | |
| | 152 | ..... | 37 | 21 | 28 | 12 | 14 | 26 | 11 | 3 | | | | | | | | | | |
| Stonecutters' helpers (in 1 road). | 1 | 25 | 1.21-1.40 | | 3 | 3 | 1 | 4 | 2 | 12 | | | | | | | | | | |
| | 2 | 3 | 1.41-1.60 | | | | 1 | 1 | | | | | | | | | | | | |
| | | 28 | ..... |  | 3 | 3 | 2 | 5 | 2 | 12 | 1 | | | | | | | | | |
| Stonemasons (in 9 roads).. | 1 | 5 | 1.41-1.60 | | | 4 | | 1 | | | | | | | | | | | | |
| | 2 | 10 | 1.61-1.80 | | 2 | 3 | | 3 | 2 | | | | | | | | | | | |
| | 3 | 31 | 1.81-2.00 | 2 | 2 | 3 | 5 | 2 | 3 | 14 | | | | | | | | | | |
| | 4 | 14 | 2.21-2.40 | 2 | | 2 | | 4 | 2 | 4 | | | | | | | | | | |
| | 5 | 12 | 2.41-2.60 | 4 | 3 | 3 | 1 | 1 | | | | | | | | | | | | |
| | 6 | 45 | 2.61-2.80 | 10 | 8 | 15 | 6 | 4 | | 1 | 1 | | | | | | | | | |
| | 7 | 39 | 2.81-3.00 | 13 | 2 | 12 | 3 | 2 | 4 | 2 | 1 | | | | | | | | | |
| | 8 | 4 | 3.41-3.60 | 1 | 2 | 1 | | | | | | | | | | | | | | |
| | 160 | ..... | 32 | 19 | 43 | 15 | 17 | 11 | 21 | 2 | | | | | | | | | | |
| Stonemasons' helpers (in 2 roads). | 1 | 1 | 1.01-1.20 | 1 | | | | | | | | | | | | | | | | |
| | 2 | 4 | 1.21-1.40 | 4 | | | | | | | | | | | | | | | | |
| | 3 | 14 | 1.41-1.60 | 4 | 2 | 5 | 1 | 1 | 1 | | | | | | | | | | | |
| | 4 | 1 | 1.61-1.80 | | | 1 | | | | | | | | | | | | | | |
| | 20 | ..... | 9 | 2 | 6 | 1 | 1 | 1 | | | | | | | | | | | | |
| Storekeepers (in 21 roads). | 1 | 1 | .41-.60 | 1 | | | | | | | | | | | | | | | | |
| | 2 | 2 | .61-.80 | | | | | | 1 | | | | | | | | | | | |
| | 3 | 6 | .81-1.00 | | | 3 | | 1 | | | | | | | | | | | | |
| | 4 | 11 | 1.01-1.20 | | 1 | | 1 | 2 | 1 | | | | | | | | | | | |
| | 5 | 25 | 1.21-1.40 | 2 | | 1 | 1 | 2 | 2 | 1 | 15 | 1 | | | | | | | | |
| | 6 | 20 | 1.41-1.60 | | 2 | 1 | 1 | 1 | 2 | 2 | 10 | 1 | | | | | | | | |
| | 7 | 27 | 1.61-1.80 | 1 | 2 | 2 | 1 | 1 | 2 | 1 | 14 | 4 | | | | | | | | |
| | 8 | 16 | 1.81-2.00 | 2 | 2 | 2 | | | | 1 | 8 | 1 | | | | | | | | |
| | 9 | 9 | 2.01-2.20 | | 1 | 1 | | | | 1 | 6 | | | | | | | | | |
| | 10 | 5 | 2.21-2.40 | | 1 | | | | | | 3 | 1 | | | | | | | | |
| | 11 | 8 | 2.41-2.60 | 1 | 1 | 2 | | 2 | 1 | | 1 | | | | | | | | | |
| | 12 | 1 | 2.61-2.80 | | | | | | | | 1 | | | | | | | | | |
| | 13 | 2 | 2.81-3.00 | | | | | | | | 2 | | | | | | | | | |
| | 14 | 2 | 3.01-3.20 | 1 | | | | | | | 1 | | | | | | | | | |
| | 15 | 2 | 3.21-3.40 | | | 1 | | | | | 1 | | | | | | | | | |
| | 137 | ..... | 8 | 10 | 13 | 4 | 8 | 9 | 6 | 71 | 8 | | | | | | | | | |

α Rate and time cannot be stated, as they worked by the piece.

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|-----------------------------|----|
| 100 dolls. and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 doll | 401 to 500 doll | 501 to 600 doll | 601 to 700 doll | 701 to 800 doll | 801 to 900 doll | 901 to 1000 doll | 1001 to 1100 doll | 1101 to 1200 doll | 1201 to 1300 doll | 1301 to 1400 doll | 1401 to 1500 doll | 1501 to 1600 doll | 1601 to 1700 doll | 1701 to 1800 doll | 1801 to 1900 doll | 1901 to 2000 doll | 2001 doll and over | |
| 3 | 1 | 1 | | | | | | | | | | | | | | | | | | | 1 |
| 47 | 8 | 7 | 5 | 20 | 2 | 1 | | | | | | | | | | | | | | | 2 |
| 325 | 134 | 11 | 30 | 9 | 8 | | | | | | | | | | | | | | | | 3 |
| 109 | 3 | | | | | | | | | | | | | | | | | | | | 4 |
| 3 | | | | | | | | | | | | | | | | | | | | | 5 |
| 487 | 147 | 19 | 35 | 31 | 10 | 1 | | | | | | | | | | | | | | | 6 |
| | | | 1 | 1 | | | | | | | | | | | | | | | | | 1 |
| | | | 1 | 1 | | | | | | | | | | | | | | | | | 2 |
| | | | 2 | 2 | | | | | | | | | | | | | | | | | |
| 2 | 1 | 1 | 3 | | | | | | | | | | | | | | | | | | |
| 2 | 1 | 1 | 5 | 2 | | | | | | | | | | | | | | | | | |
| 2 | | | | | | | | | | | | | | | | | | | | | 1 |
| 2 | 1 | 1 | | | | | | | | | | | | | | | | | | | 2 |
| 2 | 2 | | | | | | | | | | | | | | | | | | | | 3 |
| | | | | | | | | | | | | | | | | | | | | | 4 |
| 16 | 8 | 7 | 5 | 2 | 1 | 6 | 4 | | | | | | | | | | | | | | 5 |
| 17 | 7 | 6 | 3 | 1 | 8 | 2 | 1 | | | | | | | | | | | | | | 6 |
| 11 | 4 | 5 | 2 | | | 2 | 7 | 4 | | 2 | | | | | | | | | | | 7 |
| 48 | 22 | 19 | 12 | 9 | 16 | 15 | 9 | | 2 | | | | | | | | | | | | |
| 5 | 4 | 2 | 14 | | | | | | | | | | | | | | | | | | 1 |
| | 1 | 1 | | 1 | | | | | | | | | | | | | | | | | 2 |
| 5 | 5 | 3 | 14 | 1 | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| 2 | 3 | 1 | | | | | | | | | | | | | | | | | | | 1 |
| 4 | 3 | 5 | 3 | 3 | 13 | | | | | | | | | | | | | | | | 2 |
| 7 | 2 | | 5 | 3 | 3 | 2 | | | | | | | | | | | | | | | 3 |
| 7 | 2 | 1 | 1 | 1 | | | | | | | | | | | | | | | | | 4 |
| 13 | 12 | 9 | 5 | 2 | 2 | | | | | | | | | | | | | | | | 5 |
| 13 | 6 | 8 | 3 | 1 | 1 | 3 | 3 | | 1 | | | | | | | | | | | | 6 |
| 1 | 2 | 1 | | | | | | | 1 | | | | | | | | | | | | 7 |
| | | | | | | | | | | | | | | | | | | | | | 8 |
| 42 | 34 | 27 | 15 | 12 | 19 | 5 | 4 | | 2 | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | | | | | | | | 1 |
| 10 | 1 | 2 | 1 | | | | | | | | | | | | | | | | | | 2 |
| | 1 | | | | | | | | | | | | | | | | | | | | 3 |
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| 15 | 2 | 2 | 1 | | | | | | | | | | | | | | | | | | |
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| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
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| 3 | 1 | 1 | 1 | | | | | | | | | | | | | | | | | | 2 |
| 1 | 2 | 2 | 4 | 2 | | | | | | | | | | | | | | | | | 3 |
| 2 | 2 | 3 | 4 | 12 | 2 | | | | | | | | | | | | | | | | 4 |
| 2 | 2 | 3 | 3 | 3 | 10 | | | | | | | | | | | | | | | | 5 |
| 4 | 1 | 1 | 2 | 1 | 12 | 6 | | | | | | | | | | | | | | | 6 |
| 5 | 1 | | | | 2 | 6 | 1 | 1 | | | | | | | | | | | | | 7 |
| 1 | 1 | | | | | 6 | 1 | 1 | | | | | | | | | | | | | 8 |
| 1 | 1 | | | | | 2 | 2 | 2 | | | | | | | | | | | | | 9 |
| 2 | 2 | | | 2 | 1 | | | | 2 | | | | | | | | | | | | 10 |
| | | | | | | | | | | 1 | | | | | | | | | | | 11 |
| | | | | | | | | | | | 2 | | | | | | | | | | 12 |
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| 1 | | | | | | | | | | | | | 1 | | | | | | | | 14 |
| | 1 | | | | | | | | | | | | | | | | | | | | 15 |
| 23 | 14 | 8 | 14 | 20 | 27 | 13 | 9 | 4 | 2 | 2 | 1 | | | | | | | | | | |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Number of employ-ees. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | |
|---|------------------|-----------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | | | | | | | | |
| Storekeepers, assistant (in 7 roads). | 1 | 8 | \$0.81-\$1.00 | 2 | ..... | 2 | 1 | 1 | ..... | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 4 | 4 | 1.01- 1.20 | ..... | 1 | 1 | ..... | ..... | ..... | 1 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 3 | 3 | 1.21- 1.40 | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 4 | 3 | 1.41- 1.60 | ..... | ..... | 2 | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 5 | 3 | 1.61- 1.80 | ..... | ..... | 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 6 | 3 | 1.81- 2.00 | | 1 | 1 | | 1 | | | | | | | | | | | | | |
| | 7 | 3 | 2.01- 2.20 | | | | | | | | | | | | | | | | | | 3 |
| | 8 | 1 | 2.41- 2.60 | | | | | | 1 | | | | | | | | | | | | |
| | | 28 | ..... | 3 | 3 | 6 | 2 | 3 | 1 | 4 | 6 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Storekeepers and clerks (in 1 road). | 1 | 2 | 1.21- 1.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 | |
| | 2 | 1 | 1.61- 1.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | |
| | 3 | 1 | 2.01- 2.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | |
| | | 4 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 4 | |
| Storemen (in 1 road) | 1 | 1 | 1.61- 1.80 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 2 | 4 | 1.81- 2.00 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | |
| | 3 | 2 | 2.00- 2.20 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 | |
| | 7 | ..... | ..... | 2 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 | |
| Stowers (in 1 road)..... | 1 | 5 | 1.41- 1.60 | ..... | ..... | 3 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | |
| | | 5 | ..... | ..... | 3 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | |
| Straighteners (in 1 road)... | 1 | 8 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) |
| | | 8 | | | | | | | | | | | | | | | | | | | |
| Strappers (in 1 road) | 1 | 3 | 1.61- 1.80 | 2 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | | 3 | ..... | 2 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Streetmaster (in 1 road)... | 1 | 1 | 2.61- 2.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | |
| | | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | |
| Strikers (in 1 road)..... | 1 | 40 | 1.21- 1.40 | 4 | 1 | 9 | 5 | 2 | 3 | 12 | 4 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 2 | 5 | 1.41- 1.60 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 | |
| | 3 | 2 | 1.61- 1.80 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | |
| | 47 | ..... | ..... | 4 | 2 | 9 | 6 | 2 | 3 | 16 | 5 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Superintendent, assistant, and master mechanic (in 1 road). | 1 | 1 | 3.01- 3.20 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | | 1 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Superintendents, bridge and building (in 2 roads) | 1 | 2 | 4.01- 4.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 2 | 1 | 4.81- 5.00 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 3 | 1 | 7.21- 7.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | |
| | | 4 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | 1 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Superintendents, construction (in 2 roads). | 1 | 1 | 1.41- 1.60 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 2 | 1 | 4.81- 5.00 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | | 2 | ..... | ..... | 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Superintendents, engine (in 1 road). | 1 | 9 | 3.21- 3.40 | ..... | ..... | ..... | 2 | ..... | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 5 | |
| | | 9 | ..... | ..... | ..... | ..... | 2 | ..... | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 5 | |

a Rate and time cannot be stated, as they worked by the piece.

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|-----------------------------|---|
| 100 dolls and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 doll | 401 to 500 doll | 501 to 600 doll | 601 to 700 doll | 701 to 800 doll | 801 to 900 doll | 901 to 1000 doll | 1001 to 1100 doll | 1101 to 1200 doll | 1201 to 1300 doll | 1301 to 1400 doll | 1401 to 1500 doll | 1501 to 1600 doll | 1601 to 1700 doll | 1701 to 1800 doll | 1801 to 1900 doll | 1901 to 2000 doll | 2001 doll and over | |
| 5 | 1 | 2 | | | | | | | | | | | | | | | | | | | 1 |
| 2 | | 1 | 1 | | | | | | | | | | | | | | | | | | 2 |
| | | 1 | | | | | | | | | | | | | | | | | | | 3 |
| | 2 | | | 1 | | | | | | | | | | | | | | | | | 4 |
| 2 | | | | | 1 | | | | | | | | | | | | | | | | 5 |
| 2 | | 1 | | | | | | | | | | | | | | | | | | | 6 |
| | | | | | | 1 | | | | | | | | | | | | | | | 7 |
| | | | | | | | 1 | 2 | | | | | | | | | | | | | 8 |
| 11 | 3 | 5 | 1 | 4 | 1 | 1 | 2 | | | | | | | | | | | | | | |
| | | | | 2 | | | | | | | | | | | | | | | | | 1 |
| | | | | | 1 | | | | | | | | | | | | | | | | 2 |
| | | | | | | 1 | | | | | | | | | | | | | | | 3 |
| | | | | 2 | 1 | | 1 | | | | | | | | | | | | | | |
| 1 | | | | | | 2 | 1 | | | | | | | | | | | | | | 1 |
| 1 | | | | | | | | | | | | | | | | | | | | | 2 |
| 1 | | | | | | | | | | | | | | | | | | | | | 3 |
| 3 | | | | | | 3 | 1 | | | | | | | | | | | | | | |
| | 3 | | | 1 | 1 | | | | | | | | | | | | | | | | 1 |
| | 3 | | | 1 | 1 | | | | | | | | | | | | | | | | |
| 2 | | 2 | 2 | 1 | | 1 | | | | | | | | | | | | | | | 1 |
| 2 | | 2 | 2 | 1 | | 1 | | | | | | | | | | | | | | | |
| 2 | 1 | | | | | | | | | | | | | | | | | | | | 1 |
| 2 | 1 | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | 1 | | | | | | | | | | | | 1 |
| | | | | | | | | | 1 | | | | | | | | | | | | |
| 13 | 6 | 4 | 14 | 3 | | | | | | | | | | | | | | | | | 1 |
| 1 | | | | 4 | | | | | | | | | | | | | | | | | 2 |
| | | 1 | | 1 | | | | | | | | | | | | | | | | | 3 |
| 14 | 6 | 5 | 14 | 8 | | | | | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
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a \$2,700.

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Number of employ-ees. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | |
|---|---|-----------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|----|----|--|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | | |
| Superintendents, engine and train (in 1 road). | 1 2 3 4 | 4 | \$1.61-\$1.80 | 1 | | 1 | | | | | | | 2 | | |
| | | 1 | 2.41- 2.60 | | | | | | | | | | | 1 | |
| | | 6 | 3.21- 3.40 | | | | 4 | | | | | | | 2 | |
| | | 1 | 3.61- 3.80 | | | 1 | | | | | | | | 1 | |
| | | 12 | | 1 | | 2 | 4 | | | | | | 5 | | |
| Superintendent, telegraph department (in 1 road). | 1 | 1 | 4.01- 4.20 | | | | | | | | | | 1 | | |
| | | 1 | | | | | | | | | | | 1 | | |
| Superintendents, track (in 2 roads). | 1 2 | 2 | 1.81- 2.00 | | | | 1 | | 1 | | | | | | |
| | | 1 | 4.81- 5.00 | | | | 1 | | | | | | | | |
| | | 3 | | | | | 2 | | 1 | | | | | | |
| Superintendents, train (in 1 road). | 1 | 3 | 3.21- 3.40 | | | | 1 | | 1 | | | | 1 | | |
| | | 3 | | | | | 1 | | 1 | | | | 1 | | |
| Superintendents, tunnel (in 1 road). | 1 | 2 | 3.21- 3.40 | | | | | | 1 | | | | 1 | | |
| | | 2 | | | | | | | 1 | | | | 1 | | |
| Superintendents, water power (in 1 road). | 1 2 | 2 | 1.61- 1.80 | | 1 | | | | | | | | 1 | | |
| | | 1 | 2.21- 2.40 | | | | | | | | | | | 1 | |
| | | 3 | | | 1 | | | | | | | | 1 | 1 | |
| Superintendent and master mechanic (in 1 road). | 1 | 1 | 3.41- 3.60 | | | | 1 | | | | | | | | |
| | | 1 | | | | | 1 | | | | | | | | |
| Supervisors (in 11 roads) .. | 1 2 3 4 5 6 7 8 9 10 11 12 13 | 1 | 1.41- 1.60 | | | | | | | | | | | 1 | |
| | | 3 | 1.61- 1.80 | | | | | | | | | | | 1 | |
| | | 1 | 1.81- 2.00 | | | | | | | 1 | | | | 2 | |
| | | 9 | 2.21- 2.40 | | | | 2 | | 1 | 1 | | | | 4 | |
| | | 12 | 2.41- 2.60 | 2 | | 1 | | | | | | | 1 | 7 | |
| | | 10 | 2.61- 2.80 | 1 | | 1 | | | | | | | | 8 | |
| | | 15 | 2.81- 3.00 | 1 | 1 | | | | | | | | | 13 | |
| | | 2 | 3.01- 3.20 | | | | | | | | | | | 2 | |
| | | 8 | 3.21- 3.40 | | | | | | | | | | | 8 | |
| | | 1 | 3.61- 3.80 | | | | | | | | | | | 1 | |
| | | 2 | 3.81- 4.00 | | | | 1 | | | | | | | 1 | |
| | | 2 | 4.61- 4.80 | | | | | | | | | 1 | | 1 | |
| | | 1 | 5.61- 5.80 | | | | | | | | | | | 1 | |
| | | 67 | | 4 | 2 | 2 | 4 | 1 | 2 | 2 | 2 | | 50 | | |
| Supervisors, assistant (in 2 roads). | 1 2 3 4 | 1 | 1.81- 2.00 | | | | | | | 1 | | | | | |
| | | 2 | 2.01- 2.20 | | 1 | | | | | | | | | | |
| | | 2 | 2.21- 2.40 | | | | | | | | | | | 2 | |
| | | 3 | 2.41- 2.60 | | | | | | | | | 1 | | 2 | |
| | | 7 | | | 1 | | | | 1 | 1 | | 4 | | | |
| Supervisors, bridge, and building (in 2 roads). | 1 2 3 | 2 | 2.61- 2.80 | | | | | | | | | | 2 | | |
| | | 2 | 4.01- 4.20 | | | | | | | | | | | 2 | |
| | | 2 | 4.81- 5.00 | | | | | | | | | | | 2 | |
| | | 6 | | | | | | | | | | 6 | | | |
| Supervisors, camp (in 1 road). | 1 2 3 | 1 | 1.61- 1.80 | | 1 | | | | | | | | | | |
| | | 1 | 2.21- 2.40 | | | | | | | | | | | 1 | |
| | | 1 | 2.41- 2.60 | | | | | | | | | | | 1 | |
| | | 3 | | | 1 | | | | | | | 2 | | | |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|-----------------------------------|---|
| 100 dolls. and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 doll | 401 to 500 doll | 501 to 600 doll | 601 to 700 doll | 701 to 800 doll | 801 to 900 doll | 901 to 1000 doll | 1001 to 1100 doll | 1101 to 1200 doll | 1201 to 1300 doll | 1301 to 1400 doll | 1401 to 1500 doll | 1501 to 1600 doll | 1601 to 1700 doll | 1701 to 1800 doll | 1801 to 1900 doll | 1901 to 2000 doll | 2001 to doll and over | |
| 2 | | | | | 2 | | | | | | | | | | | | | | | | 1 |
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| 2 | | | 5 | | 2 | | | 1 | | 1 | 1 | | | | | | | | | | 4 |
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TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Number of employ-és. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | | |
|-------------------------------------|--------------------------------------|----------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|----|---|----|--|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | | | |
| Supervisor, carpenters (in 1 road). | 1 | 1 | \$3.01-\$3.20 | | | | | | | | | | 1 | | | |
| | | 1 | | | | | | | | | | | | 1 | | |
| Supervisors, division (in 2 roads). | 1 2 3 | 1 | 2.61- 2.80 | | | | | | | | | | | 1 | | |
| | | 4 | 2.81- 3.00 | | | | | | | | | | | 4 | | |
| | | 4 | 3.21- 3.40 | | | | | | | | | | | | 4 | |
| | | 9 | | | | | | | | | | | | | 9 | |
| Supervisors, road (in 5 roads). | 1 2 3 4 5 6 7 8 | 2 | 1.41- 1.60 | | | | | | | | | | | 2 | | |
| | | 1 | 1.81- 2.00 | | | | | | | | | | | | 1 | |
| | | 6 | 2.01- 2.20 | | | | 1 | | | | | 1 | | | 4 | |
| | | 2 | 2.41- 2.60 | | | | | | | | | | | | 2 | |
| | | 17 | 2.61- 2.80 | | | | | | 1 | | | | | | 16 | |
| | | 2 | 2.81- 3.00 | | | | | | | | | | | | 2 | |
| | | 3 | 3.21- 3.40 | | | | 1 | | | | 1 | | | | 1 | |
| | | 1 | 4.21- 4.40 | | | | | | | | | | | | 1 | |
| | | 34 | | | | 1 | 1 | 1 | 1 | 1 | 1 | | 20 | | | |
| Supervisor, street (in 1 road). | 1 | 1 | 1.61- 1.80 | | | | | | | | | | | 1 | | |
| | | 1 | | | | | | | | | | | | 1 | | |
| Supervisors, track (in 4 roads). | 1 2 3 4 5 6 | 1 | 2.01- 2.20 | | | 1 | | | | | | | | | | |
| | | 5 | 2.21- 2.40 | | | | | | | | | | | 5 | | |
| | | 1 | 2.41- 2.60 | | | | | | | | | | | 1 | | |
| | | 7 | 2.61- 2.80 | | | | | 1 | | | 2 | | | 4 | | |
| | | 2 | 3.01- 3.20 | | | | | | | | | | | 2 | | |
| | | 3 | 3.21- 3.40 | | | | | 1 | | 1 | | | | 1 | | |
| | | 19 | | | | 1 | 2 | | 3 | | | | 13 | | | |
| Supervisor, yard (in 1 road). | 1 | 1 | 2.21- 2.40 | | | | | | | | | | | 1 | | |
| | | 1 | | | | | | | | | | | | 1 | | |
| Surveyors (in 1 road)..... | 1 2 | 3 | 1.81- 2.00 | | | 2 | | | 1 | | | | | | | |
| | | 2 | 2.41- 2.60 | | | | | | | | | 1 | | 1 | | |
| | | 5 | | | | 2 | | 1 | | | 1 | | 1 | | | |
| Surveyors, lumber (in 1 road). | 1 2 | 1 | .81- 1.00 | | | 1 | | | | | | | | | | |
| | | 1 | 1.81- 2.00 | | 1 | | | | | | | | | | | |
| | | 2 | | | 1 | | 1 | | | | | | | | | |
| Sweepers (in 8 roads) | 1 2 3 4 5 6 7 8 | 1 | .21- .40 | | | | | | | | | | | 1 | | |
| | | 1 | .41- .60 | | | | | | | | | | | 1 | | |
| | | 3 | .61- .80 | | | 1 | | | 1 | | | | | 3 | | |
| | | 6 | .81- 1.00 | | 1 | 1 | | | | | | | | 3 | 1 | |
| | | 65 | 1.01- 1.20 | | 2 | 1 | 2 | 5 | 9 | 4 | 14 | 23 | 5 | 5 | | |
| | | 41 | 1.21- 1.40 | | 4 | 1 | 7 | 1 | 3 | 5 | 11 | 7 | 2 | 2 | | |
| | | 6 | 1.41- 1.60 | | | | | | | | | 2 | 4 | | | |
| | | 4 | 1.61- 1.80 | | | | 1 | | | | 1 | | 2 | | | |
| | | 127 | | 6 | 4 | 11 | 6 | 13 | 10 | 27 | 42 | 8 | | | | |
| | | 4 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | | | | |
| | | 131 | | | | | | | | | | | | | | |
| Swinging gate tenders (in 1 road). | 1 2 | 11 | .81- 1.00 | | 1 | 1 | 1 | | 1 | | | 7 | | | | |
| | | 4 | 1.01- 1.20 | | | | | | | | | 4 | | | | |
| | | 15 | | | 1 | 1 | 1 | | 1 | | | 11 | | | | |

a Rate and time cannot be stated, as they worked by the day and piece combined.

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|-----------------------------|----|
| 100 dolls. and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 doll | 401 to 500 doll | 501 to 600 doll | 601 to 700 doll | 701 to 800 doll | 801 to 900 doll | 901 to 1000 doll | 1001 to 1100 doll | 1101 to 1200 doll | 1201 to 1300 doll | 1301 to 1400 doll | 1401 to 1500 doll | 1501 to 1600 doll | 1601 to 1700 doll | 1701 to 1800 doll | 1801 to 1900 doll | 1901 to 2000 doll | 2001 doll and over | |
| | | | | | | | | | | | 1 | | | | | | | | | 1 | |
| | | | | | | | | | | 1 | | | | | | | | | | | 1 |
| | | | | | | | | | | 4 | | | | | | | | | | | 2 |
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| | | | 1 | | | 1 | 2 | 2 | | | | | | | | | | | | | 2 |
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| | | | 1 | 1 | 1 | 2 | 2 | 3 | 4 | 7 | 11 | 1 | | | 1 | | | | | | 6 |
| | | | | | 1 | | | | | | | | | | | | | | | | 7 |
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| | 1 | | | | | 2 | 1 | 6 | 4 | | 3 | | | | | | | | | | 1 |
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| | | 2 | | 1 | | | 1 | 1 | | | | | | | | | | | | | 5 |
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| | 1 | | | | | | | | | | | | | | | | | | | | 11 |
| | 2 | | 1 | | | | | | | | | | | | | | | | | | 12 |
| | | 10 | 11 | 3 | 1 | | | | | | | | | | | | | | | | 13 |
| | | 4 | 6 | 11 | 10 | | | | | | | | | | | | | | | | 14 |
| | | | | 1 | 3 | 2 | | | | | | | | | | | | | | | 15 |
| | | | | 1 | 2 | | | | | | | | | | | | | | | | 16 |
| | 19 | 17 | 18 | 49 | 19 | 5 | | | | | | | | | | | | | | | 17 |
| | 1 | 1 | 1 | 1 | 1 | | | | | | | | | | | | | | | | 18 |
| | 19 | 18 | 19 | 50 | 20 | 5 | | | | | | | | | | | | | | | 19 |
| | 2 | 1 | 1 | 7 | | | | | | | | | | | | | | | | | 20 |
| | | | | 4 | | | | | | | | | | | | | | | | | 21 |
| | 2 | 1 | 1 | 7 | 4 | | | | | | | | | | | | | | | | 22 |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Number of employ- ees. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|---------------------------------------|------------------|---------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|--|--|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | |
| Switch lamp tenders (in 3 roads). | 1 | 39 | Under \$0.21 | 2 | 6 | 7 | 1 | 1 | 2 | 3 | 17 | ..... |  |  |
| | 2 | 6 | \$0.21- .40 | ..... | 1 | 1 | ..... | ..... | 1 | ..... | 3 | ..... |  |  |
| | 3 | 2 | .41- .60 | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 1 | ..... |  |  |
| | 4 | 1 | .61- .80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |  |  |
| | 5 | 1 | .81- 1.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |  |  |
| | 6 | 1 | 1.21- 1.40 | ..... | ..... | ..... | ..... | ..... | 1 | ..... | 1 | ..... |  |  |
| | 7 | 1 | 1.41- 1.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |  |  |
| | | 51 | ..... | 2 | 7 | 8 | 1 | 1 | 4 | 4 | 24 | ..... |  |  |
| Switch light tenders (in 1 road). | 1 | 30 | Under .21 | 1 | 4 | 5 | 2 | 4 | 2 | ..... | 12 | ..... |  |  |
| | 2 | 1 | .81- 1.00 | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... |  |  |
| | 3 | 1 | 1.21- 1.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |  |
| | | 32 | ..... | 1 | 4 | 5 | 3 | 4 | 2 | 1 | 12 | ..... |  |  |
| Switchmen (in 29 roads)... | 1 | 1 | Under .21 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... |  |  |
| | 2 | 6 | .21- .40 | ..... | ..... | ..... | ..... | ..... | 1 | ..... | 5 | ..... |  |  |
| | 3 | 9 | .41- .60 | 2 | 1 | 1 | ..... | ..... | ..... | 1 | 4 | ..... |  |  |
| | 4 | 35 | .61- .80 | 12 | 2 | 3 | 2 | 3 | 3 | ..... | 9 | 1 | | |
| | 5 | 44 | .81- 1.00 | 12 | 1 | 10 | 3 | 2 | 1 | 2 | 13 | ..... |  |  |
| | 6 | 250 | 1.01- 1.20 | 49 | 21 | 33 | 20 | 18 | 6 | 8 | 88 | 7 | | |
| | 7 | 598 | 1.21- 1.40 | 67 | 44 | 58 | 37 | 26 | 31 | 33 | 289 | 13 | | |
| | 8 | 405 | 1.41- 1.60 | 100 | 38 | 48 | 27 | 17 | 15 | 30 | 118 | 12 | | |
| | 9 | 334 | 1.61- 1.80 | 81 | 22 | 26 | 25 | 22 | 11 | 15 | 121 | 11 | | |
| | 10 | 614 | 1.81- 2.00 | 212 | 73 | 83 | 24 | 23 | 26 | 34 | 122 | 12 | | |
| | 11 | 191 | 2.01- 2.20 | 93 | 32 | 26 | 16 | 2 | 5 | 1 | 11 | ..... |  |  |
| | 12 | 140 | 2.21- 2.40 | 65 | 28 | 16 | 11 | 3 | 4 | 7 | 6 | ..... |  |  |
| | 13 | 377 | 2.41- 2.60 | 167 | 54 | 56 | 30 | 20 | 14 | 8 | 20 | 8 | | |
| | 14 | 331 | 2.61- 2.80 | 132 | 69 | 50 | 31 | 13 | 14 | 7 | 14 | 1 | | |
| | 15 | 23 | 2.81- 3.00 | 5 | 2 | 5 | 4 | 4 | 2 | ..... | 1 | ..... |  |  |
| | | 3,358 | ..... | 1,002 | 387 | 415 | 231 | 158 | 133 | 146 | 821 | 65 | | |
| Switchmen, yard (in 4 roads). | 1 | 22 | 1.01- 1.20 | 2 | 2 | 3 | 3 | 2 | 2 | ..... | 8 | ..... |  |  |
| | 2 | 8 | 1.21- 1.40 | 2 | 2 | 1 | 1 | ..... | ..... | 1 | 1 | ..... |  |  |
| | 3 | 21 | 1.41- 1.60 | 11 | 2 | 1 | ..... | 1 | 1 | 1 | 4 | ..... |  |  |
| | 4 | 11 | 1.61- 1.80 | 1 | ..... | ..... | ..... | 1 | 1 | 3 | 4 | 1 | | |
| | 5 | 16 | 1.81- 2.00 | 4 | 2 | 1 | 2 | 2 | 1 | 1 | 3 | ..... |  |  |
| | 6 | 1 | 2.01- 2.20 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |  |
| | | 79 | ..... | 21 | 8 | 6 | 6 | 6 | 5 | 6 | 20 | 1 | | |
| Switchmen and signalmen (in 2 roads). | 1 | 2 | 1.01- 1.20 | ..... | ..... | ..... | ..... | ..... | 1 | ..... | 1 | ..... |  |  |
| | 2 | 1 | 1.21- 1.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |  |  |
| | 3 | 5 | 1.61- 1.80 | 2 | ..... | ..... | ..... | ..... | 1 | ..... | 2 | ..... |  |  |
| | 4 | 18 | 1.81- 2.00 | 1 | ..... | 1 | 2 | ..... | ..... | ..... | 12 | 2 | | |
| | | 26 | ..... | 3 | ..... | 1 | 2 | ..... | 2 | ..... | 16 | 2 | | |
| Switch tenders (in 6 roads). | 1 | 2 | Under .21 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | 1 | ..... |  |  |
| | 2 | 4 | .61- .80 | 1 | ..... | ..... | ..... | 2 | 1 | ..... | ..... | ..... |  |  |
| | 3 | 8 | .81- 1.00 | 1 | ..... | ..... | 1 | 1 | 1 | ..... | 4 | ..... |  |  |
| | 4 | 55 | 1.01- 1.10 | 5 | 1 | 4 | 4 | 1 | 6 | 4 | 27 | 3 | | |
| | 5 | 584 | 1.21- 1.40 | 33 | 19 | 37 | 25 | 28 | 21 | 24 | 385 | 12 | | |
| | 6 | 111 | 1.41- 1.60 | 8 | 5 | 20 | 13 | 11 | 6 | 7 | 29 | 12 | | |
| | 7 | 54 | 1.61- 1.80 | 8 | ..... | 5 | 3 | 1 | 3 | 2 | 29 | 3 | | |
| | 8 | 5 | 1.81- 2.00 | ..... | ..... | 1 | ..... | ..... | 1 | ..... | 3 | ..... |  |  |
| | 9 | 1 | 2.01- 2.20 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... |  |  |
| | 10 | 1 | 2.21- 2.40 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... |  |  |
| | | 825 | ..... | 56 | 25 | 70 | 46 | 44 | 39 | 37 | 478 | 30 | | |
| Switch and draw tenders (in 1 road). | 1 | 3 | 1.21- 1.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 | | |
| | | 3 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 | | |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|-----------------------------|----|
| 100 dolls. and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 doll | 401 to 500 doll | 501 to 600 doll | 601 to 700 doll | 701 to 800 doll | 801 to 900 doll | 901 to 1000 doll | 1001 to 1100 doll | 1101 to 1200 doll | 1201 to 1300 doll | 1301 to 1400 doll | 1401 to 1500 doll | 1501 to 1600 doll | 1601 to 1700 doll | 1701 to 1800 doll | 1801 to 1900 doll | 1901 to 2000 doll | 2001 doll and over | |
| 39 | | | | | | | | | | | | | | | | | | | | | 1 |
| 3 | 3 | | | | | | | | | | | | | | | | | | | | 2 |
| | 2 | | | | | | | | | | | | | | | | | | | | 3 |
| | | 1 | | | | | | | | | | | | | | | | | | | 4 |
| | | | 1 | | | | | | | | | | | | | | | | | | 5 |
| | | | 1 | | | | | | | | | | | | | | | | | | 6 |
| | | | 1 | | | | | | | | | | | | | | | | | | 7 |
| 42 | 5 | 1 | 3 | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| 30 | | | | | | | | | | | | | | | | | | | | | 1 |
| | 1 | | | | | | | | | | | | | | | | | | | | 2 |
| | | | | | | | | | | | | | | | | | | | | | 3 |
| 30 | 1 | 1 | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| 3 | 3 | | | | | | | | | | | | | | | | | | | | 2 |
| 4 | 5 | | | | | | | | | | | | | | | | | | | | 3 |
| 19 | 6 | 10 | | | | | | | | | | | | | | | | | | | 4 |
| 24 | 4 | 6 | 10 | | | | | | | | | | | | | | | | | | 5 |
| 97 | 33 | 21 | 23 | 75 | | 1 | | | | | | | | | | | | | | | 6 |
| 151 | 61 | 39 | 51 | 288 | 8 | | | | | | | | | | | | | | | | 7 |
| 156 | 50 | 25 | 22 | 64 | 87 | 1 | | | | | | | | | | | | | | | 8 |
| 107 | 27 | 30 | 21 | 17 | 87 | 45 | | | | | | | | | | | | | | | 9 |
| 285 | 84 | 26 | 29 | 23 | 48 | 88 | 30 | 1 | | | | | | | | | | | | | 10 |
| 130 | 24 | 17 | 3 | 5 | 1 | 5 | 6 | 5 | | | | | | | | | | | | | 11 |
| 89 | 14 | 12 | 7 | 1 | 6 | 6 | 5 | 5 | | | | | | | | | | | | | 12 |
| 293 | 58 | 32 | 18 | 15 | 11 | 7 | 11 | 12 | 8 | 1 | 1 | | | | | | | | | | 13 |
| 162 | 62 | 35 | 23 | 11 | 8 | 10 | 5 | 9 | 5 | 1 | 1 | | | | | | | | | | 14 |
| 6 | 3 | 3 | 4 | 1 | 3 | 2 | | | | 1 | | | | | | | | | | | 15 |
| 1,437 | 434 | 256 | 211 | 500 | 259 | 165 | 57 | 22 | 13 | 3 | 1 | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| 6 | 5 | 2 | 4 | 5 | | | | | | | | | | | | | | | | | 1 |
| 4 | 2 | | 1 | 1 | | | | | | | | | | | | | | | | | 2 |
| 13 | 1 | 1 | 2 | | 4 | | | | | | | | | | | | | | | | 3 |
| 1 | | 1 | 1 | 1 | 5 | 2 | | | | | | | | | | | | | | | 4 |
| 6 | 1 | 2 | 2 | 2 | 1 | 2 | | | | | | | | | | | | | | | 5 |
| 1 | | | | | | | | | | | | | | | | | | | | | 6 |
| 31 | 9 | 6 | 10 | 9 | 10 | 4 | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| | | 1 | | 1 | | | | | | | | | | | | | | | | | 1 |
| | | | | 1 | | | | | | | | | | | | | | | | | 2 |
| 2 | | | 1 | | 1 | 1 | | | | | | | | | | | | | | | 3 |
| 1 | 1 | 2 | | | | 3 | 11 | | | | | | | | | | | | | | 4 |
| 3 | 1 | 3 | 1 | 2 | 1 | 4 | 11 | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| 2 | | | | | | | | | | | | | | | | | | | | | 1 |
| 2 | 2 | | | | | | | | | | | | | | | | | | | | 2 |
| 1 | 2 | 1 | 4 | | | | | | | | | | | | | | | | | | 3 |
| 8 | 6 | 7 | 6 | 23 | | | | | | | | | | | | | | | | | 4 |
| 72 | 47 | 39 | 35 | 384 | 7 | | | | | | | | | | | | | | | | 5 |
| 18 | 26 | 13 | 10 | 6 | 36 | 2 | | | | | | | | | | | | | | | 6 |
| 8 | 7 | 1 | 3 | 4 | 28 | 3 | | | | | | | | | | | | | | | 7 |
| | 1 | | | 1 | 1 | 2 | | | | | | | | | | | | | | | 8 |
| | 1 | | | | | | | | | | | | | | | | | | | | 9 |
| | 1 | | | | | | | | | | | | | | | | | | | | 10 |
| 111 | 93 | 61 | 58 | 423 | 72 | 7 | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 3 | | | | | | | | | | | | | | | | |
| | | | | | 3 | | | | | | | | | | | | | | | | 1 |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Number of employ-ees. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|------------------------------------|------------------|-----------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|--|--|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | |
| Tablemen (in 2 roads) | 1 | 11 | \$1.01-\$1.20 | ----- | 3 | 1 | ----- | ----- | 2 | 1 | ----- | 4 | | |
| | 2 | 45 | 1.21- 1.40 | 1 | 3 | 9 | 6 | 5 | 2 | 4 | 9 | 6 | | |
| | | 56 | ----- | 1 | 6 | 10 | 6 | 5 | 4 | 5 | 9 | 10 | | |
| Tallymen (in 8 roads) | 1 | 5 | .81- 1.00 | ----- | ----- | 1 | 1 | ----- | ----- | 1 | 2 | ----- | | |
| | 2 | 16 | 1.01- 1.20 | 1 | 2 | 2 | 4 | ----- | ----- | ----- | 6 | 1 | | |
| | 3 | 30 | 1.21- 1.40 | ----- | 1 | 2 | ----- | 1 | 3 | 1 | 21 | 1 | | |
| | 4 | 64 | 1.41- 1.60 | 3 | 1 | 7 | 4 | 6 | 2 | 10 | 30 | 1 | | |
| | 5 | 66 | 1.61- 1.80 | 2 | 3 | 4 | 1 | 3 | 4 | 2 | 46 | 1 | | |
| | 6 | 81 | 1.81- 2.00 | 4 | 3 | 4 | 2 | 3 | 3 | 3 | 51 | 8 | | |
| | 7 | 30 | 2.01- 2.20 | ----- | ----- | ----- | 1 | 2 | 3 | 1 | 23 | ----- | | |
| | 8 | 16 | 2.21- 2.40 | ----- | 1 | ----- | 1 | 1 | 1 | 2 | 10 | ----- | | |
| | 9 | 4 | 2.41- 2.60 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 4 | ----- | | |
| | 10 | 5 | 2.61- 2.80 | ----- | ----- | ----- | ----- | ----- | ----- | 1 | 4 | ----- | | |
| | 11 | 1 | 2.81- 3.00 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 1 | ----- | | |
| | | 318 | ----- | 10 | 11 | 20 | 14 | 16 | 16 | 21 | 198 | 12 | | |
| Tankmaker (in 1 road) | 1 | 1 | 2.61- 2.80 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 1 | ----- | | |
| | | 1 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 1 | ----- | | |
| Tankmen (in 2 roads) | 1 | 1 | 1.81- 2.00 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 1 | ----- | | |
| | 2 | 1 | 2.41- 2.60 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 1 | ----- | | |
| | | 2 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 2 | ----- | | |
| Tank valve fitter (in 1 road) | 1 | 1 | 1.41- 1.60 | ----- | ----- | ----- | ----- | ----- | ----- | 1 | ----- | ----- | | |
| | | 1 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 1 | ----- | ----- | | |
| Targetmen (in 5 roads) | 1 | 3 | Under .21 | ----- | ----- | 1 | ----- | ----- | ----- | ----- | 2 | ----- | | |
| | 2 | 3 | .21- .40 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 1 | 2 | | |
| | 3 | 5 | .41- .60 | ----- | 2 | ----- | ----- | ----- | ----- | ----- | 2 | 1 | | |
| | 4 | 9 | .61- .80 | 1 | 1 | 1 | ----- | 1 | ----- | ----- | 5 | ----- | | |
| | 5 | 21 | .81- 1.00 | 6 | 3 | 1 | 1 | 1 | 2 | 2 | 4 | 1 | | |
| | 6 | 12 | 1.01- 1.20 | 3 | ----- | ----- | ----- | ----- | ----- | ----- | 9 | ----- | | |
| | 7 | 15 | 1.21- 1.40 | 3 | 1 | ----- | ----- | ----- | ----- | ----- | 7 | 4 | | |
| | 8 | 2 | 1.41- 1.60 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 2 | ----- | | |
| | 9 | 13 | 1.61- 1.80 | 8 | 2 | 1 | ----- | 2 | ----- | ----- | ----- | ----- | | |
| | | 83 | ----- | 21 | 9 | 4 | 1 | 4 | 2 | 2 | 32 | 8 | | |
| Telegraph operators (in 38 roads). | 1 | 22 | Under .21 | 3 | 3 | 3 | 2 | ----- | ----- | ----- | 10 | 1 | | |
| | 2 | 78 | .21- .40 | 14 | 7 | 15 | 6 | 12 | 4 | 3 | 15 | 2 | | |
| | 3 | 80 | .41- .60 | 14 | 7 | 5 | 7 | 9 | 3 | 3 | 32 | ----- | | |
| | 4 | 98 | .61- .80 | 14 | 13 | 14 | 8 | 7 | 7 | 3 | 32 | ----- | | |
| | 5 | 242 | .81- 1.00 | 33 | 27 | 32 | 10 | 23 | 18 | 12 | 85 | 2 | | |
| | 6 | 349 | 1.01- 1.20 | 61 | 33 | 54 | 27 | 37 | 20 | 20 | 94 | 3 | | |
| | 7 | 1,021 | 1.21- 1.40 | 208 | 105 | 141 | 81 | 79 | 53 | 66 | 270 | 18 | | |
| | 8 | 934 | 1.41- 1.60 | 249 | 122 | 143 | 69 | 50 | 54 | 31 | 206 | 10 | | |
| | 9 | 659 | 1.61- 1.80 | 156 | 67 | 56 | 40 | 40 | 42 | 34 | 206 | 18 | | |
| | 10 | 315 | 1.81- 2.00 | 51 | 38 | 37 | 18 | 28 | 9 | 15 | 110 | 9 | | |
| | 11 | 222 | 2.01- 2.20 | 80 | 23 | 44 | 19 | 13 | 9 | 5 | 27 | 2 | | |
| | 12 | 83 | 2.21- 2.40 | 16 | 15 | 16 | 5 | 2 | 5 | 2 | 22 | ----- | | |
| | 13 | 36 | 2.41- 2.60 | 6 | 5 | 5 | 3 | 4 | 3 | 3 | 6 | 1 | | |
| | 14 | 62 | 2.61- 2.80 | 18 | 11 | 10 | 4 | 2 | 1 | 1 | 12 | 3 | | |
| | 15 | 1 | 2.81- 3.00 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | | |
| | 16 | 2 | 3.01- 3.20 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 2 | ----- | | |
| | 17 | 5 | 3.21- 3.40 | ----- | ----- | 2 | ----- | ----- | ----- | ----- | 3 | ----- | | |
| | 18 | 2 | 3.61- 3.80 | 1 | ----- | ----- | 1 | ----- | ----- | ----- | ----- | ----- | | |
| | 19 | 1 | 4.01- 4.20 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 1 | ----- | | |
| | | 4,212 | ----- | 924 | 476 | 578 | 300 | 306 | 228 | 198 | 1,133 | 60 | | |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|-----------------------------|----|
| 100 dolls. and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 doll | 401 to 500 doll | 501 to 600 doll | 601 to 700 doll | 701 to 800 doll | 801 to 900 doll | 901 to 1000 doll | 1001 to 1100 doll | 1101 to 1200 doll | 1201 to 1300 doll | 1301 to 1400 doll | 1401 to 1500 doll | 1501 to 1600 doll | 1601 to 1700 doll | 1701 to 1800 doll | 1801 to 1900 doll | 1901 to 2000 doll | 2001 doll and over | |
| 4 | 9 | 2 | 1 | 4 | | | | | | | | | | | | | | | | | 1 |
| 13 | 10 | 9 | 4 | 14 | 6 | | | | | | | | | | | | | | | | 2 |
| 1 | 1 | 2 | 1 | | | | | | | | | | | | | | | | | | 1 |
| 4 | 5 | | 1 | 6 | | | | | | | | | | | | | | | | | 2 |
| 2 | 2 | 3 | 21 | 2 | | | | | | | | | | | | | | | | | 3 |
| 7 | 6 | 7 | 5 | 12 | 27 | | | | | | | | | | | | | | | | 4 |
| 5 | 5 | 1 | 6 | 1 | 43 | 5 | | | | | | | | | | | | | | | 5 |
| 7 | 4 | 3 | 3 | 3 | 9 | 31 | 21 | | | | | | | | | | | | | | 6 |
| | | 1 | 2 | 3 | | 15 | 7 | 2 | | | | | | | | | | | | | 7 |
| | 1 | 1 | | 1 | 1 | 2 | 6 | 4 | | | | | | | | | | | | | 8 |
| | | | | | | | 1 | 3 | | | | | | | | | | | | | 9 |
| | | | | | | | 1 | 1 | 3 | | | | | | | | | | | | 10 |
| | | | | | | | 1 | 1 | | | | | | | | | | | | | 11 |
| 26 | 24 | 18 | 18 | 47 | 82 | 53 | 36 | 11 | 3 | | | | | | | | | | | | |
| | | | | | | | | 1 | | | | | | | | | | | | | 1 |
| | | | | | | | | 1 | | | | | | | | | | | | | |
| | | | | | | | | 1 | | | | | | | | | | | | | 1 |
| | | | | | | | | 1 | | | | | | | | | | | | | 2 |
| | | | | | | | | 2 | | | | | | | | | | | | | |
| | | | 1 | | | | | | | | | | | | | | | | | | 1 |
| | | | 1 | | | | | | | | | | | | | | | | | | |
| 3 | | | | | | | | | | | | | | | | | | | | | 1 |
| 2 | 3 | | | | | | | | | | | | | | | | | | | | 2 |
| 3 | 2 | 4 | | | | | | | | | | | | | | | | | | | 3 |
| 10 | 3 | 3 | 5 | | | | | | | | | | | | | | | | | | 4 |
| 3 | | | 3 | | | | | | | | | | | | | | | | | | 5 |
| 4 | | | | 6 | | | | | | | | | | | | | | | | | 6 |
| | | | | 11 | | | | | | | | | | | | | | | | | 7 |
| 10 | 1 | 1 | 1 | 1 | 1 | | | | | | | | | | | | | | | | 8 |
| | | | | | | | | | | | | | | | | | | | | | 9 |
| 35 | 12 | 8 | 9 | 18 | 1 | | | | | | | | | | | | | | | | |
| 22 | | | | | | | | | | | | | | | | | | | | | 1 |
| 61 | 17 | | | | | | | | | | | | | | | | | | | | 2 |
| 42 | 34 | 4 | | | | | | | | | | | | | | | | | | | 3 |
| 48 | 16 | 34 | | | | | | | | | | | | | | | | | | | 4 |
| 91 | 40 | 61 | 50 | | | | | | | | | | | | | | | | | | 5 |
| 135 | 58 | 42 | 51 | 63 | | | | | | | | | | | | | | | | | 6 |
| 386 | 153 | 96 | 108 | 270 | 8 | | | | | | | | | | | | | | | | 7 |
| 435 | 134 | 71 | 55 | 90 | 147 | 2 | | | | | | | | | | | | | | | 8 |
| 240 | 62 | 44 | 50 | 38 | 100 | 35 | | | | | | | | | | | | | | | 9 |
| 93 | 34 | 24 | 23 | 12 | 20 | 71 | 38 | | | | | | | | | | | | | | 10 |
| 99 | 45 | 21 | 12 | 10 | 4 | 4 | 25 | 2 | | | | | | | | | | | | | 11 |
| 29 | 13 | 9 | 2 | 4 | 3 | 3 | 8 | 12 | | | | | | | | | | | | | 12 |
| 9 | 4 | 4 | 3 | 3 | 3 | 3 | 1 | 5 | 1 | | | | | | | | | | | | 13 |
| 23 | 11 | 9 | | 2 | | 2 | | 3 | 11 | 1 | | | | | | | | | | | 14 |
| | 1 | | | | | | | | | | | | | | | | | | | | 15 |
| | 1 | 1 | | | | | | | | | | 2 | | | | | | | | | 16 |
| | | | | 1 | | | | | | | | 3 | | | | | | | | | 17 |
| | | | | | | | | | | | | | | | | | | | | | 18 |
| | | | | | | | | | | | | | | 1 | | | | | | | 19 |
| 1,714 | 623 | 420 | 354 | 493 | 375 | 120 | 72 | 22 | 12 | 1 | 5 | | | 1 | | | | | | | |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Number of employ-ees. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|---|------------------|-----------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|----|---|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | |
| Telegraph operators, chief (in 3 roads). | 1 | 1 | \$1.01-\$1.20 | | | | | | | | | | | 1 |
| | 2 | 1 | 1.81- 2.00 | | | | | | | | | | | 1 |
| | 3 | 2 | 3.21- 3.40 | | | | | | | | | | | 2 |
| | 4 | | | | | | | | | | | | | 4 |
| Telegraph operators and copyists (in 1 road). | 1 | 15 | .81- 1.00 | | 1 | 3 | 2 | 5 | 2 | 1 | 1 | | | |
| | 2 | 4 | 1.01- 1.20 | | 1 | 1 | 1 | | 1 | | | | | |
| | 3 | 2 | 1.81- 2.00 | | 1 | | | | | | | | | 1 |
| | 21 | | | | 3 | 4 | 3 | 5 | 3 | 1 | 2 | | | |
| Telegraph operators and dispatchers (in 8 roads). | 1 | 1 | .41- .60 | | | | 1 | | | | | | | |
| | 2 | 1 | .81- 1.00 | 1 | | | | | | | | | | |
| | 3 | 1 | 1.41- 1.60 | | | | | | | | | | | 1 |
| | 4 | 3 | 1.61- 1.80 | | | | | | 1 | | | | | 2 |
| | 5 | 6 | 1.81- 2.00 | | 2 | | | | | | 1 | | | 3 |
| | 6 | 2 | 2.21- 2.40 | | | | | | | | | | | 2 |
| | 7 | 2 | 2.41- 2.60 | | | | | | | | | | | 2 |
| | 8 | 1 | 2.61- 2.80 | | | | | | | | | | | 1 |
| | 9 | 1 | 2.81- 3.00 | | | | | | | | | | | 1 |
| | 10 | 1 | 3.61- 3.80 | | | | | | | | | | | 1 |
| | 11 | 1 | 4.01- 4.20 | | | | | | | | | | | 1 |
| 20 | | | | 1 | 2 | 1 | | | 1 | 1 | 14 | | | |
| Telegraph operators and switchmen (in 6 roads). | 1 | 1 | .41- .60 | 1 | | | | | | | | | | |
| | 2 | 5 | .61- .80 | 1 | 1 | 1 | | | | | 1 | 1 | | |
| | 3 | 3 | .81- 1.00 | | | | | | | | | 1 | 2 | |
| | 4 | 4 | 1.01- 1.20 | | | | | | | | | 3 | 3 | 1 |
| | 5 | 27 | 1.21- 1.40 | | 4 | 3 | 2 | 1 | 1 | 1 | 1 | 15 | 8 | |
| | 6 | 11 | 1.41- 1.60 | | | 1 | | | 1 | | | 3 | 8 | 1 |
| | 7 | 3 | 1.61- 1.80 | | | | | | | | | 3 | 3 | |
| | 8 | 12 | 1.81- 2.00 | | | | | | | | | | 12 | |
| 66 | | | | 2 | 5 | 5 | 2 | 1 | 2 | 3 | 44 | 2 | | |
| Telegraph repairmen (in 1 road). | 1 | 3 | 1.01- 1.20 | 1 | | | | | | | | | 2 | |
| | 2 | 1 | 1.61- 1.80 | | | | | | | | | | 1 | |
| | 4 | | | | 1 | | | | | | | | 3 | |
| Telephone operators (in 3 roads). | 1 | 1 | .21- .40 | | | | | | 1 | | | | | |
| | 2 | 3 | .41- .60 | | | 1 | | 1 | 1 | | | | | |
| | 3 | 3 | .81- 1.00 | 1 | | | | 1 | 1 | | | | | |
| | 4 | 3 | 1.01- 1.20 | | | | | 1 | 1 | 1 | | | | |
| | 5 | 3 | 1.21- 1.40 | 1 | | 1 | | | | | | | 1 | |
| | 6 | 1 | 1.41- 1.60 | | | | | | | | | 1 | | |
| 14 | | | | 2 | 1 | 1 | 3 | 4 | 1 | 1 | 1 | | | |
| Tender fillers (in 3 roads). | 1 | 59 | 1.01- 1.20 | 2 | 10 | 4 | 2 | 4 | 2 | 5 | 23 | 7 | | |
| | 2 | 124 | 1.21- 1.40 | 44 | 22 | 21 | 10 | 5 | 10 | 3 | 7 | 2 | | |
| | 3 | 2 | 1.41- 1.60 | 2 | | | | | | | | | | |
| 185 | | | | 48 | 32 | 25 | 12 | 9 | 12 | 8 | 30 | 9 | | |
| Tender fillers and preparers (in 1 road). | 1 | 18 | 1.21- 1.40 | 8 | 5 | 2 | 2 | | | | | 1 | | |
| | 18 | | | | 8 | 5 | 2 | 2 | | | | 1 | | |
| Ticket punchers (in 1 road). | 1 | 1 | .41- .60 | | | | 1 | | | | | | | |
| | 2 | 1 | .81- 1.00 | 1 | | | | | | | | | | |
| | 3 | 2 | 1.41- 1.60 | 1 | 1 | | | | | | | | | |
| | 4 | | | | 2 | 1 | 1 | | | | | | | |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates in to groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Number of employ-ees. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | | | |
|--------------------------------------|------------------|-----------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|-----|---|----|---|---|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | | | | |
| Ticket receivers (in 4 roads). | 1 | 1 | \$0.61-\$.80 | | | | | | | 1 | | | | | | | |
| | 2 | 1 | 1.41- 1.60 | | | | 1 | | | | | | | | | | |
| | 3 | 1 | 2.41- 2.60 | | | | | | | | | | | | | | |
| | 4 | 7 | 2.81- 3.00 | | | 1 | | 1 | | | | | | | 1 | | |
| | 5 | 1 | 3.21- 3.40 | | | | 1 | | | | | | | | | | |
| | 6 | 1 | 4.01- 4.20 | | | | | | | | | | | | 1 | | |
| | | 12 | | | | | 1 | 2 | 1 | 1 | | | | | 7 | | |
| Tie cutters (in 1 road)..... | 1 | 2 | 1.01- 1.20 | | | | | | | | | | | | 1 | 1 | |
| | 2 | | | | | | | | | | | | | | 1 | 1 | |
| Timekeepers (in 16 roads) | 1 | 4 | .61- .80 | | | 1 | | | | | | | | | | 3 | |
| | 2 | 2 | .81- 1.00 | | | | 1 | | | | | | | | 1 | | |
| | 3 | 2 | 1.01- 1.20 | | | | | 1 | | | | | | | 1 | 1 | |
| | 4 | 6 | 1.21- 1.40 | | 2 | | | | | | | | | | 2 | 2 | 1 |
| | 5 | 14 | 1.41- 1.60 | | | 1 | 1 | | | 1 | | 2 | 1 | | 9 | | |
| | 6 | 16 | 1.61- 1.80 | | | 1 | 2 | 2 | | | | | | | 10 | 1 | |
| | 7 | 17 | 1.81- 2.00 | | | 2 | | | | | | 1 | | | 13 | 1 | |
| | 8 | 9 | 2.01- 2.20 | | | | | | | | | | | | 9 | | |
| | 9 | 4 | 2.21- 2.40 | | | | | | | | | | | | 4 | | |
| | 10 | 6 | 2.41- 2.60 | | 2 | | | | | | | | | | 4 | | |
| | 11 | 2 | 2.61- 2.80 | | | 1 | | | | | | 1 | | | | | |
| | 12 | 1 | 2.81- 3.00 | | | | | | | | | | 1 | | | | |
| | | 83 | | | 2 | 2 | 6 | 4 | 2 | 3 | 3 | | 57 | 4 | | | |
| Timekeepers, assistant (in 3 roads). | 1 | 1 | .81- 1.00 | | | 1 | | | | | | | | | 1 | | |
| | 2 | 1 | 1.21- 1.40 | | | | | | | | | | | | | | |
| | 3 | 1 | 1.41- 1.60 | | | | 1 | | | | | | | | | | |
| | 4 | 1 | 2.81- 3.00 | | 1 | | | | | | | | | | | | |
| | 4 | | | 1 | 1 | | 1 | | | | | | | 1 | | | |
| Tinnern (in 10 roads)..... | 1 | 6 | 1.21- 1.40 | 1 | | 1 | | | | | | | 2 | | | 2 | |
| | 2 | 19 | 1.41- 1.60 | 2 | 1 | 2 | 1 | 1 | | 1 | 3 | | 8 | | | | |
| | 3 | 80 | 1.61- 1.80 | 8 | 7 | 3 | 7 | 6 | 6 | 29 | 12 | | 2 | | | | |
| | 4 | 68 | 1.81- 2.00 | 12 | 5 | 4 | 6 | 7 | 3 | 17 | 14 | | | | | | |
| | 5 | 48 | 2.01- 2.20 | 2 | 9 | 2 | 5 | 1 | 3 | 7 | 17 | | 2 | | | | |
| | 6 | 30 | 2.21- 2.40 | 1 | 3 | 1 | 2 | 2 | | 8 | 12 | | 1 | | | | |
| | 7 | 30 | 2.41- 2.60 | 6 | 4 | 5 | 3 | | | 7 | 5 | | | | | | |
| | 8 | 7 | 2.61- 2.80 | | | | 2 | | | 1 | 2 | | | | | | |
| | | 288 | | 32 | 29 | 18 | 26 | 17 | 13 | 74 | 70 | | 9 | | | | |
| | | 21 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | | (a) | | | | |
| | 309 | | | | | | | | | | | | | | | | |
| Tinnerns' apprentices (in 2 roads). | 1 | 12 | .61- .80 | | | 1 | 1 | 1 | | | 3 | 5 | 1 | | | | |
| | 2 | 3 | .81- 1.00 | | | | 1 | | | | 2 | | | | | | |
| | 15 | | | | | 1 | 2 | 1 | | | 5 | 5 | 1 | | | | |
| Tinnerns' helpers (in 4 roads). | 1 | 1 | .41- .60 | | | 1 | | | | | | | | | | | |
| | 2 | 8 | .61- .80 | 2 | | | 1 | 1 | | | 1 | 1 | | | | | |
| | 3 | 5 | .81- 1.00 | 3 | | 2 | 1 | | | | | | | | | | |
| | 4 | 11 | 1.01- 1.20 | 1 | 1 | | 2 | | | | 2 | 4 | 1 | | | | |
| | 5 | 9 | 1.21- 1.40 | 1 | | | 3 | | | | 1 | 4 | | | | | |
| | 6 | 13 | 1.41- 1.60 | 3 | | 3 | 1 | | 2 | | 2 | 1 | | | | | |
| | 7 | 1 | 1.61- 1.80 | | | | 1 | | | | | | | | | | |
| | 48 | | 10 | 2 | 7 | 7 | 3 | 2 | 6 | 10 | | 1 | | | | | |
| | 6 | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | | (b) | | | | | |
| | 54 | | | | | | | | | | | | | | | | |

a Rate and time cannot be stated, as they worked by the piece.

b Rate and time cannot be stated, as they worked by the day and piece combined.

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|-----------------------------|----|
| 100 dolls. and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 doll | 401 to 500 doll | 501 to 600 doll | 601 to 700 doll | 701 to 800 doll | 801 to 900 doll | 901 to 1000 doll | 1001 to 1100 doll | 1101 to 1200 doll | 1201 to 1300 doll | 1301 to 1400 doll | 1401 to 1500 doll | 1501 to 1600 doll | 1601 to 1700 doll | 1701 to 1800 doll | 1801 to 1900 doll | 1901 to 2000 doll | 2001 doll and over | |
| | 1 | | | | | | | | | | | | | | | | | | | | 1 |
| | | 1 | | | | | | 1 | | | | | | | | | | | | | 2 |
| | 1 | | | | | 1 | | | | 5 | | | | | | | | | | | 3 |
| | | | | | 1 | | | | | | | | | | 1 | | | | | | 4 |
| | | | | | | | | | | | | | | | | | | | | | 5 |
| | 2 | 1 | | 1 | | 1 | | 1 | | 5 | | | | | 1 | | | | | | 6 |
| | | | | 1 | 1 | | | | | | | | | | | | | | | | 1 |
| | | | | 1 | 1 | | | | | | | | | | | | | | | | |
| 1 | | 3 | | | | | | | | | | | | | | | | | | | 1 |
| | 1 | | 1 | | | | | | | | | | | | | | | | | | 2 |
| | 2 | | 1 | | 2 | | | | | | | | | | | | | | | | 3 |
| | 2 | | 3 | | 2 | | | | | | | | | | | | | | | | 4 |
| | 2 | 1 | 2 | | 1 | 7 | | | | | | | | | | | | | | | 5 |
| | 2 | | | | 4 | 1 | 8 | | | | | | | | | | | | | | 6 |
| | | | | | | 4 | 8 | | | | | | | | | | | | | | 7 |
| | | | | | | | 4 | 5 | | | | | | | | | | | | | 8 |
| | | | | | | | 2 | 1 | 1 | | | | | | | | | | | | 9 |
| | 2 | | | | | | 1 | 1 | | | | | | | | | | | | | 10 |
| | | 1 | | | | | 1 | | | | | | | | | | | | | | 11 |
| | | | | | | | | 1 | | | | | | | | | | | | | 12 |
| 5 | 7 | 6 | 6 | 7 | 21 | 15 | 13 | 3 | | | | | | | | | | | | | |
| 1 | | | | 1 | | | | | | | | | | | | | | | | | 1 |
| | 1 | | | | | | | | | | | | | | | | | | | | 2 |
| | 1 | | | | | | | | | | | | | | | | | | | | 3 |
| | 2 | 1 | | 1 | | | | | | | | | | | | | | | | | 4 |
| 2 | | | | | | | | | | | | | | | | | | | | | |
| 3 | 2 | 2 | 2 | 2 | 1 | 1 | | | | | | | | | | | | | | | 1 |
| 15 | 4 | 9 | 8 | 21 | 17 | 6 | | | | | | | | | | | | | | | 2 |
| 17 | 4 | 6 | 7 | 4 | 20 | 9 | 1 | | | | | | | | | | | | | | 3 |
| 10 | 3 | 4 | 1 | 3 | 4 | 19 | 2 | 2 | | | | | | | | | | | | | 4 |
| 4 | 1 | 2 | | 2 | 2 | 7 | 9 | 3 | | | | | | | | | | | | | 5 |
| 8 | 5 | 3 | 2 | | | 3 | 5 | 4 | | | | | | | | | | | | | 6 |
| | | 1 | 1 | | | | | 2 | 2 | 1 | | | | | | | | | | | 7 |
| 59 | 19 | 27 | 22 | 40 | 45 | 45 | 17 | 11 | 2 | 1 | | | | | | | | | | | 8 |
| | 2 | | | 1 | 3 | 7 | 2 | 5 | 1 | | | | | | | | | | | | |
| 59 | 21 | 27 | 22 | 41 | 48 | 52 | 19 | 16 | 3 | 1 | | | | | | | | | | | |
| 2 | 2 | 8 | | | | | | | | | | | | | | | | | | | 1 |
| | 1 | 2 | | | | | | | | | | | | | | | | | | | 2 |
| 2 | 3 | 10 | | | | | | | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| 5 | 1 | 2 | | | | | | | | | | | | | | | | | | | 2 |
| 5 | | | | | | | | | | | | | | | | | | | | | 3 |
| 2 | 2 | 1 | 5 | 1 | | | | | | | | | | | | | | | | | 4 |
| 1 | 3 | | 2 | 3 | | | | | | | | | | | | | | | | | 5 |
| 3 | 4 | 1 | 2 | 3 | | | | | | | | | | | | | | | | | 6 |
| | | | 1 | | | | | | | | | | | | | | | | | | 7 |
| 17 | 10 | 4 | 10 | 7 | | | | | | | | | | | | | | | | | |
| | | | 3 | 1 | 2 | | | | | | | | | | | | | | | | |
| 17 | 10 | 4 | 13 | 8 | 2 | | | | | | | | | | | | | | | | |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Number of employ-ees. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | | | | |
|--------------------------------------|------------------|-----------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|--|--|-----|-----|-----|---|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | | | | | |
| Tinsmiths (in 16 roads).... | 1 | 2 | \$1.21-\$1.40 | 1 | | | | 1 | | | | | | | | | | |
| | 2 | 13 | 1.41-1.60 | | 2 | 3 | 2 | 1 | 2 | | | | | | | | 2 | 1 |
| | 3 | 13 | 1.61-1.80 | 1 | 2 | 1 | 2 | 3 | 1 | | | | | | | | 2 | 1 |
| | 4 | 46 | 1.81-2.00 | 6 | 4 | 3 | 6 | 4 | 2 | 11 | | | | | | | 10 | |
| | 5 | 19 | 2.01-2.20 | | 2 | 1 | 1 | 1 | 1 | 8 | | | | | | | 3 | 2 |
| | 6 | 29 | 2.21-2.40 | 3 | | 3 | 1 | | | 1 | 15 | | | | | | 5 | 1 |
| | 7 | 11 | 2.41-2.60 | 1 | 3 | | | | | | 3 | | | | | | 4 | |
| | 8 | 1 | 2.61-2.80 | | | | | | | | 1 | | | | | | | |
| | 9 | 1 | 2.81-3.00 | | 1 | | | | | | | | | | | | | |
| | 10 | 2 | 3.41-3.60 | | | | | | | 1 | 1 | | | | | | | |
| | | 137 | | 13 | 13 | 11 | 12 | 10 | 8 | 39 | | | | | | 26 | 5 | |
| | | 9 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | | | | | | (a) | (a) | |
| | | 146 | | | | | | | | | | | | | | | | |
| Tinsmiths' apprentices (in 4 roads). | 1 | 3 | .61-.80 | | | | 1 | 1 | | | | | | | | 1 | | |
| | 2 | 2 | .81-1.00 | | | | 1 | | | | | | | | | 1 | | |
| | 3 | 1 | 1.41-1.60 | | | | | | | | | | | | | | | |
| | 6 | | | | | 2 | 1 | | | | | | | | | 3 | | |
| Tinsmiths' helpers (in 8 roads). | 1 | 2 | .81-1.00 | | | | | | | 1 | | | | | | 1 | | |
| | 2 | 6 | 1.21-1.40 | | | 2 | | | 1 | 3 | | | | | | 3 | | |
| | 3 | 10 | 1.41-1.60 | | 2 | | 3 | 2 | | 1 | | | | | | 2 | | |
| | 4 | 1 | 1.61-1.80 | | | | | | | | | | | | | 1 | | |
| | 5 | 1 | 1.81-2.00 | | 1 | | | | | | | | | | | 1 | | |
| | 6 | 2 | 2.21-2.40 | | | 1 | | | | | | | | | | 1 | | |
| | 22 | | | 1 | 2 | 3 | 3 | 2 | 2 | 5 | | | | | 4 | | | |
| | 2 | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | | | | | (b) | (b) | | |
| | 24 | | | | | | | | | | | | | | | | | |
| Tollgate keeper (in 1 road). | 1 | 1 | .81-1.00 | | | | | | | | | | | | | 1 | | |
| | 1 | | | | | | | | | | | | | | | 1 | | |
| Tool boys (in 2 roads) | 1 | 1 | .41-.60 | | 1 | | | | | | | | | | | | | |
| | 2 | 1 | .61-.80 | | | | | 1 | | | | | | | | | | |
| | 3 | 4 | .81-1.00 | 1 | 1 | 1 | | | 1 | 1 | | | | | | | | |
| | 6 | | | 1 | 2 | 1 | | | 1 | 1 | | | | | | | | |
| Tool collectors (in 1 road) .. | 1 | 2 | 1.21-1.40 | | | | | | | | | | | | | 2 | | |
| | 2 | 1 | 1.61-1.80 | | | | | | | | | | | | | 1 | | |
| | 3 | 1 | 2.01-2.20 | | | | | | | | | | | | | 1 | | |
| | 4 | | | | | | | | | | | | | | | 4 | | |
| Tool dressers (in 2 roads) . | 1 | 1 | 2.21-2.40 | | | | | | | | | | | | 1 | | | |
| | 2 | 3 | 2.61-2.80 | | 1 | | | 1 | 1 | | | | | | | | | |
| | 4 | | | | 1 | | | 1 | 1 | 1 | | | | | | | | |
| Tool grinder (in 1 road) ... | 1 | 1 | 2.01-2.20 | | | | | | | | | | | | | 1 | | |
| | 1 | | | | | | | | | | | | | | | 1 | | |
| Toolkeepers (in 2 roads) .. | 1 | 1 | 1.01-1.20 | | | | | | | | | | | | | 1 | | |
| | 2 | 1 | 1.21-1.40 | | | | 1 | | | | | | | | | | | |
| | 3 | 1 | 1.41-1.60 | | | | | | | | | | | | | 1 | | |
| | 3 | | | | | 1 | | | | | | | | | | 2 | | |

a Rate and time cannot be stated, as they worked by the day, piece, and contract.

b Rate and time cannot be stated, as they worked by the day and piece combined.

REPORT OF THE COMMISSIONER OF LABOR.

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 163, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Num-ber of em-ploy-ees. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|--------------------------------------|------------------|-------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|-----|-----|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | |
| Toolmakers (in 2 roads) | 1 | 1 | \$1.81-\$2.00 | | 1 | | | | | | | | | |
| | 2 | 1 | 2.41- 2.60 | | | | | | | 1 | | | | |
| | 3 | 1 | 2.61- 2.80 | | | | | | | | 1 | | | |
| | | 3 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) |
| Toolmakers' apprentices (in 1 road). | 1 | 1 | .41- .60 | | | | | | | | 1 | | | |
| | 2 | 1 | .61- .80 | | | | | | | 1 | | | | |
| | | 2 | | | | | | | | 1 | 1 | | | |
| Toolmen (in 2 roads) | 1 | 1 | 1.01- 1.20 | | | | | | | | | | | 1 |
| | 2 | 2 | 1.21- 1.40 | | | | 1 | | 1 | | | | | |
| | | 3 | | | | | 1 | | 1 | | | | | 1 |
| Topographers (in 1 road) | 1 | 1 | 2.41- 2.60 | | | | | | 1 | | | | | |
| | 2 | 2 | 3.21- 3.40 | | | | | | | | 2 | | | |
| | | 3 | | | | | | | 1 | | 2 | | | |
| Topographers, assistant (in 1 road). | 1 | 2 | 1.21- 1.40 | 1 | 1 | | | | | | | | | |
| | 2 | 1 | 2.41- 2.60 | | | | 1 | | | | | | | |
| | | 3 | | | 1 | 1 | | 1 | | | | | | |
| Towermen (in 2 roads) | 1 | 5 | 1.01- 1.20 | | 1 | | | | | | 1 | 3 | | |
| | 2 | 3 | 1.21- 1.40 | 1 | | 1 | | | | | | 1 | | |
| | 3 | 16 | 1.81- 2.00 | 1 | | 1 | 1 | 6 | 1 | 1 | 1 | 5 | | |
| | 4 | 7 | 2.01- 2.20 | | | | | | | | | 7 | | |
| | | 31 | | | 2 | 1 | 2 | 1 | 6 | 1 | 2 | 16 | | |
| Track drillers (in 1 road) | 1 | 3 | 1.61- 1.80 | 2 | 1 | | | | | | | | | |
| | | 3 | | 2 | 1 | | | | | | | | | |
| Trackmasters (in 3 roads) | 1 | 2 | 1.41- 1.60 | | | | | | | | | | | 2 |
| | 2 | 1 | 1.61- 1.80 | | | | | | | | 1 | | | |
| | 3 | 1 | 2.21- 2.40 | | | | | | | | | | 1 | |
| | 4 | 5 | 2.41- 2.60 | | | | | | | | | | 5 | |
| | 5 | 1 | 2.81- 3.00 | | | | | | | | | | 1 | |
| | 6 | 2 | 3.21- 3.40 | | | | | | | | | | 2 | |
| | | 7 | 2 | 4.81- 5.00 | | | | | | | | | 2 | |
| | 14 | | | | | | | | | | 1 | 11 | 2 | |
| Trackmen (in 1 road) | 1 | 20 | 1.21- 1.40 | | 1 | 1 | 2 | 3 | 3 | 5 | 4 | 1 | | |
| | 2 | 2 | 1.41- 1.60 | | | | 1 | 1 | | | | | | |
| | | 22 | | | 1 | 1 | 3 | 4 | 3 | 5 | 4 | 1 | | |
| Track walkers (in 14 roads) | 1 | 6 | .61- .80 | | 6 | | | | | | | | | |
| | 2 | 23 | .81- 1.00 | | 4 | 3 | 1 | | | | | | | |
| | 3 | 226 | 1.01- 1.20 | 7 | 10 | 19 | 11 | 10 | 8 | 21 | 132 | 8 | | |
| | 4 | 51 | 1.21- 1.40 | 4 | 9 | 10 | 1 | 4 | 3 | 1 | 17 | 2 | | |
| | 5 | 11 | 1.41- 1.60 | 5 | 3 | | 1 | 1 | | | | | | |
| | 6 | 1 | 1.61- 1.80 | | | | | | | | | 1 | | |
| | 318 | | | 16 | 32 | 32 | 14 | 15 | 12 | 23 | 164 | 10 | | |

a Rate and time cannot be stated, as they worked by the day and piece combined.

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Number of employ- ees. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|---|------------------|---------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|-------|-------|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | |
| Trainmasters (in 16 roads). | 1 | 2 | \$0.81-\$1.00 | | 1 | | | | | | | | 1 | |
| | 2 | 2 | 1.21-1.40 | | 1 | | | | | | | 1 | | |
| | 3 | 1 | 1.81-2.00 | | | | | | | | | | 1 | |
| | 4 | 1 | 2.21-2.40 | | | | | | | 1 | | | | |
| | 5 | 4 | 2.41-2.60 | | | 1 | 2 | | | | | | 1 | |
| | 6 | 1 | 3.01-3.20 | | | | | | | | | | | 1 |
| | 7 | 4 | 3.21-3.40 | | | | | 1 | 1 | | | | | 2 |
| | 8 | 3 | 3.61-3.80 | | | 1 | | | | | | | | |
| | 9 | 16 | 4.01-4.20 | | 2 | 1 | 2 | | | 3 | | | | 8 |
| | 10 | 3 | 4.41-4.60 | | | | 1 | 1 | | | | | | |
| | 11 | 14 | 4.81-5.00 | | 1 | | 1 | | 1 | 1 | 2 | | | 8 |
| | 12 | 1 | 5.41-5.60 | | | | | | | | | | | 1 |
| | 13 | 1 | 5.61-5.80 | | | | | | | | | | | 1 |
| | 14 | 2 | 6.01-6.20 | | | | | | | 1 | | | | 1 |
| | | 55 | | 1 | 4 | 4 | 5 | 3 | 7 | 3 | | | 28 | |
| Trainmasters, assistant (in 3 roads). | 1 | 2 | 2.81-3.00 | | | | | | 1 | | | | | |
| | 2 | 2 | 3.81-4.00 | | | | 1 | | | | | | | 1 |
| | 3 | 1 | 4.01-4.20 | | | | | | | | | | | 1 |
| | 4 | 1 | 4.21-4.40 | | | | | | | | | | | 1 |
| | 5 | 1 | 4.41-4.60 | | | | | | | | | | | 1 |
| | | 6 | ..... | ..... | ..... | 1 | ..... | 1 | ..... | ..... | ..... | ..... | 4 | |
| Trainmasters and dispatchers (in 1 road). | 1 | 1 | 4.01-4.20 | | | | | 1 | | | | | | |
| | 2 | 1 | 4.41-4.60 | | | | | 1 | | | | | | |
| | | 2 | ..... | ..... | ..... | ..... | 1 | 1 | ..... | ..... | ..... | ..... | ..... |  |
| Trainmen (in 4 roads) | 1 | 6 | .81-1.00 | 3 | 2 | 1 | | | | | | | | |
| | 2 | 100 | 1.21-1.40 | 33 | 10 | 10 | 7 | 4 | 4 | 4 | 7 | 21 | ..... |  |
| | 3 | 28 | 1.41-1.60 | 2 | ..... | ..... | 1 | 3 | 1 | 2 | ..... | 19 | ..... |  |
| | 4 | 145 | 1.61-1.80 | 42 | 12 | 21 | 11 | 9 | 10 | 1 | 19 | 20 | ..... |  |
| | 5 | 18 | 1.81-2.00 | 1 | ..... | 1 | ..... | ..... | ..... | ..... | 6 | 9 | ..... |  |
| | | 297 | ..... | 81 | 24 | 33 | 20 | 16 | 15 | 7 | 32 | 69 | ..... |  |
| Trainmen, chief (in 1 road). | 1 | 43 | 1.61-1.80 | 20 | 6 | 3 | ..... | 2 | 2 | 7 | 3 | ..... | ..... |  |
| | | 43 | ..... | 20 | 6 | 3 | ..... | 2 | 2 | 7 | 3 | ..... | ..... |  |
| Trainmen, freight (in 1 road). | 1 | 1 | 1.21-1.40 | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... |  |
| | 2 | 60 | 1.81-2.00 | 12 | 7 | 4 | 4 | 5 | 8 | 10 | 10 | ..... | ..... |  |
| | | 61 | ..... | 12 | 7 | 4 | 4 | 5 | 9 | 10 | 10 | ..... | ..... |  |
| Trainmen, passenger (in 1 road). | 1 | 5 | 1.01-1.20 | ..... | ..... | ..... | ..... | 1 | 1 | ..... | ..... | ..... | 3 | |
| | 2 | 105 | 1.21-1.40 | 16 | 5 | 4 | 5 | 13 | 8 | 6 | 17 | 31 | ..... |  |
| | 3 | 30 | 1.41-1.60 | ..... | ..... | 2 | ..... | 2 | 3 | ..... | 6 | 17 | ..... |  |
| | 4 | 41 | 1.61-1.80 | ..... | 1 | 2 | 4 | 2 | 1 | 2 | 14 | 15 | ..... |  |
| | 5 | 28 | 1.81-2.00 | 1 | 1 | ..... | 1 | 2 | ..... | 3 | 6 | 14 | ..... |  |
| | | 209 | ..... | 17 | 7 | 8 | 10 | 20 | 13 | 11 | 43 | 80 | ..... |  |
| Train riders (in 1 road) | 1 | 6 | 1.81-2.00 | 1 | 1 | ..... | ..... | ..... | ..... | 1 | 3 | ..... | ..... |  |
| | | 6 | ..... | 1 | 1 | ..... | ..... | ..... | ..... | 1 | 3 | ..... | ..... |  |
| Train runners (in 1 road) .. | 1 | 3 | 2.01-2.20 | ..... | ..... | ..... | ..... | 1 | 1 | 1 | ..... | ..... | ..... |  |
| | 2 | 3 | 2.61-2.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 | |
| | 3 | 1 | 3.41-3.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | |
| | | 7 | ..... | ..... | ..... | ..... | ..... | 1 | 1 | 1 | 4 | ..... | ..... |  |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|-----------------------------|----|
| 100 dolls and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 doll | 401 to 500 doll | 501 to 600 doll | 601 to 700 doll | 701 to 800 doll | 801 to 900 doll | 901 to 1000 doll | 1001 to 1100 doll | 1101 to 1200 doll | 1201 to 1300 doll | 1301 to 1400 doll | 1401 to 1500 doll | 1501 to 1600 doll | 1601 to 1700 doll | 1701 to 1800 doll | 1801 to 1900 doll | 1901 to 2000 doll | 2001 doll and over | |
| | | | | 1 | | | | | | | | | | | | | | | | | 1 |
| 1 | 1 | | | | 1 | | | | | | 1 | | | | | | | | | | 2 |
| | | | | | | | | | | | | | | | 1 | | | | | | 3 |
| 1 | 1 | | | 1 | 1 | | | | | | 1 | | | | 1 | | | | | | 4 |
| 1 | | 1 | | | | | | | | | | | | | | | | | | | 1 |
| 12 | 8 | 5 | 10 | 2 | | | | | | | | | | | | | | | | | 2 |
| 2 | 1 | 1 | 2 | | | | | | | | | | | | | | | | | | 3 |
| | | | | | 1 | | | | | | | | | | | | | | | | 4 |
| | | | | | 2 | | | | | | | | | | | | | | | | 5 |
| 1 | | | | | 1 | | | | | | | | | | | | | | | | 6 |
| 4 | | | | | | | | | | | | | | | | | | | | | 7 |
| 2 | | | | | | | | | | | | | | | | | | | | | 8 |
| 1 | | | | | | | | | | 1 | | | | | | | | | | | 9 |
| 23 | 9 | 7 | 12 | 2 | 4 | | | | | 1 | | | | | | | | | | | |
| | | | | | 1 | | | | | | | | | | | | | | | | 1 |
| 1 | 1 | | | | | | | | | | | | | | | | | | | | 2 |
| | | | 1 | 1 | | | | 1 | 1 | | | | | | | | | | | | 3 |
| 1 | | | | | | | | | | | | | | | | | | | | | 4 |
| 1 | | 1 | 1 | | 1 | | | | | | | | | | | | | | | | 5 |
| 2 | | | | | | | | | | | | | | | | | | | | | 6 |
| 1 | | 3 | | | 1 | 1 | | 1 | | 1 | | | | | | | | | | | 7 |
| | | | 1 | | | | | | | | | | | | | | | | | | 8 |
| 1 | | | 1 | | | | | | | | | | | | | | | | | | 9 |
| | | | | | | | | | | | | | | | | | | | | | 10 |
| 7 | 1 | 4 | 3 | 2 | 3 | 1 | 1 | 2 | | 1 | | | | | | | | | | | 11 |
| 4 | | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | | | | | | | | | | | | | | | | | | | | | 2 |
| 5 | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | 1 | | | | | | | | | | | | | | 1 |
| | | | | | | | 1 | | | | | | | | | | | | | | |
| 3 | | | | | | | | | | | | | | | | | | | | | 1 |
| 5 | | | | | | | | | | | | | | | | | | | | | 2 |
| | 1 | | | | | | | | | | | | | | | | | | | | 3 |
| 2 | | | | | | | | | | | | | | | | | | | | | 4 |
| | 1 | | | | | | | | | | | | | | | | | | | | 5 |
| 10 | 2 | | | | 1 | | | | | | | | | | | | | | | | |
| 80 | | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | | | | | | | | | | | | | | | | | | | | | 2 |
| 81 | | | | | | | | | | | | | | | | | | | | | |
| | | | 1 | | | | | | | | | | | | | | | | | | 1 |
| | | | | 1 | | | | | | | | | | | | | | | | | 2 |
| | | | | | 1 | | | | | | | | | | | | | | | | 3 |
| | | | | | | | | | | | | 1 | | | | | | | | | 4 |
| | | | | | | | | | | | | | 1 | | | | | | | | |
| | 1 | | | | | | | | | | | | | | | | | | | | 1 |
| | 1 | | | | | | | | | | | | | | | | | | | | |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Num-ber of em-ploy-és. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | |
|--|------------------|------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|---|---|---|--|--|--|--|--|---|---|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | | | | | | | | | |
| Transport tug employé—mates (in 1 road). | 1 | 2 | \$1.61—\$1.80 | | | 2 | | | | | | | | | | | | | | | | |
| | 2 | 1 | 1.81—2.00 | | | | | | | | | | 1 | | | | | | | | | |
| | 3 | 1 | 2.21—2.40 | | | | | | | 1 | | | | | | | | | | | | |
| | 4 | 1 | 2.61—2.80 | | | | | | | | 1 | | | | | | | | | | | |
| | 5 | | | | | 2 | | | | 1 | 1 | 1 | | | | | | | | | | |
| Transport tug employé—mates' helpers (in 1 road). | 1 | 2 | .81—1.00 | 2 | | | | | | | | | | | | | | | | | | |
| | 2 | 1 | 1.21—1.40 | 1 | | | | | | | | | | | | | | | | | | |
| | 3 | 4 | 1.41—1.60 | 4 | | | | | | | | | | | | | | | | | | |
| | 7 | | | 7 | | | | | | | | | | | | | | | | | | |
| Transport tug employé—pantrymen (in 1 road). | 1 | 4 | .41— .60 | 2 | 2 | | | | | | | | | | | | | | | | | |
| | 4 | | | 2 | 2 | | | | | | | | | | | | | | | | | |
| Transport tug employé—sailors (in 1 road). | 1 | 11 | .41— .60 | 6 | 2 | 1 | 1 | 1 | | | | | | | | | | | | | | |
| | 11 | | | 6 | 2 | 1 | 1 | 1 | | | | | | | | | | | | | | |
| Transport tug employé—sheeters (in 1 road). | 1 | 2 | .81—1.00 | | | 1 | | | | | | | | | | | | | | | 1 | |
| | 2 | 2 | 1.01—1.20 | | 1 | | 1 | | | | | | | | | | | | | | | |
| | 4 | | | | 1 | 1 | 1 | | | | | | | | | | | | | | 1 | |
| Transport tug employé—shipkeeper (in 1 road). | 1 | 1 | .81—1.00 | | | | | | | 1 | | | | | | | | | | | | |
| | 1 | | | | | | | | | 1 | | | | | | | | | | | | |
| Transport tug employé—shipmasters (in 1 road). | 1 | 2 | 4.81—5.00 | | | 1 | | | | | | | | | | | | | | | 1 | |
| | 2 | | | | | 1 | | | | | | | | | | | | | | | 1 | |
| Transport tug employé—shipwright (in 1 road). | 1 | 1 | 2.41—2.60 | | | | | | | | | | | | | | | | | | 1 | |
| | 1 | | | | | | | | | | | | | | | | | | | | 1 | |
| Transport tug employé—steward (in 1 road.) | 1 | 1 | 1.81—2.00 | | | | | | | | | | | 1 | | | | | | | | |
| | 1 | | | | | | | | | | | | | 1 | | | | | | | | |
| Transport tug employé—stewards' helpers (in 1 road). | 1 | 5 | .81—1.00 | 5 | | | | | | | | | | | | | | | | | | |
| | 5 | | | | | | | | | | | | | | | | | | | | | |
| Transport tug employé—stewardess (in 1 road). | 1 | 1 | .61— .80 | | | | | | | | | | | 1 | | | | | | | | |
| | 1 | | | | | | | | | | | | | 1 | | | | | | | | |
| Transport tug employé—wheelmen (in 1 road). | 1 | 5 | .81—1.00 | 1 | 1 | 3 | | | | | | | | | | | | | | | | |
| | 2 | 1 | 1.01—1.20 | | | | | | | | | | | | | | | | | | 1 | |
| | 3 | 1 | 1.21—1.40 | | | | | | | | | | | 1 | | | | | | | | |
| | 7 | | | 1 | 1 | 3 | | | | | | | | 1 | | | | | | | 1 | |
| Trimmers (in 5 roads) | 1 | 2 | 1.21—1.40 | 1 | | 1 | | | | | | | | | | | | | | | | |
| | 2 | 2 | 1.41—1.60 | | | 2 | | | | | | | | | | | | | | | | |
| | 3 | 7 | 1.61—1.80 | 1 | 1 | 1 | | | | | | | | 1 | 1 | | | | | | 2 | |
| | 4 | 3 | 1.81—2.00 | | | | | | | 1 | | | | | 2 | | | | | | | 3 |
| | 5 | 16 | 2.01—2.20 | 2 | | 5 | | | | 1 | 1 | | | 2 | 2 | | | | | | | |
| | 6 | 3 | 2.21—2.40 | | | | | | | 1 | 1 | | | | 1 | | | | | | | |
| | 33 | | | 4 | 1 | 9 | 2 | 3 | 3 | 3 | 6 | 5 | | | | | | | | | | |
| 1 | | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | | | | | | | | | | | |
| 34 | | | | | | | | | | | | | | | | | | | | | | |

a Rate and time cannot be stated, as he worked by the piece.

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|---------------------|---|
| 100 dolls. and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 doll | 401 to 500 doll | 501 to 600 doll | 601 to 700 doll | 701 to 800 doll | 801 to 900 doll | 901 to 1000 doll | 1001 to 1100 doll | 1101 to 1200 doll | 1201 to 1300 doll | 1301 to 1400 doll | 1401 to 1500 doll | 1501 to 1600 doll | 1601 to 1700 doll | 1701 to 1800 doll | 1801 to 1900 doll | 1901 to 2000 doll | 2001 and over | |
| 1 | 1 | | | | | | | | | | | | | | | | | | | | 1 |
| | | | | 1 | 1 | | | | | | | | | | | | | | | | 2 |
| | | | | | | 1 | | | | | | | | | | | | | | | 3 |
| | | | | | | | 1 | | | | | | | | | | | | | | 4 |
| 1 | 1 | | | 1 | 1 | 1 | | | | | | | | | | | | | | | |
| 2 | | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | | | | | | | | | | | | | | | | | | | | | 2 |
| 4 | | | | | | | | | | | | | | | | | | | | | 3 |
| 7 | | | | | | | | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | | | | | | | | 1 |
| 4 | | | | | | | | | | | | | | | | | | | | | |
| 11 | | | | | | | | | | | | | | | | | | | | | 1 |
| 11 | | | | | | | | | | | | | | | | | | | | | |
| 1 | | | 1 | | | | | | | | | | | | | | | | | | 1 |
| 1 | 1 | | | | | | | | | | | | | | | | | | | | 2 |
| 2 | 1 | | 1 | | | | | | | | | | | | | | | | | | |
| | 1 | | | | | | | | | | | | | | | | | | | | 1 |
| | 1 | | | | | | | | | | | | | | | | | | | | |
| | | 1 | | | | | | | | | | | | | | | | 1 | | | 1 |
| | | 1 | | | | | | | | | | | | | | | | | 1 | | |
| | | | 1 | | | | | | | | | | | | | | | | | | 1 |
| | | | 1 | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | 1 | | | | | | | | | | | | 1 |
| | | | | | | | | | 1 | | | | | | | | | | | | |
| | | | | 1 | | | | | | | | | | | | | | | | | 1 |
| | | | | 1 | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | 1 |
| 5 | | | | | | | | | | | | | | | | | | | | | |
| | 1 | | | | | | | | | | | | | | | | | | | | 1 |
| | 1 | | | | | | | | | | | | | | | | | | | | |
| 5 | | | 1 | | | | | | | | | | | | | | | | | | 1 |
| | | | 1 | | | | | | | | | | | | | | | | | | 2 |
| | | | | 1 | | | | | | | | | | | | | | | | | 3 |
| 5 | | 1 | 1 | | | | | | | | | | | | | | | | | | |
| 2 | | | | | | | | | | | | | | | | | | | | | 1 |
| 2 | 2 | | | | | | | | | | | | | | | | | | | | 2 |
| | 1 | | | 2 | 2 | | | | | | | | | | | | | | | | 3 |
| 2 | 5 | | 1 | 2 | 1 | 5 | | | | | | | | | | | | | | | 4 |
| | | | 1 | 1 | | 1 | | | | | | | | | | | | | | | 5 |
| | | | | | | | | | | | | | | | | | | | | | 6 |
| 6 | 8 | | 3 | 5 | 5 | 6 | | | | | | | | | | | | | | | |
| | | | 1 | | | | | | | | | | | | | | | | | | |
| 6 | 8 | | 4 | 5 | 5 | 6 | | | | | | | | | | | | | | | |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Num-ber of em-ploy-és. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | |
|------------------------------------|------------------|------------------------|--|--|----------------|-------------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|-------|
| | | | | 25 days and under | 26 to 50 days. | * 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | |
| Truck builders (in 2 roads). | 1 | 21 | \$1.01-\$1.20 | 1 | 3 | 3 | 3 | 2 | 1 | 5 | 3 | ..... |  |
| | 2 | 10 | 1.21-1.40 | ..... | ..... | 2 | 3 | 2 | 1 | 1 | 1 | ..... |  |
| | 3 | 4 | 1.41-1.60 | ..... | 1 | 1 | 1 | ..... | ..... | 1 | ..... | ..... |  |
| | 4 | 2 | 1.61-1.80 | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 1 | ..... |  |
| | 5 | 1 | 2.41-2.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |  |
| | | 38 | ..... | 1 | 4 | 6 | 7 | 4 | 2 | 8 | 6 | ..... |  |
| Truck men (in 9 roads)..... | 1 | 44 | 1.21-1.40 | 12 | 6 | 4 | 6 | 2 | 3 | 3 | 8 | ..... |  |
| | 2 | 74 | 1.41-1.60 | 7 | 2 | 8 | 10 | 5 | 8 | 5 | 28 | 1 | |
| | 3 | 130 | 1.61-1.80 | 80 | 11 | 3 | 3 | 4 | 5 | 12 | 12 | ..... |  |
| | 4 | 10 | 1.81-2.00 | ..... | ..... | 1 | ..... | 2 | 1 | 2 | 4 | ..... |  |
| | 5 | 1 | 2.01-2.20 | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... |  |
| | | 259 | ..... | 99 | 19 | 16 | 19 | 13 | 17 | 23 | 52 | 1 | |
| Tube cleaner (in 1 road)... | 1 | 1 | 1.21-1.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |  |
| | | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |  |
| Tube welder (in 1 road) ... | 1 | 1 | 1.61-1.80 | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... |  |
| | | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... |  |
| Tubers (in 2 roads)..... | 1 | 2 | 1.61-1.80 | ..... | ..... | ..... | 2 | ..... | ..... | ..... | ..... | ..... |  |
| | 2 | 1 | 1.81-2.00 | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... |  |
| | | 3 | ..... | ..... | ..... | ..... | 2 | ..... | ..... | 1 | ..... | ..... |  |
| Tunnel door tenders (in 1 road). | 1 | 2 | 1.61-1.80 | ..... | ..... | ..... | 2 | ..... | ..... | ..... | ..... | ..... |  |
| | | 2 | ..... | ..... | ..... | ..... | 2 | ..... | ..... | ..... | ..... | ..... |  |
| Turners (in 4 roads) | 1 | 2 | 1.61-1.80 | ..... | ..... | ..... | 1 | ..... | ..... | 1 | ..... | ..... |  |
| | 2 | 2 | 1.81-2.00 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | 1 | ..... |  |
| | 3 | 8 | 2.01-2.20 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | 5 | 1 | |
| | 4 | 12 | 2.21-2.40 | ..... | 1 | ..... | 1 | 2 | ..... | ..... | 4 | 4 | |
| | 5 | 4 | 2.41-2.60 | ..... | ..... | ..... | ..... | ..... | ..... | 3 | 1 | ..... |  |
| | | 28 | ..... | 3 | ..... | 2 | 3 | ..... | ..... | 8 | 11 | 1 | |
| | | 2 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | |
| | | 30 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Turner, driller, etc. (in 1 road). | 1 | 1 | 1.61-1.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |  |
| | | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |  |
| Turntable tenders (in 2 roads). | 1 | 1 | .81-1.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | |
| | 2 | 49 | 1.01-1.20 | 20 | 3 | | 4 | 7 | 2 | 1 | 2 | 6 | 4 |
| | 3 | 6 | 1.21-1.40 | | 1 | | | | | | | 4 | 1 |
| | 4 | 5 | 1.41-1.60 | | | | | | | | | 4 | 1 |
| | 5 | 1 | 1.61-1.80 | | | | | | | | | 1 | |
| | | 62 | ..... | 20 | 4 | 4 | 7 | 2 | 1 | 2 | 15 | 7 | |
| Typewriters (in 2 roads)... | 1 | 2 | 1.21-1.40 | ..... | ..... | 1 | ..... | ..... | 1 | ..... | ..... | ..... |  |
| | 2 | 1 | 1.41-1.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |  |
| | 3 | 1 | 1.61-1.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |  |
| | | 4 | ..... | ..... | ..... | 1 | ..... | ..... | 1 | ..... | 2 | ..... |  |

a Rate and time cannot be stated, as they worked by the piece.

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|-----------------------------|------------------------------|------------------------------|------------------------------|------------------------------|------------------------------|------------------------------|------------------------------|------------------------------|------------------------------|------------------------------|-----------------------------------|---|
| 100 dolls. and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 dolls. | 401 to 500 dolls. | 501 to 600 dolls. | 601 to 700 dolls. | 701 to 800 dolls. | 801 to 900 dolls. | 901 to 1000 dolls. | 1001 to 1100 dolls. | 1101 to 1200 dolls. | 1201 to 1300 dolls. | 1301 to 1400 dolls. | 1401 to 1500 dolls. | 1501 to 1600 dolls. | 1601 to 1700 dolls. | 1701 to 1800 dolls. | 1801 to 1900 dolls. | 1901 to 2000 dolls. | 2001 to doll and over | |
| 6 | 6 | 1 | 8 | | | | | | | | | | | | | | | | | | 1 |
| 1 | 4 | 2 | 2 | 1 | | | | | | | | | | | | | | | | | 2 |
| 1 | 2 | | 1 | | | 2 | | | | | | | | | | | | | | | 3 |
| | | | | | | | 1 | | | | | | | | | | | | | | 4 |
| | | | | | | | | | | | | | | | | | | | | | 5 |
| 8 | 12 | 3 | 11 | 1 | 2 | | 1 | | | | | | | | | | | | | | |
| 20 | 7 | 5 | 5 | 6 | 1 | | | | | | | | | | | | | | | | 1 |
| 12 | 11 | 9 | 9 | 31 | 2 | | | | | | | | | | | | | | | | 2 |
| 92 | 2 | 4 | 6 | 5 | 20 | 1 | | | | | | | | | | | | | | | 3 |
| | 1 | | 2 | 1 | 3 | 2 | 1 | | | | | | | | | | | | | | 4 |
| | | | | | 1 | | | | | | | | | | | | | | | | 5 |
| 124 | 21 | 18 | 22 | 43 | 27 | 3 | 1 | | | | | | | | | | | | | | |
| | | | | 1 | | | | | | | | | | | | | | | | | 1 |
| | | | | 1 | | | | | | | | | | | | | | | | | |
| | | | | 1 | | | | | | | | | | | | | | | | | 1 |
| | | | | 1 | | | | | | | | | | | | | | | | | |
| | 1 | 1 | | | 1 | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | | | | | 2 |
| | 1 | 1 | | | | 1 | | | | | | | | | | | | | | | |
| | 2 | | | | | | | | | | | | | | | | | | | | 1 |
| | 2 | | | | | | | | | | | | | | | | | | | | |
| 1 | | 1 | | | 1 | | | | | | | | | | | | | | | | 1 |
| 1 | 1 | 1 | | | 1 | | | | 5 | | 1 | | | | | | | | | | 2 |
| 1 | 1 | 2 | | | | 5 | | 2 | | | | | | | | | | | | | 3 |
| | | | | | | 4 | | 4 | | | | | | | | | | | | | 4 |
| 3 | 1 | 4 | | | 2 | 11 | 6 | 1 | | | | | | | | | | | | | 5 |
| | | | 1 | | | 1 | | | | | | | | | | | | | | | |
| 3 | 1 | 4 | 1 | | 2 | 12 | 6 | 1 | | | | | | | | | | | | | |
| | | | | | 1 | | | | | | | | | | | | | | | | 1 |
| | | | | | 1 | | | | | | | | | | | | | | | | |
| 25 | | | 1 | | | | | | | | | | | | | | | | | | 1 |
| 1 | 9 | 3 | 4 | 8 | | | | | | | | | | | | | | | | | 2 |
| | | | 2 | 2 | 1 | | | | | | | | | | | | | | | | 3 |
| | | | | 1 | 3 | 1 | | | | | | | | | | | | | | | 4 |
| | | | | 1 | 1 | | | | | | | | | | | | | | | | 5 |
| 26 | 9 | 3 | 7 | 11 | 5 | 1 | | | | | | | | | | | | | | | |
| | 1 | 1 | | | | | | | | | | | | | | | | | | | 1 |
| | | | | 1 | | | | | | | | | | | | | | | | | 2 |
| | | | | | | 1 | | | | | | | | | | | | | | | 3 |
| | 1 | 1 | | 1 | | 1 | | | | | | | | | | | | | | | |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Number of employ- ees. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | |
|--|------------------|---------------------------|---|--|-------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|-----------------------------|-----|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | |
| Upholsterers (in 21 roads). | 1 | 3 | \$1.21-\$1.40 | 1 | | | 1 | | | | | 1 | |
| | 2 | 2 | 1.41-1.60 | | | | | | | | | 1 | 1 |
| | 3 | 11 | 1.61-1.80 | | 2 | 2 | 1 | | | 2 | 4 | | |
| | 4 | 14 | 1.81-2.00 | 1 | 1 | | 2 | 1 | 1 | 1 | 4 | 4 | |
| | 5 | 9 | 2.01-2.20 | 2 | 1 | 1 | | | | 2 | 3 | | |
| | 6 | 15 | 2.21-2.40 | 1 | | | 3 | 3 | 1 | | 1 | 6 | |
| | 7 | 14 | 2.41-2.60 | | 1 | 2 | 1 | | | 1 | 2 | 7 | |
| | 8 | 3 | 2.61-2.80 | | | | | | | | 1 | 1 | 1 |
| | 9 | 4 | 2.81-3.00 | | 1 | 1 | | | | | 2 | | |
| | | 75 | | | 6 | 6 | 8 | 8 | 2 | 7 | 18 | 20 | |
| | 26 | (a) | | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | |
| | 101 | | | | | | | | | | | | |
| Upholsterers' apprentices (in 3 roads). | 1 | 1 | .41-.60 | | | | | 1 | | | | | |
| | 2 | 1 | .61-.80 | | | | | | 1 | | | | |
| | 3 | 1 | .81-1.00 | | | | | | | 1 | | | |
| | | 3 | | | | | | 1 | 1 | 1 | | | |
| | | 7 | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) |
| | 10 | | | | | | | | | | | | |
| Upholsterers' helpers (in 8 roads). | 1 | 1 | .61-.80 | | | | | | 1 | | | | |
| | 2 | 1 | .81-1.00 | | | 1 | | | | | | | |
| | 3 | 6 | 1.01-1.20 | | 2 | | 2 | | 1 | 1 | | | |
| | 4 | 4 | 1.21-1.40 | | | 2 | 1 | | | | 1 | | |
| | 5 | 1 | 1.41-1.60 | | | | | | | | 1 | | |
| | 6 | 2 | 1.81-2.00 | 2 | | | | | | | | | |
| | 15 | | | 2 | 2 | 3 | 3 | | 2 | 3 | | | |
| Ushers (in 5 roads)..... | 1 | 15 | 1.21-1.40 | 2 | 2 | 3 | 1 | 1 | | | 2 | 4 | |
| | 2 | 1 | 1.41-1.60 | | | | | | | | | 1 | |
| | 3 | 10 | 1.61-1.80 | 1 | | 2 | 1 | 1 | | | 2 | 3 | |
| | | 26 | | 3 | 2 | 5 | 2 | 2 | | | 4 | 8 | |
| Varnishers (in 1 road)..... | 1 | 1 | 1.61-1.80 | | | | | | | | 1 | | |
| | | 1 | | | | | | | | | 1 | | |
| | | 10 | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | |
| | 11 | | | | | | | | | | | | |
| Wagoners (in 1 road)..... | 1 | 2 | 1.01-1.20 | | | | | | | | 2 | | |
| | 2 | 1 | 1.61-1.80 | | | | | | 1 | | | | |
| | | 3 | | | | | | | 1 | 2 | | | |
| Waiters (in 3 roads)..... | 1 | 32 | .41-.60 | 17 | 7 | 4 | 3 | | 1 | | | | |
| | 2 | 6 | .61-.80 | 2 | 1 | 2 | | | | | | 1 | |
| | 3 | 26 | .81-1.00 | 13 | 2 | 5 | 3 | 1 | | | 2 | 2 | |
| | 4 | 34 | 1.01-1.20 | 12 | 9 | 4 | 3 | 4 | 1 | | 1 | | |
| | 5 | 3 | 1.41-1.60 | 3 | | | | | | | | | |
| | 6 | 1 | 2.41-2.60 | 1 | | | | | | | | | |
| | 102 | | | 48 | 19 | 15 | 9 | 5 | 2 | | 4 | | |
| Waiters on "special" (in 1 road). | 1 | 9 | .81-1.00 | 9 | | | | | | | | | |
| | | 9 | | | | | | | | | | | |

a Rate and time cannot be stated, as they worked by the piece and contract combined.

b Rate and time cannot be stated, as they worked by the piece.

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|---------------------------|---------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|-----------------------------|-------|
| 100 dols. and under | 101 to 200 dols. | 201 to 300 dols. | 301 to 400 doll | 401 to 500 doll | 501 to 600 doll | 601 to 700 doll | 701 to 800 doll | 801 to 900 doll | 901 to 1000 doll | 1001 to 1100 doll | 1101 to 1200 doll | 1201 to 1300 doll | 1301 to 1400 doll | 1401 to 1500 doll | 1501 to 1600 doll | 1601 to 1700 doll | 1701 to 1800 doll | 1801 to 1900 doll | 1901 to 2000 doll | 2001 doll and over | |
| ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| 1 | ..... | ..... | 1 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 |
| 1 | ..... | 1 | 3 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| 3 | 1 | 2 | ..... | 3 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 3 | 1 | 2 | ..... | 3 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 9 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| 11 | 11 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 |
| 10 | 2 | 9 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 |
| 23 | 13 | 11 | 7 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 4 |
| 37 | 19 | 20 | 25 | 63 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 5 |
| 135 | 58 | 28 | 26 | 101 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 6 |
| 46 | 34 | 19 | 17 | 55 | 25 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 7 |
| 20 | 5 | 2 | 2 | 10 | 13 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 8 |
| 2 | 1 | 2 | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 9 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 10 |
| 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 11 |
| 294 | 143 | 93 | 77 | 229 | 40 | 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 294 | 144 | 93 | 77 | 229 | 40 | 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 6 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 |
| 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 |
| 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 4 |
| 1 | ..... | 1 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 5 |
| 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 6 |
| 2 | 12 | 11 | 8 | 12 | 1 | ..... | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 7 |
| | | | | | | | | | | | | | | | | | | | | | |
| 12 | 13 | 12 | 10 | 12 | 1 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 7 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| 11 | 4 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 |
| 31 | 17 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 |
| 57 | 7 | 32 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 4 |
| 240 | 69 | 63 | 113 | 4 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 5 |
| 241 | 106 | 89 | 226 | 192 | 16 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 6 |
| 409 | 164 | 98 | 322 | 46 | 3 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 7 |
| 149 | 53 | 29 | 29 | 37 | 169 | 8 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 8 |
| 106 | 54 | 29 | 30 | 19 | 80 | 40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 9 |
| 24 | 12 | 8 | 4 | 4 | 3 | 28 | 24 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 10 |
| 2 | ..... | ..... | ..... | ..... | ..... | ..... | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 11 |
| 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 12 |
| 1 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 13 |
| 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 14 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 15 |
| 1,281 | 486 | 350 | 498 | 578 | 315 | 79 | 26 | ..... | ..... | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | 1 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| ..... | 1 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Number of employ-ees. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | |
|-----------------------------------|------------------|-----------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | | | | | | | | |
| Watchmen, bridge (in 11 roads). | 1 | 1 | Under \$.21 | ----- | 1 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | |
| | 2 | 2 | \$.21- .40 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| | 3 | 1 | .41- .60 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| | 4 | 18 | .81- 1.00 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| | 5 | 71 | 1.01- 1.20 | ----- | 5 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| | 6 | 10 | 1.21- 1.40 | ----- | 1 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| | 7 | 5 | 1.41- 1.60 | ----- | 1 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| | 8 | 1 | 1.61- 1.80 | ----- | 1 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| | 9 | 1 | 1.81- 2.00 | ----- | 1 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| | 10 | 1 | 2.21- 2.40 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| | | 111 | ----- | 10 | 8 | 3 | 3 | 2 | 5 | 7 | 72 | 1 | | | | | | | | | |
| Watchmen, crossing (in 6 roads). | 1 | 3 | .21- .40 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | |
| | 2 | 9 | .41- .60 | ----- | 1 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | |
| | 3 | 51 | .81- 1.00 | ----- | 6 | 3 | 5 | 7 | 2 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | |
| | 4 | 67 | 1.01- 1.20 | ----- | 13 | 10 | 11 | 4 | 1 | 2 | 2 | 24 | 2 | | | | | | | | |
| | 5 | 14 | 1.21- 1.40 | ----- | 2 | 3 | 1 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | |
| | 6 | 3 | 1.41- 1.60 | ----- | 1 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | |
| | 7 | 1 | 1.61- 1.80 | ----- | 1 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | |
| | 8 | 2 | 1.81- 2.00 | ----- | 1 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | |
| | 9 | 1 | 2.01- 2.20 | ----- | 1 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | |
| | | 151 | ----- | 21 | 18 | 19 | 13 | 3 | 4 | 2 | 69 | 2 | | | | | | | | | |
| Watchmen, dock (in 3 roads). | 1 | 1 | .81- 1.00 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | |
| | 2 | 8 | 1.41- 1.60 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | |
| | 3 | 13 | 1.61- 1.80 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | |
| | 4 | 2 | 1.81- 2.00 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | |
| | | 24 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | |
| Watchmen, engine (in 11 roads). | 1 | 1 | .21- .40 | ----- | 1 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | |
| | 2 | 2 | .81- 1.00 | ----- | 2 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | |
| | 3 | 8 | 1.01- 1.20 | ----- | 2 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | |
| | 4 | 35 | 1.21- 1.40 | ----- | 12 | 5 | 1 | 2 | 1 | 3 | 2 | 5 | 8 | 1 | | | | | | | |
| | 5 | 72 | 1.41- 1.60 | ----- | 33 | 3 | 6 | 4 | 3 | 3 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | |
| | 6 | 9 | 1.61- 1.80 | ----- | 1 | 1 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | |
| | 7 | 2 | 1.81- 2.00 | ----- | 2 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | |
| | | 129 | ----- | 53 | 9 | 7 | 6 | 7 | 6 | 2 | 29 | 10 | | | | | | | | | |
| Watchmen, fire (in 1 road). | 1 | 1 | .61- .80 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | |
| | 2 | 1 | .81- 1.00 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | |
| | | 2 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | |
| Watchmen, freight (in 1 road). | 1 | 4 | 1.21- 1.40 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | |
| | 2 | 1 | 1.81- 2.00 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | |
| | | 5 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | |
| Watchmen, roundhouse (in 1 road). | 1 | 1 | 1.21- 1.40 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | |
| | 2 | 3 | 1.41- 1.60 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | |
| | 3 | 1 | 1.61- 1.80 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | |
| | 5 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | |
| Watchmen, shop (in 1 road). | 1 | 2 | .81- 1.00 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | |
| | 2 | 4 | 1.21- 1.40 | ----- | 1 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | |
| | 3 | 5 | 1.41- 1.60 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | |
| | 4 | 1 | 1.61- 1.80 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | |
| | 12 | ----- | ----- | 1 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|-----------------------------|----|
| 100 dolls. and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 doll | 401 to 500 doll | 501 to 600 doll | 601 to 700 doll | 701 to 800 doll | 801 to 900 doll | 901 to 1000 doll | 1001 to 1100 doll | 1101 to 1200 doll | 1201 to 1300 doll | 1301 to 1400 doll | 1401 to 1500 doll | 1501 to 1600 doll | 1601 to 1700 doll | 1701 to 1800 doll | 1801 to 1900 doll | 1901 to 2000 doll | 2001 doll and over | |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| | 2 | | | | | | | | | | | | | | | | | | | | 2 |
| | 1 | | | | | | | | | | | | | | | | | | | | 3 |
| 5 | 1 | 2 | 10 | | | | | | | | | | | | | | | | | | 4 |
| 9 | 4 | 7 | 39 | 12 | | | | | | | | | | | | | | | | | 5 |
| 1 | | | | 9 | | | | | | | | | | | | | | | | | 6 |
| 3 | | | | 1 | 1 | | | | | | | | | | | | | | | | 7 |
| 1 | | | | | | | | | | | | | | | | | | | | | 8 |
| 1 | | | | | | | | | | | | | | | | | | | | | 9 |
| | | | | | | 1 | | | | | | | | | | | | | | | 10 |
| 21 | 8 | 9 | 49 | 22 | 1 | 1 | | | | | | | | | | | | | | | |
| 2 | 1 | | | | | | | | | | | | | | | | | | | | 1 |
| 3 | 6 | | | | | | | | | | | | | | | | | | | | 2 |
| 14 | 7 | 2 | 28 | | | | | | | | | | | | | | | | | | 3 |
| 33 | 5 | 5 | 20 | 4 | | | | | | | | | | | | | | | | | 4 |
| 4 | 2 | | | 8 | | | | | | | | | | | | | | | | | 5 |
| 1 | | | | | 2 | | | | | | | | | | | | | | | | 6 |
| 1 | | | | | | | | | | | | | | | | | | | | | 7 |
| 1 | | | | | | 1 | | | | | | | | | | | | | | | 8 |
| 1 | | | | | | | | | | | | | | | | | | | | | 9 |
| 60 | 21 | 7 | 48 | 12 | 2 | 1 | | | | | | | | | | | | | | | |
| | | | 1 | | | | | | | | | | | | | | | | | | 1 |
| 2 | 1 | 3 | | | 2 | | | | | | | | | | | | | | | | 2 |
| | 3 | 2 | | 2 | 1 | 5 | | | | | | | | | | | | | | | 3 |
| | | | | | | 1 | 1 | | | | | | | | | | | | | | 4 |
| 2 | 4 | 5 | 1 | 2 | 3 | 6 | 1 | | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| 2 | | | | | | | | | | | | | | | | | | | | | 2 |
| 2 | | | | | | | | | | | | | | | | | | | | | 3 |
| 17 | 3 | 3 | 2 | 10 | | | | | | | | | | | | | | | | | 4 |
| 41 | 3 | 5 | 3 | 3 | 10 | 7 | | | | | | | | | | | | | | | 5 |
| 2 | | | 2 | | 3 | 2 | | | | | | | | | | | | | | | 6 |
| 2 | | | | | | | | | | | | | | | | | | | | | 7 |
| 67 | 6 | 9 | 7 | 18 | 13 | 9 | | | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | | | | | | | | | | | | | | | | | | | | | 2 |
| 2 | | | | | | | | | | | | | | | | | | | | | |
| | | | | 3 | 1 | | | | | | | | | | | | | | | | 1 |
| | | | | | | | 1 | | | | | | | | | | | | | | 2 |
| | | | | 3 | 1 | | 1 | | | | | | | | | | | | | | |
| | | | 1 | | | | | | | | | | | | | | | | | | 1 |
| | | | | | 3 | | | | | | | | | | | | | | | | 2 |
| | | | | | 1 | | | | | | | | | | | | | | | | 3 |
| | | | 1 | | 4 | | | | | | | | | | | | | | | | |
| 1 | | | 1 | | | | | | | | | | | | | | | | | | 1 |
| | | 1 | | 4 | | | | | | | | | | | | | | | | | 2 |
| | | | | 2 | | | | | | | | | | | | | | | | | 3 |
| | | | | 1 | | | | | | | | | | | | | | | | | 4 |
| 1 | | 1 | 1 | 7 | 2 | | | | | | | | | | | | | | | | |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Number of employ- ees. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | |
|--|------------------|---------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|-------|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | |
| Watchmen, track (in 8 roads). | 1 | 3 | \$0.41-\$0.60 | ..... | ..... | 1 | ..... | 1 | ..... | ..... | ..... | 1 | ..... |
| | 2 | 1 | .61-.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 3 | 111 | .81-1.00 | 13 | 14 | 19 | 20 | 3 | 3 | 4 | ..... | 35 | ..... |
| | 4 | 281 | 1.01-1.20 | 6 | 20 | 32 | 29 | 11 | 14 | 16 | ..... | 151 | 2 |
| | 5 | 14 | 1.21-1.40 | 1 | 1 | 3 | 2 | ..... | ..... | ..... | ..... | 7 | ..... |
| | 6 | 1 | 1.41-1.60 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 7 | 1 | 1.61-1.80 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | 412 | ..... | 22 | 35 | 55 | 51 | 15 | 17 | 21 | ..... | 194 | 2 |
| Watchmen, tunnel (in 5 roads). | 1 | 22 | .81-1.00 | 1 | 2 | 2 | 1 | 1 | ..... | ..... | ..... | 13 | 2 |
| | 2 | 45 | 1.01-1.20 | 1 | 4 | 1 | 2 | 2 | 4 | 3 | ..... | 28 | ..... |
| | 3 | 1 | 1.21-1.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| | | 68 | ..... | 2 | 6 | 3 | 3 | 3 | 4 | 3 | ..... | 42 | 2 |
| Watchmen, work train (in 5 roads). | 1 | 2 | 1.01-1.20 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | 1 | ..... |
| | 2 | 4 | 1.21-1.40 | 1 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | 1 | ..... |
| | 3 | 4 | 1.41-1.60 | 1 | 1 | 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... |
| | 4 | 4 | 1.61-1.80 | ..... | 2 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | 14 | ..... | 2 | 3 | 3 | 2 | 1 | ..... | 1 | ..... | 2 | ..... |
| Watchmen and flagmen (in 3 roads). | 1 | 2 | .81-1.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 | ..... |
| | 2 | 3 | 1.41-1.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 2 |
| | | 5 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 | 2 |
| Watchmen and laborers (in 2 roads). | 1 | 1 | .61-.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| | 2 | 18 | 1.01-1.20 | ..... | 2 | 4 | 3 | 2 | 3 | 1 | ..... | 2 | 1 |
| | 3 | 18 | 1.21-1.40 | ..... | ..... | 1 | 4 | 2 | 1 | ..... | ..... | 9 | 1 |
| | 4 | 1 | 1.41-1.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| | | 38 | ..... | 2 | 5 | 7 | 4 | 4 | 2 | ..... | 12 | 2 | |
| Watchmen and lamp tenders (in 2 roads). | 1 | 1 | .61-.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| | 2 | 2 | 1.41-1.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 | ..... |
| | 3 | 1 | 1.61-1.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| | | 4 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 4 | ..... |  |
| Watchmen and pumpers (in 2 roads). | 1 | 2 | 1.01-1.20 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 1 |
| | 2 | 2 | 1.21-1.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 1 |
| | | 4 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 2 |
| Watchman and repairer (in 1 road). | 1 | 1 | 1.81-2.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| | | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| Watchmen and telegraph operators (in 3 roads). | 1 | 5 | .81-1.00 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | 1 | 3 | ..... |
| | 2 | 3 | 1.01-1.20 | 1 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... |
| | 3 | 30 | 1.21-1.40 | 2 | 3 | 3 | 6 | 4 | 1 | 2 | ..... | 9 | ..... |
| | 4 | 9 | 1.41-1.60 | 1 | ..... | 2 | ..... | ..... | 2 | 1 | ..... | 3 | ..... |
| | 5 | 2 | 1.61-1.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 | ..... |
| | | 49 | ..... | 4 | 3 | 5 | 8 | 4 | 4 | 4 | ..... | 17 | ..... |
| Watchmen and wipers (in 4 roads). | 1 | 5 | 1.21-1.40 | 2 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | 2 | ..... |
| | 2 | 16 | 1.41-1.60 | 6 | 2 | 2 | ..... | 1 | 1 | ..... | ..... | 4 | ..... |
| | | 21 | ..... | 8 | 2 | 3 | ..... | 1 | 1 | ..... | ..... | 6 | ..... |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|-----------------------------|---|
| 100 dolls. and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 doll | 401 to 500 doll | 501 to 600 doll | 601 to 700 doll | 701 to 800 doll | 801 to 900 doll | 901 to 1000 doll | 1001 to 1100 doll | 1101 to 1200 doll | 1201 to 1300 doll | 1301 to 1400 doll | 1401 to 1500 doll | 1501 to 1600 doll | 1601 to 1700 doll | 1701 to 1800 doll | 1801 to 1900 doll | 1901 to 2000 doll | 2001 doll and over | |
| 2 | 1 | | | | | | | | | | | | | | | | | | | | 1 |
| 47 | 22 | 7 | 35 | | | | | | | | | | | | | | | | | | 2 |
| 52 | 41 | 28 | 146 | 14 | | | | | | | | | | | | | | | | | 3 |
| 3 | 4 | | 2 | 5 | | | | | | | | | | | | | | | | | 4 |
| 1 | | | | | | | | | | | | | | | | | | | | | 5 |
| 1 | | | | | | | | | | | | | | | | | | | | | 6 |
| 106 | 69 | 35 | 183 | 19 | | | | | | | | | | | | | | | | | 7 |
| 5 | 2 | | 14 | 1 | | | | | | | | | | | | | | | | | 1 |
| 6 | 3 | 6 | 27 | 3 | | | | | | | | | | | | | | | | | 2 |
| | | | | 1 | | | | | | | | | | | | | | | | | 3 |
| 11 | 5 | 6 | 41 | 5 | | | | | | | | | | | | | | | | | |
| | 1 | | | 1 | | | | | | | | | | | | | | | | | 1 |
| 1 | | 1 | 1 | 1 | | | | | | | | | | | | | | | | | 2 |
| 2 | 1 | | | | | | | | | | | | | | | | | | | | 3 |
| 2 | 2 | | | | | | | | | | | | | | | | | | | | 4 |
| 5 | 4 | 2 | 1 | 2 | | | | | | | | | | | | | | | | | |
| | | | 2 | | | | | | | | | | | | | | | | | | 1 |
| | | | | | 3 | | | | | | | | | | | | | | | | 2 |
| | | | 2 | | 3 | | | | | | | | | | | | | | | | |
| 6 | 1 | 4 | 4 | 2 | 1 | 1 | | | | | | | | | | | | | | | 1 |
| 1 | 4 | 2 | 3 | 8 | 1 | | | | | | | | | | | | | | | | 2 |
| | | | | | 1 | | | | | | | | | | | | | | | | 3 |
| 7 | 9 | 6 | 5 | 9 | 2 | | | | | | | | | | | | | | | | 4 |
| | | 1 | | | | | | | | | | | | | | | | | | | 1 |
| | | | | 1 | 1 | | | | | | | | | | | | | | | | 2 |
| | | | | | 1 | | | | | | | | | | | | | | | | 3 |
| | | 1 | | | 1 | 2 | | | | | | | | | | | | | | | |
| 1 | | | | | 1 | | | | | | | | | | | | | | | | 1 |
| | | | | | 2 | | | | | | | | | | | | | | | | 2 |
| 1 | | | | | 3 | | | | | | | | | | | | | | | | |
| | | | | | | | | | | 1 | | | | | | | | | | | 1 |
| | | | | | | | | | | 1 | | | | | | | | | | | |
| | 1 | 2 | 2 | | | | | | | | | | | | | | | | | | 1 |
| 1 | 1 | 1 | | | | | | | | | | | | | | | | | | | 2 |
| 6 | 8 | 4 | 3 | 9 | | | | | | | | | | | | | | | | | 3 |
| 1 | 2 | | 2 | 2 | 2 | | | | | | | | | | | | | | | | 4 |
| | | | | | 2 | | | | | | | | | | | | | | | | 5 |
| 8 | 12 | 7 | 7 | 11 | 4 | | | | | | | | | | | | | | | | |
| 2 | 1 | | | 1 | 1 | | | | | | | | | | | | | | | | 1 |
| 8 | 2 | 1 | 1 | 2 | 2 | | | | | | | | | | | | | | | | 2 |
| 10 | 3 | 1 | 1 | 3 | 3 | | | | | | | | | | | | | | | | |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 163, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Number of employ- ees. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | | | | | | |
|---------------------------------------|------------------|---------------------------|---|--|-------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|-----------------------------|--|--|--|--|--|--|-----|---|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | | | | | | | |
| Water boys (in 26 roads).. | 1 | 2 | \$0.21-\$0.40 | 1 | 1 | | | | | | | | | | | | | | | |
| | 2 | 40 | .41-.60 | 10 | 11 | 10 | 2 | 2 | 3 | | | | | | | | | | | |
| | 3 | 185 | .61-.80 | 33 | 18 | 38 | 44 | 21 | 18 | 3 | 10 | | | | | | | | | |
| | 4 | 111 | .81-1.00 | 27 | 20 | 20 | 23 | 7 | 8 | 2 | 4 | | | | | | | | | |
| | 5 | 16 | 1.21-1.40 | 3 | 2 | 4 | 1 | | 4 | 1 | 1 | | | | | | | | | |
| | 6 | 1 | 1.41-1.60 | 1 | | | | | | | | | | | | | | | | |
| | | 355 | | 75 | 52 | 72 | 70 | 30 | 33 | 6 | 17 | | | | | | | | | |
| Water gauger (in 1 road).. | 1 | 1 | 1.41-1.60 | | | | | | | | | | | | | | | | | 1 |
| | | 1 | | | | | | | | | | | | | | | | | | 1 |
| Water pipe man (in 1 road) | 1 | 1 | 2.21-2.40 | | | | | | | | | | | | | | | | | 1 |
| | | 1 | | | | | | | | | | | | | | | | | | 1 |
| Weighers (in 10 roads).... | 1 | 9 | .81-1.00 | | 3 | 2 | 1 | 1 | 1 | | | | | | | | | | | 1 |
| | 2 | 4 | 1.01-1.20 | | 1 | | | | | | | | | | | | | | | 2 |
| | 3 | 9 | 1.21-1.40 | 1 | 2 | | | | | | | | | | | | | | | 3 |
| | 4 | 13 | 1.41-1.60 | 2 | | 2 | 1 | 3 | 2 | 2 | | | | | | | | | | 1 |
| | 5 | 12 | 1.61-1.80 | 1 | | 1 | 2 | 2 | 2 | | | | | | | | | | | 1 |
| | 6 | 8 | 1.81-2.00 | 3 | | | 1 | | 1 | | | | | | | | | | | 3 |
| | 7 | 3 | 2.01-2.20 | | | | | | 1 | | | | | | | | | | | 2 |
| | 8 | 3 | 2.21-2.40 | | | | | 2 | | | | | | | | | | | | 1 |
| | 9 | 3 | 2.41-2.60 | | | | | 1 | | | | | | | | | | | | 2 |
| | 10 | 2 | 2.61-2.80 | | | | | 1 | | | | | | | | | | | | 1 |
| | 11 | 1 | 3.81-4.00 | | | | | | | | | | | | | | | | | 1 |
| | 12 | 1 | 7.01-7.20 | | | | | | | | | | | | | | | | | 1 |
| | 68 | | | 7 | 6 | 5 | 9 | 7 | 6 | 2 | 19 | | | | | | | | 7 | |
| | 1 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | | | | | | | | (a) | |
| | 69 | | | | | | | | | | | | | | | | | | | |
| Weighers, assistant (in 1 road). | 1 | 3 | 1.61-1.80 | | | | | 1 | | | | | | | | | | | | 2 |
| | | 3 | | | | | | 1 | | | | | | | | | | | | 2 |
| Weighmasters (in 11 roads) | 1 | 1 | .21-.40 | | | | | | | | | | | | | | | | | 1 |
| | 2 | 4 | .81-1.00 | | | 1 | | | | | | 3 | | | | | | | | |
| | 3 | 1 | 1.01-1.20 | | | | | | | | | | | | | | | | | 1 |
| | 4 | 12 | 1.21-1.40 | 4 | | 4 | 2 | | | | | | | | | | | | | 2 |
| | 5 | 17 | 1.41-1.60 | 2 | | | 2 | 2 | 1 | 4 | | | | | | | | | | 6 |
| | 6 | 21 | 1.61-1.80 | 1 | | 1 | 1 | 3 | 4 | 2 | 9 | | | | | | | | | 9 |
| | 7 | 16 | 1.81-2.00 | 1 | 2 | 2 | 1 | | 1 | 1 | 1 | 7 | | | | | | | | 1 |
| | 8 | 5 | 2.01-2.20 | | | | 1 | | 1 | | | 3 | | | | | | | | 3 |
| | 9 | 5 | 2.21-2.40 | | | | 1 | | 1 | | 1 | 2 | | | | | | | | 2 |
| | 10 | 2 | 2.41-2.60 | | | | | | | | | 2 | | | | | | | | 2 |
| | 11 | 1 | 2.61-2.80 | | | | | | | | | 1 | | | | | | | | 1 |
| | 85 | | | 8 | 2 | 10 | 6 | 6 | 7 | 11 | 33 | | | | | | | | 2 | |
| Weighmen, grain elevator (in 1 road). | 1 | 13 | 1.61-1.80 | | | | | | | | 1 | 12 | | | | | | | | |
| | | 13 | | | | | | | | | 1 | 12 | | | | | | | | |
| Well diggers (in 3 roads).. | 1 | 1 | 1.21-1.40 | 1 | | | | | | | | | | | | | | | | |
| | 2 | 1 | 1.41-1.60 | | | | | | | 1 | | | | | | | | | | |
| | 3 | 23 | 1.61-1.80 | 16 | 7 | | | | | | | | | | | | | | | |
| | 4 | 1 | 1.81-2.00 | 1 | | | | | | | | | | | | | | | | |
| | 5 | 3 | 2.21-2.40 | 1 | 2 | | | | | | | | | | | | | | | |
| | 6 | 1 | 2.41-2.60 | | | | | 1 | | | | | | | | | | | | |
| | 30 | | | 19 | 9 | | 1 | | 1 | | | | | | | | | | | |

a Rate and time cannot be stated, as he worked by the piece.

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|-----------------------------|----|
| 100 dolls. and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 doll | 401 to 500 doll | 501 to 600 doll | 601 to 700 doll | 701 to 800 doll | 801 to 900 doll | 901 to 1000 doll | 1001 to 1100 doll | 1101 to 1200 doll | 1201 to 1300 doll | 1301 to 1400 doll | 1401 to 1500 doll | 1501 to 1600 doll | 1601 to 1700 doll | 1701 to 1800 doll | 1801 to 1900 doll | 1901 to 2000 doll | 2001 doll and over | |
| 2 | | | | | | | | | | | | | | | | | | | | | 1 |
| 35 | 5 | | | | | | | | | | | | | | | | | | | | 2 |
| 118 | 56 | 11 | | | | | | | | | | | | | | | | | | | 3 |
| 69 | 29 | 12 | 1 | | | | | | | | | | | | | | | | | | 4 |
| 7 | 3 | 4 | 2 | | | | | | | | | | | | | | | | | | 5 |
| 1 | | | | | | | | | | | | | | | | | | | | | 6 |
| 232 | 93 | 27 | 3 | | | | | | | | | | | | | | | | | | |
| | | | | | 1 | | | | | | | | | | | | | | | | 1 |
| | | | | | 1 | | | | | | | | | | | | | | | | |
| | | | | | | 1 | | | | | | | | | | | | | | | 1 |
| | | | | | | | 1 | | | | | | | | | | | | | | |
| 5 | 2 | 1 | 1 | | | | | | | | | | | | | | | | | | 1 |
| 1 | | | 1 | 2 | | | | | | | | | | | | | | | | | 2 |
| 3 | | | 4 | 2 | | | | | | | | | | | | | | | | | 3 |
| 4 | 1 | 3 | 3 | 1 | | 1 | | | | | | | | | | | | | | | 4 |
| 1 | 1 | 3 | 3 | 3 | | 3 | | | | | | | | | | | | | | | 5 |
| 3 | | | 1 | 1 | | 2 | 1 | | | | | | | | | | | | | | 6 |
| | | 2 | 1 | | | 1 | | | | | | | | | | | | | | | 7 |
| | | | 1 | | | | 1 | | | | | | | | | | | | | | 8 |
| | | | 1 | | | | 1 | | | | | | | | | | | | | | 9 |
| | | | | | | | | 1 | | | | | | | | | | | | | 10 |
| | | | | | | | | | 1 | | | | | | | | | | | | 11 |
| | | | | | | | | | | | | | | | | | | | | a | 12 |
| 17 | 4 | 10 | 11 | 8 | 5 | 7 | 2 | 2 | | | 1 | | | | | | | | | | 1 |
| | | | 1 | | | | | | | | | | | | | | | | | | |
| 17 | 4 | 10 | 12 | 8 | 5 | 7 | 2 | 2 | | | 1 | | | | | | | | | | 1 |
| | | | | 1 | | 1 | | | | | | | | | | | | | | | 1 |
| | | | | 1 | | 1 | | | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | | 3 | | | | | | | | | | | | | | | | | | | 2 |
| | | | 1 | | | | | | | | | | | | | | | | | | 3 |
| 7 | 3 | | 1 | 1 | | | | | | | | | | | | | | | | | 4 |
| 2 | 2 | 3 | 3 | 2 | 5 | | | | | | | | | | | | | | | | 5 |
| 2 | | 2 | 1 | 1 | 10 | | | | | | | | | | | | | | | | 6 |
| 3 | 3 | | 1 | 2 | 3 | 3 | 1 | | | | | | | | | | | | | | 7 |
| | 1 | | | 1 | 2 | 3 | 3 | 1 | | | | | | | | | | | | | 8 |
| | | 1 | | 1 | 1 | 1 | 2 | | | | | | | | | | | | | | 9 |
| | | | | | 1 | 1 | 1 | 1 | | | | | | | | | | | | | 10 |
| | | | | | | | | | 1 | | | | | | | | | | | | 11 |
| 16 | 9 | 9 | 10 | 7 | 18 | 5 | 6 | 4 | | 1 | | | | | | | | | | | |
| | | | | 2 | 11 | | | | | | | | | | | | | | | | 1 |
| | | | | 2 | 11 | | | | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| | | | 1 | | | | | | | | | | | | | | | | | | 2 |
| 23 | | | | | | | | | | | | | | | | | | | | | 3 |
| 1 | | | | | | | | | | | | | | | | | | | | | 4 |
| 3 | | | | | | | | | | | | | | | | | | | | | 5 |
| | | | 1 | | | | | | | | | | | | | | | | | | 6 |
| 28 | | | 2 | | | | | | | | | | | | | | | | | | |

a \$2,237.

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Num-ber of em-ploy-és. | Groups of actual daily earnings or daily rates nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|-------------------------------------|------------------|------------------------|---|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|-----|-----|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | |
| Wharfingers (in 2 roads) | 1 | 1 | \$2.41-\$2.60 | | | | | 1 | | | | | | |
| | 2 | 2 | 2.81- 3.00 | | | | | | | | | | 2 | |
| | 3 | 1 | 3.21- 3.40 | | | | | | | | | | 1 | |
| | 4 | 1 | 3.81- 4.00 | | | | | | | | | | 1 | |
| | 5 | 1 | 4.81- 5.00 | | | | | 1 | | | | | | |
| | 6 | | | | | | | | 2 | | | | | 4 |
| Wheel borers (in 5 roads) | 1 | 1 | 1.01- 1.20 | | | | | | | | 1 | | | |
| | 2 | 7 | 1.21- 1.40 | 1 | | | | 2 | 1 | 1 | | 1 | | |
| | 3 | 10 | 1.41- 1.60 | | | 1 | | 2 | | 4 | | 3 | | |
| | 4 | 4 | 1.61- 1.80 | | | | | | | 1 | | 2 | 1 | |
| | 5 | 2 | 1.81- 2.00 | | 1 | | | | | 1 | | | | |
| | 6 | 1 | 2.01- 2.20 | | | | | | | | | | | 1 |
| Wheel cleaners (in 1 road) | 25 | | | 1 | 1 | 2 | | 4 | 3 | 6 | 6 | 6 | 2 | |
| | 3 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) |
| | 28 | | | | | | | | | | | | | |
| Wheel fitters (in 3 roads) | 1 | 2 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) |
| | 2 | | | | | | | | | | | | | |
| Wheel fitters' helpers (in 1 road). | 1 | 7 | 1.01- 1.20 | | | 3 | 1 | 1 | | | | | 1 | 1 |
| | 2 | 21 | 1.21- 1.40 | | 3 | 2 | 2 | | | 1 | 1 | 12 | | |
| | 3 | 3 | 1.61- 1.80 | | | | | | | | 1 | 2 | | |
| | 4 | 2 | 1.81- 2.00 | | | 1 | | | | | | 1 | | |
| | 5 | 1 | 2.41- 2.60 | | | | | | | | | | 1 | |
| | 6 | 1 | 2.61- 2.80 | | | | | | | | | | | 1 |
| Wheel fitters' helpers (in 1 road). | 35 | | | 3 | 6 | 3 | 1 | | 1 | 2 | 17 | 2 | | |
| | 2 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) |
| | 37 | | | | | | | | | | | | | |
| Wheel fitters' helpers (in 1 road). | 1 | 1 | .81- 1.00 | | | | | | 1 | | | | | |
| | 1 | | | | | | | | 1 | | | | | |
| | 2 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) |
| Wheel grinders (in 2 roads) | 3 | | | | | | | | | | | | | |
| | 1 | 2 | 1.21- 1.40 | | | | 1 | | | | | | 1 | |
| | 2 | | | | | | 1 | | | | | | 1 | |
| Wheel strippers (in 1 road) | 1 | 1 | 1.01- 1.20 | | | | | | | | | | 1 | |
| | 1 | | | | | | | | | | | | 1 | |
| | 2 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) |
| Wheeler (in 1 road) | 3 | | | | | | | | | | | | | |
| | 1 | 1 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) |
| | 1 | | | | | | | | | | | | | |
| Wheelmen (in 2 roads) | 1 | 17 | 1.01- 1.20 | 1 | 1 | 1 | 1 | | 3 | | | 2 | 8 | |
| | 2 | 6 | 1.21- 1.40 | | | | | | | | 2 | | 4 | |
| | 23 | | | 1 | 1 | 1 | 1 | | 3 | 2 | 2 | 2 | 12 | |

a Rate and time cannot be stated, as they worked by the piece.

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Number of employ-ees. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|--|------------------|-----------------------|--|--|----------------|-----------------|------------------|------------------|------------------|------------------|------------------|--------------------|-------|-------|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days. | 151 to 200 days. | 201 to 250 days. | 251 to 300 days. | 301 to 365 days. | 366 days and over. | | |
| Wheelpressmen (in 7 roads) | 1 | 18 | \$1.01-\$1.20 | 2 | 1 | 2 | 6 | 1 | 2 | 1 | 2 | 1 | 2 | 1 |
| | 2 | 14 | 1.21- 1.40 | ..... | ..... | ..... | 4 | 1 | 3 | 4 | 2 | ..... | ..... |  |
| | 3 | 12 | 1.41- 1.60 | 1 | ..... | 1 | ..... | ..... | 3 | 2 | 5 | ..... | ..... |  |
| | 4 | 3 | 1.61- 1.80 | ..... | 1 | 1 | ..... | ..... | ..... | 1 | ..... | ..... | ..... |  |
| | 5 | 1 | 1.81- 2.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |  |
| | 6 | 1 | 2.01- 2.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |  |
| | 7 | 1 | 2.41- 2.60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |  |
| | 8 | 1 | 2.61- 2.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... |  |
| | | | 51 | | 3 | 2 | 4 | 10 | 2 | 8 | 9 | 11 | 2 | |
| | | | 5 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) |
| | | 56 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Wheelpressmen's helpers (in 1 road)* | 1 | 3 | .81- 1.00 | ..... | ..... | 1 | 1 | ..... | ..... | 1 | ..... | ..... | ..... |  |
| | | 3 | ..... | ..... | ..... | 1 | 1 | ..... | ..... | 1 | ..... | ..... | ..... |  |
| Whitewashers (in 1 road) | 1 | 13 | 1.21- 1.40 | 5 | 4 | 4 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | | 13 | ..... | 5 | 4 | 4 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | | 2 | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | |
| | | 15 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Wipers (in 29 roads) | 1 | 1 | Under .21 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 2 | 2 | .21- .40 | ..... | 1 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... |  |
| | 3 | 8 | .61- .80 | 1 | ..... | 3 | ..... | ..... | 1 | 2 | 1 | ..... | ..... |  |
| | 4 | 451 | .91- 1.00 | 135 | 71 | 72 | 44 | 35 | 24 | 24 | 45 | 1 | ..... |  |
| | 5 | 571 | 1.01- 1.20 | 89 | 68 | 88 | 67 | 47 | 38 | 33 | 109 | 32 | ..... |  |
| | 6 | 954 | 1.21- 1.40 | 267 | 143 | 191 | 125 | 54 | 38 | 39 | 81 | 16 | ..... |  |
| | 7 | 437 | 1.41- 1.60 | 64 | 54 | 73 | 49 | 28 | 20 | 21 | 105 | 23 | ..... |  |
| | 8 | 141 | 1.61- 1.80 | 40 | 13 | 35 | 12 | 9 | 12 | 7 | 12 | 1 | ..... |  |
| | 9 | 11 | 1.81- 2.00 | 4 | 2 | 2 | 1 | 1 | ..... | ..... | 1 | ..... | ..... |  |
| | 10 | 1 | 2.01- 2.20 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | | 2,577 | ..... | 601 | 352 | 465 | 298 | 175 | 133 | 126 | 354 | 73 | ..... |  |
| Wipers and engine preparers (in 1 road). | 1 | 7 | 1.01- 1.20 | ..... | ..... | ..... | 2 | 1 | 1 | ..... | 3 | ..... | ..... |  |
| | | 7 | ..... | ..... | ..... | ..... | 2 | 1 | 1 | ..... | 3 | ..... | ..... |  |
| Wipers and pumpmen (in 1 road). | 1 | 1 | 1.01- 1.20 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 2 | 2 | 1.21- 1.40 | ..... | ..... | 1 | ..... | ..... | ..... | 1 | ..... | ..... | ..... |  |
| | | 3 | ..... | ..... | ..... | 2 | ..... | ..... | ..... | 1 | ..... | ..... | ..... |  |
| Wipers and warehousemen (in 1 road). | 1 | 7 | 1.21- 1.40 | 2 | 2 | ..... | 1 | ..... | 1 | 1 | ..... | ..... | ..... |  |
| | | 7 | ..... | 2 | 2 | ..... | 1 | ..... | 1 | 1 | ..... | ..... | ..... |  |
| Woodmachine hands (in 2 roads). | 1 | 3 | 1.21- 1.40 | ..... | ..... | 2 | 1 | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 2 | 15 | 1.41- 1.60 | ..... | 2 | 4 | 3 | 1 | 2 | 1 | 2 | ..... | ..... |  |
| | 3 | 2 | 1.81- 2.00 | ..... | ..... | ..... | ..... | ..... | ..... | 2 | ..... | ..... | ..... |  |
| | 4 | 4 | 2.01- 2.20 | ..... | ..... | ..... | ..... | ..... | ..... | 3 | 2 | ..... | ..... |  |
| | 5 | 4 | 2.21- 2.40 | ..... | ..... | ..... | ..... | ..... | ..... | 3 | 1 | ..... | ..... |  |
| | 6 | 1 | 2.41- 2.60 | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... |  |
| | 7 | 1 | 2.61- 2.80 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | 8 | 1 | 2.81- 3.00 | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... |  |
| | | 31 | ..... | ..... | 3 | 6 | 4 | 1 | 3 | 9 | 5 | ..... | ..... |  |
| | | 102 | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | |
| | | 133 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |

a Rate and time cannot be stated, as they worked by the piece.

b Rate and time cannot be stated, as they worked by the day and piece combined.

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|-----------------------------|----|
| 100 dolls. and under | 101 to 200 dolls. | 201 to 300 dolls. | 301 to 400 doll | 401 to 500 doll | 501 to 600 doll | 601 to 700 doll | 701 to 800 doll | 801 to 900 doll | 901 to 1000 doll | 1001 to 1100 doll | 1101 to 1200 doll | 1201 to 1300 doll | 1301 to 1400 doll | 1401 to 1500 doll | 1501 to 1600 doll | 1601 to 1700 doll | 1701 to 1800 doll | 1801 to 1900 doll | 1901 to 2000 doll | 2001 doll and over | |
| 5 | 6 | 3 | 3 | 2 | 1 | | | | | | | | | | | | | | | | 1 |
| 2 | 3 | 3 | 6 | 7 | | | | | | | | | | | | | | | | | 2 |
| 1 | 1 | | 3 | 1 | | | | | | | | | | | | | | | | | 3 |
| | | | | | | | | | | | | | | | | | | | | | 4 |
| | | | | | | | | | | | | | | | | | | | | | 5 |
| | | | | | | | | | | | | | | | | | | | | | 6 |
| | | | | | | | | | | | | | | | | | | | | | 7 |
| | | | | | | | | | | | | | | | | | | | | | 8 |
| 8 | 10 | 6 | 12 | 10 | 1 | 1 | 3 | | | | | | | | | | | | | | |
| | | | | 4 | 1 | | | | | | | | | | | | | | | | |
| 8 | 10 | 6 | 12 | 14 | 2 | 1 | 3 | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| 1 | 1 | 1 | | | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | | | | | |
| 1 | 1 | 1 | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| 13 | | | | | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | | | | | |
| 13 | | | | | | | | | | | | | | | | | | | | | |
| 1 | 1 | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| 14 | 1 | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| 2 | | | | | | | | | | | | | | | | | | | | | 2 |
| 4 | 1 | 3 | | | | | | | | | | | | | | | | | | | 3 |
| 279 | 80 | 50 | 42 | | | | | | | | | | | | | | | | | | 4 |
| 228 | 109 | 67 | 93 | 71 | 3 | | | | | | | | | | | | | | | | 5 |
| 507 | 221 | 73 | 61 | 82 | 10 | | | | | | | | | | | | | | | | 6 |
| 145 | 73 | 50 | 29 | 67 | 69 | 4 | | | | | | | | | | | | | | | 7 |
| 56 | 35 | 13 | 13 | 7 | 11 | 6 | | | | | | | | | | | | | | | 8 |
| 6 | 2 | 1 | 1 | | | 1 | | | | | | | | | | | | | | | 9 |
| 1 | | | | | | | | | | | | | | | | | | | | | 10 |
| 1,229 | 521 | 257 | 239 | 227 | 93 | 11 | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| | 3 | 1 | 3 | | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | | | | | |
| | 3 | 1 | 3 | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | | | | | 2 |
| 1 | 1 | | 1 | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| 4 | 1 | | 2 | | | | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | | | | | | | |
| 4 | 1 | | 2 | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| 1 | 2 | | | | | | | | | | | | | | | | | | | | 1 |
| 5 | 2 | 3 | 2 | 2 | 1 | | | | | | | | | | | | | | | | 2 |
| | | | | | | | | | | | | | | | | | | | | | 3 |
| | | | | | | | | | | | | | | | | | | | | | 4 |
| | | | | | | | | | | | | | | | | | | | | | 5 |
| | | | | | | | | | | | | | | | | | | | | | 6 |
| | | | | | | | | | | | | | | | | | | | | | 7 |
| | | | | | | | | | | | | | | | | | | | | | 8 |
| | | | | | | | | | | | | | | | | | | | | | |
| 6 | 5 | 3 | 2 | 2 | 5 | 6 | 2 | | | | | | | | | | | | | | |
| 32 | 7 | 3 | 13 | 17 | 15 | 6 | 7 | 2 | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| 38 | 12 | 6 | 15 | 19 | 20 | 12 | 9 | 2 | | | | | | | | | | | | | |

TABLE II.—CLASSIFIED TIME AND EARNINGS—Continued.

SUMMARY BY OCCUPATIONS—Continued.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Number of employ- és. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | |
|---------------------------------------|------------------|--------------------------|--|--|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | | | | | | | | |
| Woodworkers (in 1 road) | 1 | 1 | \$0.81-\$1.00 | | 1 | | | | | | | | | | | | | | | | |
| | 2 | 3 | 1.41- 1.60 | | | | | | | | | | | | | | | | | | 3 |
| | 3 | 1 | 1.61- 1.80 | | | | | | | | | | | | | | | | | | 1 |
| | 4 | 1 | 1.81- 2.00 | | | | | | | | | | | | | | | | | | 1 |
| | 5 | 3 | 2.21- 2.40 | | | | | | | | | | | | | | | | | | 2 |
| | 6 | 4 | 2.41- 2.60 | | | | | | | | | | | | 1 | | | | | | 3 |
| | 7 | 3 | 2.61- 2.80 | | | | | | | | | | | | | | | | | | 1 | 2 |
| | | 16 | | | 1 | | | | | | | | | 1 | | | | | | 5 | 9 |
| Wreckers (in 3 roads)..... | 1 | 3 | 1.41- 1.60 | | | | 1 | | 1 | | | | | | | | | | | | |
| | 2 | 1 | 1.61- 1.80 | | | | | | | | | | | | | | | | | | 1 |
| | 3 | 2 | 2.61- 2.80 | | | | | | 1 | | | | | 1 | | | | | | | |
| | | 6 | | | | | 1 | 1 | 1 | | | | 1 | | | | | | | 1 | 1 |
| Wreckmasters (in 4 roads). | 1 | 1 | .81- 1.00 | | | | | | | | | | | 1 | | | | | | | |
| | 2 | 3 | 1.81- 2.00 | | | | 1 | | | | | | | | | | | | | | 1 |
| | 3 | 1 | 2.01- 2.20 | | | | | | | | | | | | | | | | | | 1 |
| | 4 | 2 | 2.21- 2.40 | | | | | | | | | | | | | | | | | | 1 |
| | 5 | 3 | 2.41- 2.60 | | | | | | | | | | | 1 | | | | | | | 1 |
| | 6 | 1 | 2.61- 2.80 | | | | | | | | | | | | | | | | | | 1 |
| | | 11 | | | | | 1 | | 1 | | | | 2 | | 1 | | | | | 5 | 1 |
| | | 2 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) |
| | | 13 | | | | | | | | | | | | | | | | | | | |
| Wreckmaster, assistant (in 1 road). | 1 | 1 | 1.61- 1.80 | | | | 1 | | | | | | | | | | | | | | |
| | | 1 | | | | | 1 | | | | | | | | | | | | | | |
| Yardmasters (in 24 roads). | 1 | 5 | .81- 1.00 | | 2 | | 1 | | | | | | | | | | | | | | 2 |
| | 2 | 1 | 1.01- 1.20 | | | | 1 | | | | | | | | | | | | | | |
| | 3 | 4 | 1.21- 1.40 | | | | | | 1 | | | | | | | | | | | | 2 |
| | 4 | 6 | 1.41- 1.60 | | | | | | | | | | | | | | | | | | 2 |
| | 5 | 20 | 1.61- 1.80 | | 4 | 8 | 4 | 1 | 1 | 3 | 3 | 5 | | | | | | | | | |
| | 6 | 59 | 1.81- 2.00 | | 12 | 5 | 3 | 6 | 2 | 4 | 3 | 21 | 3 | | | | | | | | |
| | 7 | 44 | 2.01- 2.20 | | 8 | 4 | 7 | | 5 | 1 | 2 | 16 | 1 | | | | | | | | |
| | 8 | 65 | 2.21- 2.40 | | 20 | 8 | 7 | 2 | 2 | 3 | 3 | 20 | | | | | | | | | |
| | 9 | 90 | 2.41- 2.60 | | 15 | 9 | 7 | 4 | 5 | 3 | 8 | 35 | 4 | | | | | | | | |
| | 10 | 84 | 2.61- 2.80 | | 14 | 8 | 5 | 4 | 8 | 6 | 5 | 28 | 6 | | | | | | | | |
| | 11 | 67 | 2.81- 3.00 | | 12 | 2 | 5 | 3 | 7 | 2 | 8 | 27 | 1 | | | | | | | | |
| | 12 | 13 | 3.01- 3.20 | | 1 | | 1 | | 1 | | 1 | 9 | | | | | | | | | |
| | 13 | 36 | 3.21- 3.40 | | 1 | 2 | 1 | 2 | 3 | 1 | 4 | 20 | 2 | | | | | | | | |
| | 14 | 5 | 3.41- 3.60 | | | | | | | 1 | | 3 | 1 | | | | | | | | |
| | 15 | 3 | 3.61- 3.80 | | 1 | | | | | 1 | | 1 | | | | | | | | | |
| | 16 | 1 | 3.81- 4.00 | | | | | | | | | | | | | | | | | | |
| | 17 | 11 | 4.01- 4.20 | | | | | | 1 | | | | | | | | | | | | 10 |
| | 18 | 1 | 4.21- 4.40 | | 1 | | | | | | | | | | | | | | | | |
| | 19 | 1 | 4.81- 5.00 | | | | | | | | | | | | | | | | | | |
| | | 525 | | | 91 | 46 | 45 | 23 | 35 | 25 | 41 | 200 | 19 | | | | | | | | |
| Yardmasters, assistant (in 10 roads). | 1 | 3 | 1.01- 1.20 | | 1 | 1 | 1 | | | | | | | | | | | | | | |
| | 2 | 1 | 1.21- 1.40 | | | | | | | | | | | | | | | | | | 1 |
| | 3 | 1 | 1.41- 1.60 | | | | | | | | | | | | | | | | | | 1 |
| | 4 | 12 | 1.61- 1.80 | | 3 | 2 | 2 | | 1 | | 2 | 2 | | | | | | | | | |
| | 5 | 13 | 1.81- 2.00 | | | | 1 | | 1 | | 2 | 8 | 1 | | | | | | | | |
| | 6 | 3 | 2.01- 2.20 | | | | | | 1 | | | 2 | | | | | | | | | |
| | 7 | 12 | 2.21- 2.40 | | | | 2 | | | | | | | | | | | | | | 10 |
| | 8 | 32 | 2.41- 2.60 | | 2 | 2 | 2 | 3 | | | | 2 | 21 | | | | | | | | |
| | 9 | 22 | 2.61- 2.80 | | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 12 | 1 | | | | | | | | |
| | 10 | 21 | 2.81- 3.00 | | 1 | 1 | 1 | 1 | 2 | 1 | 1 | 13 | | | | | | | | | |

a Rate and time cannot be stated, as they worked by the piece.

TABLE II.—CLASSIFIED TIME AND EARNINGS—Concluded.

SUMMARY BY OCCUPATIONS—Concluded.

[For explanation of column of groups of actual daily earnings, etc., see prefatory note to Table I, page 168, which is applicable, except that this presentation is made more compact by combining rates into groups, each of which has a range of 20 cents.]

| Occupation. | Marginal number. | Number of employ- ees. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | |
|--|------------------|---------------------------|---|--|-------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|-----------------------------|-------|-------|
| | | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days | 151 to 200 days | 201 to 250 days | 251 to 300 days | 301 to 365 days | 366 days and over. | | |
| Yardmasters, assistant (in 10 roads)—concluded. | 11 | 3 | \$3.01-\$3.20 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | 1 | 1 |
| | 12 | 16 | 3.21- 3.40 | 1 | 1 | 1 | 1 | ..... | 2 | 1 | ..... | ..... | 5 | 4 |
| | 13 | 2 | 3.61- 3.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 | ..... |
| | 14 | 1 | 4.01- 4.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| | | | 142 | ..... | 9 | 8 | 11 | 9 | 6 | 4 | 9 | ..... | 79 | 7 |
| Yardmasters, general (in 5 roads). | 1 | 1 | 2.61- 2.80 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| | 2 | 1 | 2.81- 3.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| | 3 | 4 | 3.21- 3.40 | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | 3 | ..... |
| | 4 | 4 | 3.81- 4.00 | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | 3 | ..... |
| | 5 | 6 | 4.01- 4.20 | ..... | ..... | ..... | 1 | ..... | 1 | ..... | ..... | ..... | 4 | ..... |
| | 6 | 1 | 4.81- 5.00 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | 17 | ..... | ..... | ..... | 1 | 1 | 2 | 1 | ..... | ..... | 12 | ..... |  |
| Yardmen (in 15 roads) | 1 | 3 | .41- .60 | 1 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 2 | 3 | .81- 1.00 | 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| | 3 | 7 | 1.01- 1.20 | 1 | 5 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | 4 | 74 | 1.21- 1.40 | 32 | 5 | 7 | 2 | 3 | 1 | 1 | ..... | 16 | 7 | ..... |
| | 5 | 13 | 1.41- 1.60 | 1 | 3 | 4 | 1 | 2 | 1 | ..... | ..... | 1 | ..... | ..... |
| | 6 | 121 | 1.61- 1.80 | 39 | 16 | 25 | 9 | 6 | 8 | 4 | ..... | 14 | ..... | ..... |
| | 7 | 35 | 1.81- 2.00 | 1 | 2 | 1 | 3 | 5 | 2 | 8 | ..... | 10 | 3 | ..... |
| | 8 | 1 | 2.01- 2.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| | 9 | 3 | 2.21- 2.40 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 1 |
| | 10 | 3 | 2.41- 2.60 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 | ..... |
| | 11 | 1 | 2.81- 3.00 | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... |
| | | 264 | ..... | 78 | 34 | 38 | 15 | 16 | 13 | 13 | ..... | 46 | 11 | |
| | | 13 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | ..... | (a) | (a) | |
| | | 277 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Yardmen, lumber (in 1 road). | 1 | 3 | 1.21- 1.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 2 | ..... |
| | | 3 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 2 | ..... |

a Rate and time cannot be stated, as they worked by the trip.

TABLE III.—CLASSIFIED TIME AND EARNINGS.

SUMMARY OF DAILY RATES OF PAY OF EMPLOYEES OF SIXTY SYSTEMS OR ROADS.

| Number of employes. | Groups of actual daily earnings or daily rate nearest to average daily earnings. | NUMBER EMPLOYED THE DAYS STATED IN ONE YEAR. | | | | | | | | | | NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | |
|---------------------|--|--|----------------|-----------------|------------------|------------------|------------------|------------------|------------------|--------------------|-----------------------|---|-------------------|--------|-------|
| | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days. | 151 to 200 days. | 201 to 250 days. | 251 to 300 days. | 301 to 365 days. | 366 days and over. | 100 dolls. and under. | 101 to 200 dolls. | 201 to 300 dolls. | | |
| 1 | 656 | Under \$0.21 | 40 | 68 | 99 | 42 | 52 | 58 | 32 | 255 | 10 | 656 | ----- | ----- | ----- |
| 2 | 817 | \$0.21- .40 | 63 | 93 | 110 | 64 | 79 | 50 | 35 | 306 | 17 | 579 | 236 | 2 | ----- |
| 3 | 1,807 | .41- .60 | 413 | 200 | 210 | 155 | 157 | 139 | 118 | 449 | 26 | 1,111 | 670 | 86 | ----- |
| 4 | 3,332 | .61- .80 | 758 | 405 | 491 | 351 | 221 | 199 | 240 | 625 | 62 | 1,961 | 584 | 789 | ----- |
| 5 | 9,539 | .81- 1.00 | 2,683 | 1,250 | 1,384 | 723 | 597 | 476 | 508 | 1,753 | 165 | 5,403 | 1,344 | 1,334 | ----- |
| 6 | 48,703 | 1.01- 1.20 | 13,252 | 6,585 | 7,867 | 4,674 | 3,384 | 2,969 | 3,504 | 5,709 | 759 | 26,145 | 7,986 | 5,320 | ----- |
| 7 | 48,476 | 1.21- 1.40 | 14,268 | 6,183 | 7,135 | 4,161 | 2,909 | 2,404 | 2,640 | 7,773 | 994 | 24,835 | 7,233 | 4,043 | ----- |
| 8 | 33,856 | 1.41- 1.60 | 9,584 | 3,739 | 4,687 | 2,854 | 2,029 | 1,603 | 2,182 | 6,393 | 785 | 15,167 | 4,867 | 2,814 | ----- |
| 9 | 25,608 | 1.61- 1.80 | 6,067 | 2,587 | 3,301 | 2,134 | 1,637 | 1,481 | 2,283 | 5,282 | 836 | 9,354 | 3,403 | 2,196 | ----- |
| 10 | 20,708 | 1.81- 2.00 | 4,580 | 2,173 | 2,582 | 1,575 | 1,254 | 1,111 | 2,235 | 4,602 | 596 | 6,827 | 2,614 | 1,575 | ----- |
| 11 | 4,912 | 2.01- 2.20 | 687 | 341 | 535 | 300 | 292 | 286 | 799 | 1,513 | 150 | 987 | 521 | 320 | ----- |
| 12 | 7,416 | 2.21- 2.40 | 1,216 | 748 | 847 | 587 | 446 | 460 | 1,202 | 1,727 | 183 | 1,810 | 818 | 571 | ----- |
| 13 | 6,163 | 2.41- 2.60 | 1,167 | 450 | 628 | 453 | 365 | 374 | 736 | 1,749 | 241 | 1,467 | 557 | 423 | ----- |
| 14 | 4,443 | 2.61- 2.80 | 755 | 447 | 492 | 312 | 240 | 234 | 469 | 1,294 | 200 | 984 | 467 | 322 | ----- |
| 15 | 2,958 | 2.81- 3.00 | 524 | 207 | 302 | 215 | 191 | 190 | 276 | 905 | 139 | 625 | 230 | 179 | ----- |
| 16 | 517 | 3.01- 3.20 | 26 | 13 | 26 | 22 | 40 | 38 | 54 | 269 | 29 | 30 | 20 | 14 | ----- |
| 17 | 1,324 | 3.21- 3.40 | 92 | 67 | 105 | 78 | 74 | 84 | 117 | 666 | 41 | 119 | 70 | 68 | ----- |
| 18 | 1,340 | 3.41- 3.60 | 105 | 47 | 71 | 49 | 45 | 92 | 175 | 533 | 223 | 114 | 48 | 34 | ----- |
| 19 | 304 | 3.61- 3.80 | 17 | 13 | 27 | 22 | 17 | 14 | 28 | 141 | 25 | 17 | 13 | 17 | ----- |
| 20 | 780 | 3.81- 4.00 | 92 | 39 | 57 | 46 | 41 | 45 | 102 | 303 | 55 | 93 | 38 | 38 | ----- |
| 21 | 291 | 4.01- 4.20 | 4 | 15 | 21 | 10 | 15 | 21 | 17 | 183 | 5 | 4 | 15 | 10 | ----- |
| 22 | 72 | 4.21- 4.40 | 3 | 2 | 1 | 5 | 4 | 7 | 7 | 39 | 4 | 2 | 3 | 1 | ----- |
| 23 | 87 | 4.41- 4.60 | ----- | 1 | 5 | 4 | 6 | 12 | 10 | 47 | 2 | ----- | 1 | 2 | ----- |
| 24 | 19 | 4.61- 4.80 | ----- | ----- | 2 | ----- | 1 | 3 | 4 | 9 | ----- | ----- | ----- | ----- | ----- |
| 25 | 205 | 4.81- 5.00 | 6 | 6 | 18 | 10 | 18 | 17 | 22 | 102 | 6 | 5 | 6 | 8 | ----- |
| 26 | 25 | 5.01- 5.20 | ----- | ----- | 2 | 2 | 2 | 12 | 5 | 4 | ----- | ----- | ----- | ----- | ----- |
| 27 | 5 | 5.21- 5.40 | ----- | ----- | 1 | ----- | ----- | 2 | ----- | 2 | ----- | ----- | ----- | ----- | ----- |
| 28 | 37 | 5.41- 5.60 | 2 | 1 | 6 | ----- | 1 | ----- | 1 | 23 | 3 | 2 | ----- | 2 | ----- |
| 29 | 27 | 5.61- 5.80 | ----- | 1 | 1 | 3 | 2 | ----- | 3 | 17 | ----- | ----- | ----- | 1 | ----- |
| 30 | 6 | 6.01- 6.20 | ----- | ----- | ----- | ----- | ----- | 1 | ----- | 5 | ----- | ----- | ----- | ----- | ----- |
| 31 | 4 | 6.21- 6.40 | ----- | 1 | ----- | ----- | ----- | ----- | 1 | 2 | ----- | ----- | ----- | 1 | ----- |
| 32 | 28 | 6.41- 6.60 | ----- | 1 | 2 | 1 | 2 | ----- | 1 | 21 | ----- | ----- | 1 | ----- | ----- |
| 33 | 2 | 6.61- 6.80 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 1 | 1 | ----- | ----- | ----- | ----- |
| 34 | 9 | 6.81- 7.00 | ----- | ----- | ----- | ----- | ----- | 1 | ----- | 8 | ----- | ----- | ----- | ----- | ----- |
| 35 | 1 | 7.01- 7.20 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 1 | ----- | ----- | ----- | ----- | ----- |
| 36 | 8 | 7.21- 7.40 | ----- | 1 | 1 | ----- | 1 | 1 | 1 | 3 | ----- | ----- | ----- | 1 | ----- |
| 37 | 3 | 8.21- 8.40 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 3 | ----- | ----- | ----- | ----- | ----- |
| 38 | 1 | 8.81- 9.00 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 1 | ----- | ----- | ----- | ----- | ----- |
| 39 | 1 | 9.41- 9.60 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 1 | ----- | ----- | ----- | ----- | ----- |
| 224,570 | | ----- | 56,404 | 25,684 | 31,014 | 18,861 | 14,122 | 12,393 | 17,816 | 42,719 | 5,557 | 98,297 | 31,745 | 20,171 | ----- |
| 17,340 | | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | 3,608 | 1,876 | 1,346 | ----- |
| 241,910 | | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 101,905 | 33,621 | 21,517 | ----- |

a Rate and time cannot be stated, as they worked by the mile, trip, piece, contract, or commission, or combinations of these with day work.

TABLE III.—CLASSIFIED TIME AND EARNINGS.

SUMMARY OF DAILY RATES OF PAY OF EMPLOYÉES OF SIXTY SYSTEMS OR ROADS.

| NUMBER EARNING THE AMOUNT STATED IN ONE YEAR. | | | | | | | | | | | | | | | | | | |
|---|------------|------------|------------|------------|------------|-------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------------|----|
| 301 to 400 | 401 to 500 | 501 to 600 | 601 to 700 | 701 to 800 | 801 to 900 | 901 to 1000 | 1001 to 1100 | 1101 to 1200 | 1201 to 1300 | 1301 to 1400 | 1401 to 1500 | 1501 to 1600 | 1601 to 1700 | 1701 to 1800 | 1801 to 1900 | 1901 to 2000 | 2001 to and over. | |
| dolls. | dolls. | dolls. | dolls. | dolls. | dolls. | dolls. | dolls. | dolls. | doll. | dolls. | dolls. | dolls. | dolls. | dolls. | dolls. | dolls. | dolls. | |
| 18 | | | | | | | | | | | | | | | | | | 1 |
| 1,435 | 22 | 1 | | | | | | | | | | | | | | | | 2 |
| 6,780 | 2,376 | 95 | 1 | | | | | | | | | | | | | | | 3 |
| 3,986 | 7,669 | 678 | 32 | | | | | | | | | | | | | | | 4 |
| 2,133 | 4,357 | 4,238 | 252 | 27 | 1 | | | | | | | | | | | | | 5 |
| 1,772 | 2,205 | 5,008 | 1,455 | 187 | 23 | 4 | 1 | | | | | | | | | | | 6 |
| 1,280 | 1,166 | 2,705 | 3,047 | 1,363 | 103 | 23 | 2 | 3 | | | | | | | | | | 7 |
| 275 | 245 | 413 | 1,163 | 890 | 70 | 24 | 3 | 1 | | | | | | | | | | 8 |
| 429 | 377 | 438 | 1,253 | 1,032 | 607 | 66 | 11 | 3 | 1 | | | | | | | | | 9 |
| 337 | 276 | 296 | 373 | 983 | 1,122 | 271 | 43 | 8 | 6 | | | | | | | | | 10 |
| 221 | 182 | 174 | 184 | 324 | 500 | 696 | 261 | 35 | 3 | 1 | | | | | | | | 11 |
| 163 | 124 | 131 | 133 | 136 | 305 | 355 | 477 | 73 | 21 | 6 | | | | | | | | 12 |
| 18 | 12 | 25 | 27 | 22 | 80 | 117 | 98 | 98 | 3 | 1 | | | | | | | | 13 |
| 52 | 43 | 42 | 50 | 49 | 66 | 81 | 145 | 482 | 54 | 2 | | | | | | | | 14 |
| 43 | 24 | 27 | 27 | 52 | 56 | 93 | 201 | 196 | 232 | 54 | 48 | 26 | 27 | 1 | | | | 15 |
| 10 | 14 | 10 | 11 | 9 | 6 | 11 | 20 | 23 | 20 | 122 | 1 | | | 8 | 13 | 6 | 11 | 16 |
| 21 | 29 | 20 | 18 | 23 | 25 | 20 | 40 | 145 | 127 | 60 | 56 | 9 | 11 | 6 | | | | 17 |
| 11 | 7 | 2 | 4 | 12 | 7 | 13 | 4 | 12 | 11 | 7 | 104 | 8 | | | | | | 18 |
| | 3 | 2 | 2 | 1 | 3 | 5 | 1 | 5 | 5 | 14 | 9 | 13 | 2 | | | | | 19 |
| 1 | 4 | 1 | 3 | | 4 | 6 | 3 | 6 | 1 | 9 | 9 | 4 | 31 | 2 | 1 | | | 20 |
| 1 | 1 | | 1 | | | | 3 | | 3 | 1 | 1 | | | 3 | | | | 21 |
| 7 | 5 | 6 | 2 | 6 | 6 | 6 | 8 | 5 | 7 | 16 | 11 | 6 | 10 | 80 | 4 | 1 | | 22 |
| | | 1 | | 2 | 1 | | 2 | 2 | 8 | 4 | 1 | | 3 | | 1 | | | 23 |
| | | 1 | | | | | 1 | 1 | | | | | | 1 | | | | 24 |
| | | 1 | 3 | | | 1 | | | | | 1 | | | 1 | | | | 25 |
| | | | | | | | | | | | | | | | | | | 26 |
| | | | | | | | | | | | | | | | | | | 27 |
| | | | | | | | | | | | | | | | | | | 28 |
| | | | | | | | | | | | | | | | | | | 29 |
| | | | | | | | | | | | | | | | | | | 30 |
| | | | | | | | | | | | | | | | | | | 31 |
| | | | | | | | | | | | | | | | | | | 32 |
| | | | | | | | | | | | | | | | | | | 33 |
| | | | | | | | | | | | | | | | | | | 34 |
| | | | | | | | | | | | | | | | | | | 35 |
| | | | | | | | | | | | | | | | | | | 36 |
| | | | | | | | | | | | | | | | | | | 37 |
| | | | | | | | | | | | | | | | | | | 38 |
| | | | | | | | | | | | | | | | | | | 39 |
| | | | | | | | | | | | | | | | | | | 40 |
| 18,997 | 19,144 | 14,316 | 8,041 | 5,119 | 3,025 | 1,793 | 1,325 | 1,100 | 500 | 298 | 314 | 67 | 86 | 107 | 20 | 39 | 66 | |
| 1,210 | 1,378 | 1,790 | 1,706 | 1,023 | 738 | 553 | 534 | 483 | 355 | 235 | 180 | 121 | 100 | 57 | 29 | 10 | 8 | |
| 20,207 | 20,522 | 16,106 | 9,747 | 6,142 | 3,763 | 2,346 | 1,859 | 1,583 | 855 | 533 | 494 | 182 | 186 | 164 | 49 | 49 | 74 | |

TABLE IV.—CLASSIFIED TIME AND EARNINGS.

PERCENTAGES OF EMPLOYÉS BY DAILY RATES OF PAY OF SIXTY SYSTEMS OR ROADS.

| | Number of employes. | Groups of actual daily earnings, or daily rate nearest to average daily earnings. | PER CENT. OF EMPLOYÉS WORKING THE DAYS STATED IN ONE YEAR. | | | | | | | | PER CENT. OF EMPLOYÉS EARNING THE AMOUNT STATED IN ONE YEAR. | | | |
|----|---------------------|---|--|----------------|-----------------|------------------|------------------|------------------|------------------|------------------|--|----------------------|-------------------|-------------------|
| | | | 25 days and under | 26 to 50 days. | 51 to 100 days. | 101 to 150 days. | 151 to 200 days. | 201 to 250 days. | 251 to 300 days. | 301 to 365 days. | 366 days and over. | 100 dolls. and under | 101 to 200 dolls. | 201 to 300 dolls. |
| | | | 1 | 656 | Under\$.21 | 6.1 | 10.4 | 15.1 | 6.4 | 7.9 | 8.8 | 4.9 | 38.9 | 1.5 | 100.0 | ----- | ----- |
| 2 | 817 | \$.21- .40 | 7.7 | 11.4 | 13.5 | 7.8 | 9.7 | 6.1 | 4.3 | 37.4 | 2.1 | 70.9 | 23.9 | 0.2 |
| 3 | 1,867 | .41- .60 | 22.1 | 10.7 | 11.3 | 8.3 | 8.4 | 7.4 | 6.3 | 24.1 | 1.4 | 59.5 | 35.9 | 4.6 |
| 4 | 3,352 | .61- .80 | 22.6 | 12.1 | 14.6 | 10.5 | 6.6 | 5.9 | 7.2 | 18.6 | 1.9 | 58.5 | 17.4 | 23.6 |
| 5 | 9,539 | .81- 1.00 | 28.1 | 13.1 | 14.5 | 7.6 | 6.3 | 5.0 | 5.3 | 18.4 | 1.7 | 56.6 | 14.1 | 14.0 |
| 6 | 48,703 | 1.01- 1.20 | 27.2 | 13.5 | 16.2 | 9.6 | 6.9 | 6.1 | 7.2 | 11.7 | 1.6 | 53.7 | 16.4 | 10.9 |
| 7 | 48,476 | 1.21- 1.40 | 29.4 | 12.8 | 14.7 | 8.6 | 6.0 | 5.0 | 5.5 | 16.0 | 2.0 | 51.2 | 14.9 | 8.4 |
| 8 | 33,856 | 1.41- 1.60 | 28.3 | 11.0 | 13.9 | 8.4 | 6.0 | 4.7 | 6.5 | 18.9 | 2.3 | 44.8 | 14.4 | 8.3 |
| 9 | 25,608 | 1.61- 1.80 | 23.7 | 10.1 | 12.9 | 8.3 | 6.4 | 5.8 | 8.9 | 20.6 | 3.3 | 36.5 | 13.3 | 8.6 |
| 10 | 20,708 | 1.81- 2.00 | 22.1 | 10.5 | 12.5 | 7.6 | 6.0 | 5.4 | 10.8 | 22.2 | 2.9 | 33.0 | 12.6 | 7.6 |
| 11 | 4,912 | 2.01- 2.20 | 14.0 | 6.9 | 10.9 | 6.3 | 5.9 | 5.8 | 16.3 | 30.8 | 3.1 | 20.1 | 10.6 | 6.5 |
| 12 | 7,416 | 2.21- 2.40 | 16.4 | 10.1 | 11.4 | 7.9 | 6.0 | 6.2 | 16.2 | 23.3 | 2.5 | 24.4 | 11.0 | 7.7 |
| 13 | 6,163 | 2.41- 2.60 | 18.9 | 7.3 | 10.2 | 7.4 | 5.9 | 6.1 | 11.9 | 28.4 | 3.9 | 23.8 | 9.0 | 6.9 |
| 14 | 4,443 | 2.61- 2.80 | 17.0 | 10.1 | 11.1 | 7.0 | 5.4 | 5.3 | 10.5 | 29.1 | 4.5 | 22.1 | 10.5 | 7.2 |
| 15 | 2,958 | 2.81- 3.00 | 17.7 | 7.0 | 10.2 | 7.3 | 6.5 | 6.7 | 9.3 | 30.6 | 4.7 | 21.1 | 7.8 | 6.1 |
| 16 | 517 | 3.01- 3.20 | 5.0 | 2.5 | 5.0 | 4.3 | 7.7 | 7.4 | 10.1 | 52.4 | 5.6 | 5.8 | 3.9 | 2.7 |
| 17 | 1,324 | 3.21- 3.40 | 7.0 | 5.1 | 7.9 | 5.9 | 5.6 | 6.3 | 8.8 | 50.3 | 3.1 | 9.0 | 5.3 | 5.1 |
| 18 | 1,340 | 3.41- 3.60 | 7.8 | 3.5 | 5.3 | 3.6 | 3.4 | 6.9 | 13.1 | 39.8 | 16.6 | 8.5 | 3.6 | 2.5 |
| 19 | 304 | 3.61- 3.80 | 5.6 | 4.3 | 8.9 | 7.2 | 5.6 | 4.6 | 9.2 | 46.4 | 8.2 | 5.6 | 4.3 | 5.6 |
| 20 | 780 | 3.81- 4.00 | 11.8 | 5.0 | 7.3 | 5.9 | 5.3 | 5.8 | 13.1 | 38.8 | 7.0 | 11.9 | 4.9 | 4.9 |
| 21 | 291 | 4.01- 4.20 | 1.4 | 5.2 | 7.2 | 3.4 | 5.2 | 7.2 | 5.8 | 62.9 | 1.7 | 1.4 | 5.2 | 3.4 |
| 22 | 72 | 4.21- 4.40 | 4.2 | 2.8 | 1.4 | 6.9 | 5.6 | 9.7 | 9.7 | 54.1 | 5.6 | 2.8 | 4.2 | 1.4 |
| 23 | 87 | 4.41- 4.60 | ----- | 1.2 | 5.7 | 4.6 | 6.9 | 13.8 | 11.5 | 54.0 | 2.3 | ----- | 1.2 | 2.3 |
| 24 | 19 | 4.61- 4.80 | ----- | ----- | 10.5 | ----- | 5.3 | 15.7 | 21.1 | 47.4 | ----- | ----- | ----- | ----- |
| 25 | 205 | 4.81- 5.00 | 2.9 | 2.9 | 8.8 | 4.9 | 8.8 | 8.3 | 10.7 | 49.8 | 2.9 | 2.5 | 2.9 | 3.0 |
| 26 | 25 | 5.01- 5.20 | ----- | ----- | ----- | 8.0 | 8.0 | 48.0 | 20.0 | 16.0 | ----- | ----- | ----- | ----- |
| 27 | 5 | 5.21- 5.40 | ----- | ----- | 20.0 | ----- | ----- | 40.0 | ----- | 40.0 | ----- | ----- | ----- | ----- |
| 28 | 37 | 5.41- 5.60 | 5.4 | 2.7 | 16.2 | ----- | 2.7 | ----- | 2.7 | 62.2 | 8.1 | 5.4 | ----- | 5.4 |
| 29 | 27 | 5.61- 5.80 | ----- | 3.7 | 3.7 | 11.1 | 7.4 | ----- | 11.1 | 63.0 | ----- | ----- | ----- | 3.7 |
| 30 | 6 | 6.01- 6.20 | ----- | ----- | ----- | ----- | ----- | 16.7 | ----- | 83.3 | ----- | ----- | ----- | ----- |
| 31 | 4 | 6.21- 6.40 | ----- | 25.0 | ----- | ----- | ----- | ----- | 25.0 | 50.0 | ----- | ----- | ----- | 25.0 |
| 32 | 20 | 6.41- 6.60 | ----- | 3.6 | 7.1 | 3.6 | 7.1 | ----- | 3.6 | 75.0 | ----- | ----- | 3.6 | ----- |
| 33 | 2 | 6.61- 6.80 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 50.0 | ----- | ----- | ----- | ----- |
| 34 | 9 | 6.81- 7.00 | ----- | ----- | ----- | ----- | ----- | ----- | 11.1 | 88.9 | ----- | ----- | ----- | ----- |
| 35 | 1 | 7.01- 7.20 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 100.0 | ----- | ----- | ----- | ----- |
| 36 | 8 | 7.21- 7.40 | ----- | 12.5 | 12.5 | ----- | ----- | 12.5 | 12.5 | 37.5 | ----- | ----- | ----- | 12.5 |
| 37 | 3 | 8.21- 8.40 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 100.0 | ----- | ----- | ----- | ----- |
| 38 | 1 | 8.81- 9.00 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 100.0 | ----- | ----- | ----- | ----- |
| 39 | 1 | 9.41- 9.60 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 100.0 | ----- | ----- | ----- | ----- |
| | 224,570 | | 25.1 | 11.5 | 13.8 | 8.4 | 6.3 | 5.5 | 7.9 | 19.0 | 2.5 | 43.8 | 14.1 | 9.0 |
| | 17,340 | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | 20.8 | 10.8 | 7.8 |
| | 241,910 | | | | | | | | | | | 42.1 | 13.9 | 8.9 |

a Rate and time cannot be stated, as they worked by the mile, trip, piece, contract, or commission or combinations of these with day work.

TABLE V.—AVERAGE TIME AND EARNINGS.

RAILROAD NO. 1.

| Occupation. | Working less than 301 days. | | | Working 301 days and over. | | | Preceding periods combined. | | |
|-------------------------------|-----------------------------|-----------------|-----------------------|----------------------------|-----------------|-----------------------|-----------------------------|-----------------|-----------------------|
| | Num. ber. | Aver- age days. | Aver- age earn- ings. | Num. ber. | Aver- age days. | Aver- age earn- ings. | Num. ber. | Aver- age days. | Aver- age earn- ings. |
| Agents | 2 | 64 | \$120 | 8 | 363 | \$559 | 10 | 303 | \$472 |
| Baggagemen | 4 | 66 | 96 | 4 | 66 | 96 | 4 | 66 | 96 |
| Blacksmiths | 4 | 81 | 202 | 4 | 81 | 202 | 4 | 81 | 202 |
| Blacksmiths' helpers | 2 | 162 | 241 | 2 | 162 | 241 | 2 | 162 | 241 |
| Brakemen | 17 | 49 | 78 | 1 | 345 | 548 | 18 | 66 | 104 |
| Carpenters | 17 | 56 | 125 | 1 | 313 | 626 | 18 | 70 | 153 |
| Carpenters' helper | 1 | 206 | 317 | 1 | 206 | 317 | 1 | 206 | 317 |
| Clerks | 8 | 176 | 216 | 3 | 365 | 489 | 11 | 227 | 291 |
| Conductors | 3 | 140 | 323 | 3 | 344 | 750 | 6 | 242 | 536 |
| Engineers | 2 | 55 | 122 | 3 | 333 | 906 | 5 | 222 | 592 |
| Fire tenders | 17 | 114 | 36 | 17 | 114 | 36 | 17 | 114 | 36 |
| Firemen | 10 | 89 | 138 | 1 | 350 | 522 | 11 | 112 | 173 |
| Flagman | 1 | 151 | 25 | 1 | 151 | 25 | 1 | 151 | 25 |
| Foreman, carpenters | 1 | 52 | 209 | 1 | 52 | 209 | 1 | 52 | 209 |
| Foremen, track laborers | 2 | 183 | 240 | 8 | 365 | 480 | 10 | 329 | 432 |
| Freighthandlers | 5 | 74 | 87 | 5 | 74 | 87 | 5 | 74 | 87 |
| Laborers | 8 | 13 | 16 | 8 | 13 | 16 | 8 | 13 | 16 |
| Laborers, track | 221 | 48 | 57 | 4 | 309 | 370 | 225 | 52 | 63 |
| Laborers, work train | 37 | 43 | 51 | 1 | 335 | 990 | 37 | 43 | 51 |
| Machinist | 3 | 15 | 53 | 3 | 15 | 53 | 3 | 15 | 53 |
| Masons | 6 | 35 | 65 | 6 | 35 | 65 | 6 | 35 | 65 |
| Painters | 1 | 46 | 53 | 1 | 46 | 53 | 1 | 46 | 53 |
| Switchman | 1 | 274 | 315 | 1 | 274 | 315 | 1 | 274 | 315 |
| Telegraph operator | 12 | 58 | 76 | 12 | 58 | 76 | 12 | 58 | 76 |
| Watchmen | 2 | 105 | 77 | 2 | 105 | 77 | 2 | 105 | 77 |
| Watchmen, bridge | 2 | 101 | 87 | 2 | 101 | 87 | 2 | 101 | 87 |
| Watchmen, fire | 7 | 80 | 106 | 7 | 80 | 106 | 7 | 80 | 106 |
| Wipers | 1 | 212 | 420 | 1 | 212 | 420 | 1 | 212 | 420 |
| Yardmaster | 1 | 212 | 420 | 1 | 212 | 420 | 1 | 212 | 420 |

RAILROAD NO. 2.

| | | | | | | | | | |
|--------------------------------------|-----|-----|-------|-----|-----|---------|-----|-----|---------|
| Accountant, car | | | | 1 | 365 | \$1,080 | 1 | 365 | \$1,080 |
| Agents | 9 | 125 | \$137 | 12 | 356 | 661 | 21 | 257 | 437 |
| Agents | (a) | (a) | (a) | (a) | (a) | (a) | 30 | (a) | 110 |
| Agents, freight | 1 | 11 | 20 | 2 | 365 | 930 | 3 | 247 | 627 |
| Agents, freight | (a) | (a) | (a) | (a) | (a) | (a) | 2 | (a) | 31 |
| Agents, freight and ticket | (a) | (a) | (a) | (a) | (a) | (a) | 1 | (a) | 241 |
| Agents, special | 1 | 31 | 150 | 1 | 305 | 1,800 | 2 | 198 | 975 |
| Agents, ticket | 1 | 14 | 20 | 3 | 365 | 340 | 4 | 280 | 260 |
| Agents, ticket | (a) | (a) | (a) | (a) | (a) | (a) | 9 | (a) | 114 |
| Agents and telegraph operators | 10 | 216 | 342 | 24 | 361 | 642 | 34 | 318 | 554 |
| Baggagemasters | 21 | 102 | 192 | 13 | 351 | 504 | 34 | 197 | 311 |
| Bellringers | 2 | 42 | 55 | 4 | 358 | 427 | 6 | 253 | 303 |
| Blacksmiths | 7 | 225 | 540 | 2 | 310 | 806 | 9 | 244 | 599 |
| Blacksmiths | (b) | (b) | (b) | (b) | (b) | (b) | 12 | (b) | 669 |
| Blacksmiths' helpers | 11 | 119 | 175 | 1 | 308 | 401 | 12 | 135 | 194 |
| Blacksmiths' helpers | (b) | (b) | (b) | (b) | (b) | (b) | 20 | (b) | 361 |
| Boiler washers | 1 | 15 | 22 | 2 | 306 | 493 | 3 | 209 | 329 |
| Boilermakers | 10 | 163 | 379 | 1 | 365 | 914 | 11 | 181 | 427 |
| Boilermakers | (b) | (b) | (b) | (b) | (b) | (b) | 7 | (b) | 619 |
| Boilermakers' apprentice | 1 | 286 | 423 | 1 | 286 | 423 | 1 | 286 | 423 |
| Boilermakers' helpers | 14 | 113 | 146 | 14 | 113 | 146 | 14 | 113 | 146 |
| Boilermakers' helpers | (b) | (b) | (b) | (b) | (b) | (b) | 5 | (b) | 295 |
| Bolt cutter | 1 | 136 | 204 | 1 | 136 | 204 | 1 | 136 | 204 |
| Bolt cutter | (b) | (b) | (b) | (b) | (b) | (b) | 1 | (b) | 449 |
| Bookkeeper | | | | 1 | 365 | 1,445 | 1 | 365 | 1,445 |
| Brakemen | 33 | 104 | 197 | 1 | 325 | 649 | 34 | 110 | 210 |
| Brakemen, freight | 147 | 82 | 149 | 7 | 317 | 590 | 154 | 93 | 169 |
| Brakemen, passenger | 18 | 117 | 212 | 5 | 355 | 635 | 23 | 169 | 304 |
| Brakemen, shifting | 188 | 54 | 88 | 12 | 346 | 558 | 200 | 72 | 116 |
| Brassmoulder | | | | 1 | 365 | 900 | 1 | 365 | 900 |
| Brassmoulders' helpers | 2 | 150 | 190 | 2 | 150 | 190 | 2 | 150 | 190 |
| Bricklayers | 2 | 6 | 11 | 2 | 6 | 11 | 2 | 6 | 11 |

^a Received commission; hence time, and earnings based on time, can not be stated.

^b Paid by the day and piece; hence time, and earnings based on time, can not be stated.

TABLE V.—AVERAGE TIME AND EARNINGS—Continued.

RAILROAD NO. 2—Continued.

| Occupation. | Working less than 301 days. | | | Working 301 days and over. | | | Preceding periods combined. | | |
|---|-----------------------------|----------------|---------------------|----------------------------|----------------|---------------------|-----------------------------|----------------|---------------------|
| | Num-ber. | Aver-age days. | Aver-age earn-ings. | Num-ber. | Aver-age days. | Aver-age earn-ings. | Num-ber. | Aver-age days. | Aver-age earn-ings. |
| Carpenters | 75 | 129 | \$276 | 9 | 322 | \$646 | 84 | 150 | \$316 |
| Carpenters | (a) | (a) | (a) | (a) | (a) | (a) | 60 | (a) | 521 |
| Carpenters' apprentice | 1 | 218 | 327 | | | | 1 | 218 | 327 |
| Carpenters' helper | 1 | 210 | 252 | | | | 1 | 210 | 252 |
| Cashiers | | | | 2 | 365 | 915 | 2 | 365 | 915 |
| Civil engineer | | | | 1 | 365 | 1,390 | 1 | 365 | 1,390 |
| Cleaners, car | 25 | 85 | 104 | 13 | 355 | 298 | 38 | 177 | 171 |
| Cleaners, engine | 10 | 85 | 104 | 6 | 371 | 455 | 16 | 193 | 235 |
| Cleaners, engine | (a) | (a) | (a) | (a) | (a) | (a) | 5 | (a) | 516 |
| Cleaners, office | 12 | 67 | 38 | 1 | 365 | 420 | 13 | 90 | 68 |
| Cleaners, station | 10 | 122 | 36 | 8 | 365 | 119 | 18 | 230 | 73 |
| Clerks | 41 | 121 | 153 | 68 | 362 | 690 | 109 | 272 | 488 |
| Clerks and telegraph operators | 2 | 97 | 101 | 1 | 365 | 660 | 3 | 186 | 287 |
| Coal shoveller | | | | 1 | 306 | 367 | 1 | 306 | 367 |
| Conductors | 9 | 55 | 183 | 6 | 311 | 945 | 15 | 158 | 488 |
| Conductors, freight | 22 | 97 | 275 | 12 | 328 | 905 | 34 | 178 | 497 |
| Conductors, passenger | 18 | 68 | 231 | 8 | 350 | 1,072 | 26 | 155 | 490 |
| Conductors, shifting | 18 | 68 | 157 | 13 | 355 | 827 | 31 | 188 | 438 |
| Cook | 1 | 29 | 29 | | | | 1 | 29 | 29 |
| Coppersmiths | 3 | 206 | 452 | 1 | 346 | 898 | 4 | 241 | 563 |
| Coppersmiths' helper | 1 | 295 | 354 | | | | 1 | 295 | 354 |
| Cranemen | 2 | 59 | 88 | | | | 2 | 59 | 88 |
| Dispatchers | 8 | 73 | 200 | 3 | 365 | 1,060 | 11 | 152 | 434 |
| Dispatchers, yard | | | | 3 | 358 | 1,239 | 3 | 358 | 1,239 |
| Draughtsman | | | | 1 | 311 | 932 | 1 | 311 | 932 |
| Driller | (a) | (a) | (a) | (a) | (a) | (a) | 1 | (a) | 384 |
| Engineers | 20 | 103 | 358 | 6 | 310 | 1,153 | 26 | 150 | 541 |
| Engineers, freight | 21 | 163 | 525 | 8 | 328 | 992 | 29 | 208 | 654 |
| Engineers, locomotive | 1 | 5 | 11 | | | | 1 | 5 | 11 |
| Engineers, passenger | 4 | 155 | 560 | 9 | 331 | 1,275 | 13 | 277 | 1,055 |
| Engineers, shifting | 7 | 51 | 124 | 11 | 369 | 1,095 | 18 | 245 | 717 |
| Engineers, stationary | 4 | 57 | 111 | 2 | 371 | 743 | 6 | 162 | 321 |
| Engineer, steam shovel | 1 | 74 | 351 | | | | 1 | 74 | 351 |
| Engineer, steam shovel, assistant | 1 | 72 | 108 | | | | 1 | 72 | 108 |
| Firemen | 32 | 52 | 91 | | | | 32 | 52 | 91 |
| Firemen, freight | 52 | 76 | 145 | 6 | 319 | 594 | 58 | 101 | 191 |
| Firemen, locomotive | 22 | 107 | 213 | 1 | 307 | 676 | 23 | 116 | 233 |
| Firemen, passenger | 11 | 91 | 167 | 8 | 339 | 598 | 19 | 195 | 348 |
| Firemen, shifting | 35 | 88 | 137 | 4 | 370 | 610 | 39 | 117 | 186 |
| Flagmen | 18 | 91 | 180 | 2 | 309 | 545 | 20 | 113 | 217 |
| Flagmen, freight | 41 | 85 | 172 | 7 | 324 | 652 | 48 | 120 | 242 |
| Foreman | | | | 1 | 365 | 900 | 1 | 365 | 900 |
| Foreman, blacksmiths | | | | 1 | 365 | 1,200 | 1 | 365 | 1,200 |
| Foreman, boiler-makers | | | | 1 | 365 | 960 | 1 | 365 | 960 |
| Foreman, car cleaners | | | | 1 | 365 | 840 | 1 | 365 | 840 |
| Foreman, car inspectors | 1 | 247 | 474 | 2 | 338 | 829 | 3 | 308 | 711 |
| Foreman, car repairers | 2 | 285 | 740 | | | | 2 | 285 | 740 |
| Foreman, car works | | | | 1 | 365 | 1,200 | 1 | 365 | 1,200 |
| Foremen, carpenters | 8 | 152 | 453 | | | | 8 | 152 | 453 |
| Foreman, coppersmiths | | | | 1 | 365 | 1,080 | 1 | 365 | 1,080 |
| Foreman, engine carpenters | 1 | 283 | 748 | | | | 1 | 283 | 748 |
| Foreman, linemen | 2 | 293 | 814 | | | | 2 | 293 | 814 |
| Foreman, linkmen | 1 | 69 | 178 | | | | 1 | 69 | 178 |
| Foremen, machinists | | | | 2 | 347 | 1,025 | 2 | 347 | 1,025 |
| Foremen, painters | 2 | 96 | 240 | 1 | 365 | 900 | 3 | 186 | 460 |
| Foreman, quarrymen | 1 | 171 | 385 | | | | 1 | 171 | 385 |
| Foreman, rodmen | 1 | 286 | 743 | | | | 1 | 286 | 743 |
| Foremen, stonemasons | 3 | 139 | 450 | | | | 3 | 139 | 450 |
| Foreman, tie hoist | 1 | 2 | 4 | | | | 1 | 2 | 4 |
| Foremen, track laborers | 20 | 119 | 190 | 54 | 362 | 540 | 74 | 206 | 446 |
| Foreman, work train | 1 | 92 | 150 | | | | 1 | 92 | 150 |
| Gatemen | 27 | 62 | 76 | 4 | 346 | 469 | 31 | 99 | 127 |
| Hammer boy | 1 | 139 | 104 | | | | 1 | 139 | 104 |
| Hammer boy | (a) | (a) | (a) | (a) | (a) | (a) | 1 | (a) | 111 |
| Hostlers | 11 | 70 | 115 | 5 | 353 | 631 | 16 | 158 | 276 |
| Inspectors, car | 15 | 172 | 265 | 11 | 348 | 554 | 26 | 247 | 388 |
| Janitors | 2 | 188 | 274 | 1 | 365 | 480 | 3 | 247 | 343 |
| Laborers | 83 | 73 | 104 | 16 | 353 | 501 | 99 | 119 | 163 |
| Laborers | (a) | (a) | (a) | (a) | (a) | (a) | 2 | (a) | 9 |

a Paid by the piece; hence time, and earnings based on time, cannot be stated,

TABLE V.—AVERAGE TIME AND EARNINGS—Continued.

RAILROAD NO. 2—Concluded.

| Occupation. | Working less than 301 days. | | | Working 301 days and over. | | | Preceding periods combined. | | |
|--|-----------------------------|---------------|-------------------|----------------------------|---------------|-------------------|-----------------------------|---------------|-------------------|
| | Number. | Average days. | Average earnings. | Number. | Average days. | Average earnings. | Number. | Average days. | Average earnings. |
| Laborers, ballast train..... | 74 | 96 | \$116 | 4 | 317 | \$380 | 78 | 107 | \$130 |
| Laborers, car works..... | 5 | 220 | 264 | | | | 5 | 220 | 264 |
| Laborers, machine shop..... | 7 | 117 | 140 | | | | 7 | 117 | 140 |
| Laborer, machine shop..... | (a) | (a) | (a) | (a) | (a) | (a) | 1 | (a) | 408 |
| Laborers, quarry..... | 11 | 87 | 117 | | | | 11 | 87 | 117 |
| Laborers, roundhouse..... | 4 | 49 | 63 | 1 | 355 | 462 | 5 | 110 | 143 |
| Laborers, steam shovel..... | 31 | 61 | 73 | | | | 31 | 61 | 73 |
| Laborers, stonemason..... | 17 | 75 | 111 | | | | 17 | 75 | 111 |
| Laborer, storeroom..... | | | | | 365 | 430 | 1 | 365 | 480 |
| Laborers, track..... | 627 | 92 | 111 | 67 | 314 | 381 | 694 | 113 | 137 |
| Laborers, work train..... | 147 | 51 | 62 | | | | 147 | 51 | 62 |
| Laborers, yard..... | 54 | 89 | 110 | | | | 59 | 109 | 135 |
| Lampman..... | | | | 5 | 323 | 408 | 1 | 396 | 514 |
| Linenmen..... | 7 | 44 | 65 | 1 | 396 | 514 | 7 | 44 | 65 |
| Machinists..... | 46 | 177 | 399 | 2 | 320 | 801 | 48 | 183 | 418 |
| Machinists' apprentices..... | (a) | (a) | (a) | (a) | (a) | (a) | 17 | (a) | 612 |
| Machinists' helpers..... | 9 | 183 | 138 | | | | 9 | 183 | 138 |
| Machinists' helpers..... | 10 | 217 | 253 | 1 | 365 | 600 | 11 | 231 | 285 |
| Machinists' helper..... | (a) | (a) | (a) | (a) | (a) | (a) | 1 | (a) | 378 |
| Mail carriers..... | 2 | 75 | 13 | 4 | 365 | 135 | 6 | 268 | 94 |
| Master mechanic..... | | | | 1 | 365 | 1,515 | 1 | 365 | 1,515 |
| Messengers..... | 8 | 145 | 83 | 1 | 334 | 220 | 9 | 166 | 98 |
| Oilers..... | 2 | 135 | 189 | | | | 2 | 135 | 189 |
| Painters..... | 14 | 52 | 104 | | | | 14 | 52 | 104 |
| Painters..... | (a) | (a) | (a) | (a) | (a) | (a) | 6 | (a) | 656 |
| Painters' helper..... | 1 | 249 | 441 | | | | 1 | 249 | 441 |
| Painters' helpers..... | (a) | (a) | (a) | (a) | (a) | (a) | 5 | (a) | 262 |
| Patternmaker..... | 1 | 271 | 814 | | | | 1 | 271 | 814 |
| Pilots, freight and shifting..... | 6 | 2 | 2 | | | | 6 | 2 | 2 |
| Plumbers..... | 2 | 150 | 489 | | | | 2 | 150 | 489 |
| Policemen..... | 7 | 2 | 4 | | | | 7 | 2 | 4 |
| Porter and cook..... | | | | 1 | 365 | 595 | 1 | 365 | 595 |
| Pumpers..... | | | | 3 | 331 | 431 | 3 | 331 | 431 |
| Quarrymen..... | 14 | 107 | 184 | | | | 14 | 107 | 184 |
| Repairers, car..... | 1 | 1 | 2 | 1 | 369 | 655 | 2 | 185 | 329 |
| Runners..... | 7 | 58 | 67 | | | | 7 | 58 | 67 |
| Sand driers..... | 11 | 34 | 44 | | | | 11 | 34 | 44 |
| Stationmaster..... | | | | 1 | 365 | 389 | 1 | 365 | 389 |
| Stonemasons..... | 39 | 71 | 194 | | | | 39 | 71 | 194 |
| Stonemasons' helper..... | 1 | 90 | 158 | | | | 1 | 90 | 158 |
| Storekeepers..... | | | | 2 | 365 | 588 | 2 | 365 | 588 |
| Supervisors..... | | | | 3 | 365 | 1,080 | 3 | 365 | 1,080 |
| Switchman..... | 1 | 298 | 392 | | | | 1 | 298 | 392 |
| Telegraph operators..... | 24 | 113 | 153 | 16 | 352 | 550 | 40 | 208 | 312 |
| Telegraph operator, chief..... | | | | 1 | 365 | 1,200 | 1 | 365 | 1,200 |
| Telegraph operator and dispatcher..... | | | | 1 | 365 | 1,500 | 1 | 365 | 1,500 |
| Telegraph repairmen..... | 1 | 16 | 16 | 3 | 360 | 447 | 4 | 274 | 339 |
| Tinsmiths..... | 3 | 80 | 179 | | | | 3 | 80 | 179 |
| Tinsmiths..... | (a) | (a) | (a) | (a) | (a) | (a) | 5 | (a) | 613 |
| Toolmaker..... | 1 | 274 | 754 | | | | 1 | 274 | 754 |
| Upholsterers..... | (a) | (a) | (a) | (a) | (a) | (a) | 2 | (a) | 603 |
| Warehousemen..... | 13 | 99 | 102 | 7 | 365 | 420 | 20 | 192 | 213 |
| Watchmen..... | 60 | 82 | 89 | 36 | 354 | 425 | 96 | 184 | 215 |
| Watchman, engine..... | 1 | 13 | 3 | | | | 1 | 13 | 3 |
| Watchmen, tunnel..... | 1 | 259 | 308 | 1 | 331 | 392 | 2 | 295 | 350 |
| Water boys..... | 6 | 99 | 87 | | | | 6 | 99 | 87 |
| Wheel grinder..... | 1 | 78 | 109 | | | | 1 | 78 | 109 |
| Wheelpressmen..... | 2 | 298 | 417 | | | | 2 | 298 | 417 |
| Wipers..... | 36 | 65 | 76 | 4 | 377 | 431 | 40 | 96 | 112 |

^a Paid by the piece; hence time, and earnings based on time, cannot be stated.

TABLE V.—AVERAGE TIME AND EARNINGS—Continued.

RAILROAD NO. 3.

| Occupation. | Working less than 301 days. | | | Working 301 days and over. | | | Preceding periods combined. | | |
|------------------------------|-----------------------------|-----------------|-----------------------|----------------------------|-----------------|-----------------------|-----------------------------|-----------------|-----------------------|
| | Num-ber. | Aver- age days. | Aver- age earn- ings. | Num-ber. | Aver- age days. | Aver- age earn- ings. | Num-ber. | Aver- age days. | Aver- age earn- ings. |
| Agents | | | | 3 | 365 | \$87 | 3 | 365 | \$87 |
| Baggagemasters | 3 | 196 | \$287 | | | | 3 | 196 | 287 |
| Blacksmiths | | | | 1 | 306 | 765 | 1 | 306 | 765 |
| Blacksmiths' helpers | 3 | 65 | 82 | | | | 3 | 65 | 82 |
| Brakemen | 4 | 64 | 80 | | | | 4 | 64 | 80 |
| Brakemen, freight | 3 | 72 | 91 | | | | 3 | 72 | 91 |
| Brakemen, passenger | 2 | 88 | 113 | | | | 2 | 88 | 113 |
| Carpenter | | | | 1 | 313 | 861 | 1 | 313 | 861 |
| Carpenters' apprentice | 1 | 153 | 166 | | | | 1 | 153 | 166 |
| Cleaners, car | 3 | 29 | 29 | 1 | 365 | 192 | 4 | 113 | 70 |
| Cleaners, engine | 3 | 39 | 52 | | | | 3 | 39 | 52 |
| Clerks | 2 | 159 | 289 | | | | 2 | 159 | 289 |
| Coal heavers | 2 | 160 | 80 | | | | 2 | 160 | 80 |
| Conductors | 3 | 229 | 543 | | | | 3 | 229 | 543 |
| Enginemen | 2 | 71 | 212 | 2 | 355 | 1,065 | 4 | 213 | 638 |
| Firemen | 8 | 103 | 172 | | | | 8 | 103 | 172 |
| Machinists | 2 | 223 | 400 | 1 | 311 | 622 | 3 | 252 | 474 |
| Master mechanic | | | | 1 | 365 | 1,140 | 1 | 365 | 1,140 |
| Messengers | 3 | 120 | 20 | | | | 3 | 120 | 20 |
| Porter | | | | 1 | 313 | 438 | 1 | 313 | 438 |
| Pumper | 1 | 1 | 1 | | | | 1 | 1 | 1 |
| Switchmen, yard | 3 | 29 | 37 | | | | 3 | 29 | 37 |
| Telegraph operator | 1 | 93 | 140 | | | | 1 | 93 | 140 |
| Watchmen | 7 | 61 | 79 | | | | 7 | 61 | 79 |

RAILROAD NO. 4.

| | | | | | | | | | |
|--------------------------------------|-----|-----|-------|-----|-----|-------|-----|-----|-------|
| Agents | 124 | 126 | \$135 | 279 | 361 | \$433 | 403 | 286 | \$341 |
| Agents | (a) | (a) | (a) | (a) | (a) | (a) | 14 | (a) | 285 |
| Agents, assistant | 2 | 140 | 381 | 8 | 361 | 1,217 | 10 | 317 | 1,050 |
| Agents, baggage | | | | 2 | 361 | 654 | 2 | 361 | 654 |
| Agents, claim | | | | 5 | 365 | 1,008 | 5 | 365 | 1,008 |
| Agents, emigrant | | | | 4 | 365 | 665 | 4 | 365 | 665 |
| Agents, freight | | | | 3 | 365 | 1,308 | 3 | 365 | 1,308 |
| Agents, special | 2 | 148 | 322 | 6 | 365 | 1,104 | 8 | 311 | 908 |
| Agents, ticket | 8 | 191 | 318 | 14 | 363 | 774 | 22 | 300 | 608 |
| Agents and telegraph operators | 23 | 167 | 191 | 58 | 351 | 452 | 81 | 298 | 378 |
| Agent and telegraph operator | (a) | (a) | (a) | (a) | (a) | (a) | 1 | (a) | 591 |
| Air-hose men | 3 | 164 | 191 | | | | 3 | 164 | 191 |
| Apprentices | 22 | 211 | 155 | 6 | 322 | 263 | 28 | 235 | 178 |
| Apprentices | (b) | (b) | (b) | (b) | (b) | (b) | 6 | (b) | 226 |
| Ashpan cleaners | 5 | 79 | 87 | 2 | 357 | 412 | 7 | 159 | 180 |
| Ashpit men | 5 | 252 | 279 | 1 | 387 | 426 | 6 | 274 | 303 |
| Axle cutters | (b) | (b) | (b) | (b) | (b) | (b) | 3 | (b) | 530 |
| Axle turners | 6 | 167 | 225 | | | | 6 | 167 | 225 |
| Axle turners | (b) | (b) | (b) | (b) | (b) | (b) | 9 | (b) | 399 |
| Baggagemasters | 76 | 125 | 205 | 96 | 356 | 547 | 172 | 254 | 396 |
| Baggagemasters | (c) | (c) | (c) | (c) | (c) | (c) | 24 | (c) | 252 |
| Baggagemasters, assistant | 6 | 109 | 111 | 3 | 364 | 525 | 9 | 194 | 249 |
| Baggagemasters' helpers | 2 | 179 | 88 | | | | 2 | 179 | 88 |
| Baggagemen | 7 | 94 | 178 | 4 | 350 | 469 | 11 | 187 | 284 |
| Ballast measurers | 3 | 102 | 116 | | | | 3 | 102 | 116 |
| Batteryman | 1 | 168 | 274 | | | | 1 | 168 | 274 |
| Beltmen | | | | 2 | 447 | 765 | 2 | 447 | 765 |
| Blacksmiths | 187 | 173 | 324 | 73 | 327 | 616 | 260 | 216 | 406 |
| Blacksmiths | (b) | (b) | (b) | (b) | (b) | (b) | 108 | (b) | 515 |
| Blacksmiths' apprentices | 9 | 165 | 146 | 3 | 339 | 285 | 12 | 208 | 181 |
| Blacksmiths' helpers | 369 | 108 | 130 | 54 | 331 | 384 | 423 | 136 | 162 |
| Blacksmiths' helpers | (b) | (b) | (b) | (b) | (b) | (b) | 244 | (b) | 297 |
| Boiler fitter | 1 | 196 | 569 | | | | 1 | 196 | 569 |
| Boiler washers | 21 | 192 | 280 | 16 | 371 | 510 | 37 | 270 | 380 |
| Boilermakers | 120 | 147 | 299 | 72 | 347 | 703 | 192 | 222 | 451 |
| Boilermakers' apprentices | 20 | 174 | 157 | 10 | 325 | 268 | 30 | 225 | 194 |

a Paid by the day and received commission; hence time, and earnings based on time, cannot be stated.

b Paid by the piece; hence time, and earnings based on time, cannot be stated.

c Paid by the day, mile, and trip; hence time, and earnings based on time, cannot be stated.

TABLE V.—AVERAGE TIME AND EARNINGS—Continued.

RAILROAD NO. 4—Continued.

| Occupation. | Working less than 301 days. | | | Working 301 days and over. | | | Preceding periods combined. | | |
|------------------------------------|-----------------------------|----------------|---------------------|----------------------------|----------------|---------------------|-----------------------------|----------------|---------------------|
| | Num-ber. | Aver-age days. | Aver-age earn-ings. | Num-ber. | Aver-age days. | Aver-age earn-ings. | Num-ber. | Aver-age days. | Aver-age earn-ings. |
| Boilermakers' helpers | 164 | 130 | \$157 | 65 | 346 | \$412 | 229 | 191 | \$229 |
| Boilermakers' helper | (a) | (a) | (a) | (a) | (a) | (a) | 1 | (a) | 174 |
| Bolt cutters | 22 | 198 | 191 | 10 | 339 | 348 | 32 | 257 | 240 |
| Bolt header | 1 | 166 | 189 | | | | 1 | 166 | 189 |
| Bolt header | (a) | (a) | (a) | (a) | (a) | (a) | 1 | (a) | 606 |
| Brakemen | 438 | 85 | 136 | 37 | 337 | 557 | 475 | 105 | 169 |
| Brakemen | (b) | (b) | (b) | (b) | (b) | (b) | 2 | (b) | 310 |
| Brakemen, freight | 1,393 | 93 | 159 | 291 | 350 | 602 | 1,684 | 138 | 236 |
| Brakemen, freight | (b) | (b) | (b) | (b) | (b) | (b) | 123 | (b) | 310 |
| Brakemen, passenger | 157 | 112 | 169 | 53 | 350 | 508 | 210 | 172 | 255 |
| Brakemen, passenger | (b) | (b) | (b) | (b) | (b) | (b) | 29 | (b) | 181 |
| Brakemen, work train | 6 | 17 | 28 | | | | 6 | 17 | 28 |
| Brakemen, yard | 887 | 68 | 124 | 46 | 339 | 621 | 933 | 81 | 149 |
| Brakemen and conductors | 48 | 197 | 352 | 23 | 329 | 564 | 71 | 239 | 421 |
| Brassborer | | | | 1 | 310 | 589 | 1 | 310 | 589 |
| Brassfinishers | 11 | 174 | 294 | 3 | 322 | 691 | 14 | 205 | 379 |
| Brassfinishers | (c) | (c) | (c) | (c) | (c) | (c) | 10 | (c) | 687 |
| Brassfinishers' helper | 1 | 151 | 166 | | | | 1 | 151 | 166 |
| Brassmoulders | | | | 2 | 309 | 643 | 2 | 309 | 643 |
| Brassmoulders' apprentice | 1 | 106 | 95 | | | | 1 | 106 | 95 |
| Brassmoulders' helper | 1 | 65 | 58 | | | | 1 | 65 | 58 |
| Breakers | 3 | 196 | 229 | | | | 3 | 196 | 229 |
| Bricklayers | 34 | 97 | 308 | 2 | 357 | 697 | 36 | 112 | 330 |
| Bricklayers' helpers | 12 | 219 | 300 | | | | 12 | 219 | 300 |
| Bridge hands | 7 | 85 | 172 | 1 | 329 | 641 | 8 | 115 | 230 |
| Bridgemasters | 4 | 47 | 22 | | | | 4 | 47 | 22 |
| Bridgemen | 11 | 54 | 117 | 1 | 305 | 733 | 12 | 75 | 163 |
| Bridge tenders | 10 | 123 | 165 | 7 | 356 | 494 | 17 | 219 | 301 |
| Buggymen | 12 | 191 | 212 | 1 | 330 | 363 | 13 | 202 | 224 |
| Buggymen | (c) | (c) | (c) | (c) | (c) | (c) | 7 | (c) | 283 |
| Cabinetmakers | 2 | 196 | 385 | | | | 2 | 196 | 385 |
| Cabinetmakers | (c) | (c) | (c) | (c) | (c) | (c) | 10 | (c) | 472 |
| Cabinetmakers' apprentices | (c) | (c) | (c) | (c) | (c) | (c) | 6 | (c) | 251 |
| Callers | 84 | 114 | 118 | 35 | 361 | 432 | 119 | 187 | 211 |
| Captains of the watch | | | | 2 | 357 | 674 | 2 | 357 | 674 |
| Car markers | | | | 2 | 438 | 526 | 2 | 438 | 526 |
| Carpenters | 1,353 | 130 | 240 | 204 | 325 | 594 | 1,567 | 155 | 286 |
| Carpenters' apprentices | 26 | 142 | 131 | 3 | 326 | 307 | 29 | 161 | 149 |
| Carpenters' apprentices | (c) | (c) | (c) | (c) | (c) | (c) | 17 | (c) | 277 |
| Carpenters' helpers | 130 | 105 | 129 | 9 | 319 | 383 | 139 | 119 | 146 |
| Carpenters' helpers | (c) | (c) | (c) | (c) | (c) | (c) | 15 | (c) | 364 |
| Carpenters, car works | £1 | 134 | 256 | 24 | 321 | 651 | 105 | 177 | 346 |
| Carpenters, locomotive works | 9 | 184 | 377 | 8 | 373 | 781 | 17 | 273 | 567 |
| Carpenters, shop | 27 | 171 | 290 | 12 | 332 | 536 | 39 | 221 | 366 |
| Carpenters, shop | (c) | (c) | (c) | (c) | (c) | (c) | 83 | (c) | 455 |
| Carvers | (c) | (c) | (c) | (c) | (c) | (c) | 2 | (c) | 484 |
| Carvers' apprentices | 4 | 102 | 71 | | | | 4 | 102 | 71 |
| Carvers' apprentices | (c) | (c) | (c) | (c) | (c) | (c) | 2 | (c) | 193 |
| Cashiers | 6 | 168 | 324 | 17 | 362 | 989 | 23 | 312 | 816 |
| Cashier, assistant | | | | 1 | 365 | 780 | 1 | 265 | 780 |
| Casting chippers | 2 | 190 | 209 | | | | 2 | 190 | 209 |
| Catchers | (c) | (c) | (c) | (c) | (c) | (c) | 8 | (c) | 516 |
| Catchers' helpers | (a) | (a) | (a) | (a) | (a) | (a) | 6 | (a) | 313 |
| Caulkers | 23 | 18 | 45 | 1 | 383 | 638 | 24 | 33 | 69 |
| Chargers | (c) | (c) | (c) | (c) | (c) | (c) | 3 | (c) | 339 |
| Checkers | 2 | 124 | 204 | 11 | 365 | 617 | 13 | 333 | 554 |
| Checkmen | 10 | 64 | 95 | 8 | 364 | 567 | 18 | 197 | 305 |
| Cinder cleaners | 6 | 198 | 215 | 4 | 328 | 344 | 10 | 250 | 267 |
| Cinder cleaners | (c) | (c) | (c) | (c) | (c) | (c) | 4 | (c) | 292 |
| Civil engineers | 3 | 211 | 551 | | | | 3 | 211 | 551 |
| Cleaners, car | 234 | 106 | 113 | 139 | 357 | 354 | 373 | 200 | 203 |
| Cleaners, car | (a) | (a) | (a) | (a) | (a) | (a) | 21 | (a) | 362 |
| Cleaners, engine | 253 | 116 | 117 | 82 | 366 | 392 | 335 | 177 | 184 |
| Cleaners, office | 1 | 31 | 22 | 1 | 365 | 60 | 2 | 198 | 41 |
| Cleaners, pit | 14 | 116 | 129 | | | | 14 | 116 | 129 |
| Cleaners, pit | (c) | (c) | (c) | (c) | (c) | (c) | 3 | (c) | 253 |

a Paid by the piece; hence time, and earnings based on time, cannot be stated.

b Paid by the mile and trip; hence time, and earnings based on time, cannot be stated.

c Paid by the day and piece; hence time, and earnings based on time, cannot be stated.

TABLE V.—AVERAGE TIME AND EARNINGS—Continued.

RAILROAD NO. 4—Continued.

| Occupation. | Working less than 301 days. | | | Working 301 days and over. | | | Preceding periods combined. | | |
|------------------------------------|-----------------------------|----------------|---------------------|----------------------------|----------------|---------------------|-----------------------------|----------------|---------------------|
| | Num-ber. | Aver-age days. | Aver-age earn-ings. | Num-ber. | Aver-age days. | Aver-age earn-ings. | Num-ber. | Aver-age days. | Aver-age earn-ings. |
| Cleaners, station | 4 | 143 | \$153 | | | | 4 | 143 | \$153 |
| Cleaners, yard | 11 | 146 | 162 | 9 | 355 | \$384 | 20 | 240 | 262 |
| Clerks | 373 | 128 | 192 | 420 | 360 | 584 | 793 | 251 | 399 |
| Clerk and cashier | | | | 1 | 365 | 935 | 1 | 365 | 935 |
| Clerks and telegraph operators | 22 | 119 | 98 | 17 | 356 | 448 | 39 | 223 | 251 |
| Clerk and ticket agent | 1 | 214 | 280 | | | | 1 | 214 | 280 |
| Clerks and timekeepers | | | | 4 | 365 | 685 | 4 | 365 | 685 |
| Clerk and weighmaster | 1 | 79 | 106 | | | | 1 | 79 | 106 |
| Climbers | 27 | 106 | 197 | | | | 27 | 106 | 197 |
| Coal shovellers | 1 | 246 | 307 | 4 | 363 | 452 | 5 | 339 | 424 |
| Collectors | 2 | 174 | 261 | 4 | 354 | 581 | 6 | 294 | 475 |
| Conductors | 45 | 92 | 204 | 15 | 337 | 761 | 60 | 153 | 343 |
| Conductors | (a) | (a) | (a) | (a) | (a) | (a) | 36 | (a) | 910 |
| Conductors, freight | 284 | 165 | 403 | 203 | 352 | 869 | 487 | 243 | 597 |
| Conductors, freight | (a) | (a) | (a) | (a) | (a) | (a) | 46 | (a) | 638 |
| Conductors, passenger | 55 | 171 | 516 | 77 | 349 | 991 | 132 | 275 | 793 |
| Conductors, passenger | (a) | (a) | (a) | (a) | (a) | (a) | 25 | (a) | 494 |
| Conductors, yard | 189 | 118 | 276 | 75 | 342 | 778 | 264 | 182 | 418 |
| Coopers | 5 | 136 | 216 | 6 | 401 | 533 | 11 | 280 | 416 |
| Coppersmiths | 6 | 196 | 454 | 3 | 330 | 792 | 9 | 241 | 567 |
| Coremakers | 36 | 123 | 121 | 11 | 367 | 519 | 47 | 180 | 214 |
| Coremakers | (b) | (b) | (b) | (b) | (b) | (b) | 8 | (b) | 269 |
| Cranemen | 3 | 82 | 134 | | | | 3 | 82 | 134 |
| Croppers | (b) | (b) | (b) | (b) | (b) | (b) | 8 | (b) | 476 |
| Cupolamen | | | | 5 | 363 | 570 | 5 | 363 | 570 |
| Cupolamen | (c) | (c) | (c) | (c) | (c) | (c) | 3 | (c) | 483 |
| Derrickmen | 12 | 136 | 192 | | | | 12 | 136 | 192 |
| Dispatchers | 36 | 115 | 296 | 50 | 350 | 897 | 86 | 252 | 645 |
| Dispatchers, assistant | 18 | 59 | 58 | 2 | 343 | 488 | 20 | 88 | 102 |
| Dispatchers, chief | 2 | 78 | 245 | 3 | 363 | 1,299 | 5 | 249 | 877 |
| Dispatchers, engine | 2 | 44 | 91 | 3 | 365 | 447 | 5 | 237 | 322 |
| Division chief telegraph operators | 1 | 61 | 220 | 1 | 365 | 1,500 | 2 | 213 | 860 |
| Doorlifters | (b) | (b) | (b) | (b) | (b) | (b) | 9 | (b) | 293 |
| Drag-outs | 13 | 182 | 222 | | | | 13 | 182 | 222 |
| Drag-outs | (b) | (b) | (b) | (b) | (b) | (b) | 12 | (b) | 220 |
| Draughtsmen | 6 | 117 | 259 | 8 | 362 | 753 | 14 | 257 | 558 |
| Draughtsman | (b) | (b) | (b) | (b) | (b) | (b) | 1 | (b) | 410 |
| Draughtsmen's apprentices | 4 | 200 | 165 | | | | 4 | 200 | 165 |
| Drillers | 28 | 94 | 109 | 8 | 349 | 423 | 36 | 151 | 179 |
| Drillpressmen | 25 | 187 | 227 | 8 | 328 | 398 | 33 | 221 | 269 |
| Drillpressmen | (c) | (c) | (c) | (c) | (c) | (c) | 3 | (c) | 447 |
| Electric light engineers | 1 | 245 | 323 | 1 | 358 | 716 | 2 | 302 | 519 |
| Electric light trimmers | 5 | 76 | 84 | 3 | 361 | 636 | 8 | 183 | 291 |
| Electricians | 5 | 102 | 157 | 4 | 335 | 681 | 9 | 205 | 390 |
| Elevatormen | 9 | 130 | 151 | 15 | 344 | 394 | 24 | 264 | 303 |
| Engine lighters | 4 | 91 | 122 | | | | 4 | 91 | 122 |
| Engineers | 57 | 71 | 198 | 26 | 365 | 1,030 | 83 | 163 | 459 |
| Engineers | (d) | (d) | (d) | (d) | (d) | (d) | 16 | (d) | 367 |
| Engineers, assistant | 5 | 195 | 648 | 1 | 365 | 1,200 | 6 | 227 | 740 |
| Engineers, elevator | | | | 5 | 364 | 778 | 5 | 364 | 778 |
| Engineers, freight | 7 | 78 | 222 | 1 | 305 | 1,036 | 8 | 106 | 324 |
| Engineers, freight | (d) | (d) | (d) | (d) | (d) | (d) | 5 | (d) | 206 |
| Engineers, passenger | 1 | 184 | 542 | 3 | 409 | 1,422 | 4 | 353 | 1,202 |
| Engineer, passenger | (d) | (d) | (d) | (d) | (d) | (d) | 1 | (d) | 1,285 |
| Engineers, pile driver | 1 | 6 | 15 | 3 | 345 | 714 | 4 | 260 | 539 |
| Engineers, stationary | 16 | 119 | 211 | 23 | 361 | 549 | 39 | 262 | 410 |
| Engineers, steam shovel | 3 | 22 | 53 | | | | 3 | 22 | 53 |
| Engineers, work train | 8 | 69 | 147 | | | | 8 | 69 | 147 |
| Engineers, yard | 34 | 84 | 225 | 22 | 326 | 922 | 56 | 179 | 499 |
| Enginemen | 47 | 160 | 441 | 38 | 356 | 1,111 | 85 | 248 | 741 |
| Enginemen, freight | 310 | 189 | 634 | 158 | 346 | 1,162 | 468 | 242 | 812 |
| Enginemen, freight | (d) | (d) | (d) | (d) | (d) | (d) | 203 | (d) | 638 |
| Enginemen, passenger | 40 | 176 | 652 | 78 | 387 | 1,392 | 118 | 316 | 1,141 |
| Enginemen, passenger | (d) | (d) | (d) | (d) | (d) | (d) | 57 | (d) | 1,271 |
| Enginemen, stationary | 6 | 112 | 185 | 16 | 347 | 502 | 22 | 283 | 415 |

a Paid by the day, mile, and trip; hence time, and earnings based on time, cannot be stated.

b Paid by the piece; hence time, and earnings based on time, cannot be stated.

c Paid by the day and piece; hence time, and earnings based on time, cannot be stated.

d Paid by the day and mile; hence time, and earnings based on time, cannot be stated.

TABLE V.—AVERAGE TIME AND EARNINGS—Continued.

RAILROAD NO. 4—Continued.

| Occupation. | Working less than 301 days. | | | Working 301 days and over. | | | Preceding periods combined. | | |
|-------------------------------|-----------------------------|-----------------|-----------------------|----------------------------|-----------------|-----------------------|-----------------------------|-----------------|-----------------------|
| | Num-ber. | Aver- age days. | Aver- age earn- ings. | Num-ber. | Aver- age days. | Aver- age earn- ings. | Num-ber. | Aver- age days. | Aver- age earn- ings. |
| Enginemen, yard | 107 | 147 | \$427 | 48 | 342 | \$966 | 155 | 208 | \$594 |
| Engraver | 1 | 290 | 564 | | | | 1 | 290 | 564 |
| Examiner, boiler | 1 | 292 | 584 | | | | 1 | 292 | 584 |
| Examiners, car | 11 | 169 | 213 | 38 | 356 | 461 | 49 | 314 | 406 |
| Examiner, fire box | | | | 1 | 386 | 521 | 1 | 386 | 521 |
| Examiners, spark arrester | 3 | 123 | 215 | 3 | 346 | 471 | 6 | 234 | 343 |
| Examiner, stay bolts | | | | 1 | 313 | 610 | 1 | 313 | 610 |
| Examiner, tender brakes | | | | 1 | 377 | 528 | 1 | 377 | 528 |
| Feeders | (a) | (a) | (a) | (a) | (a) | (a) | 2 | (a) | 459 |
| Fence builders | 63 | 50 | 78 | | | | 63 | 50 | 78 |
| Fire department, members of | 1 | 204 | 306 | 3 | 339 | 509 | 4 | 306 | 458 |
| Fire marshals | 1 | 31 | 75 | 1 | 323 | 800 | 2 | 177 | 437 |
| Firemen | 173 | 88 | 142 | 45 | 362 | 580 | 218 | 144 | 232 |
| Firemen | (b) | (b) | (b) | (b) | (b) | (b) | 35 | (b) | 206 |
| Firemen, elevator | 1 | 244 | 359 | 3 | 359 | 512 | 4 | 330 | 473 |
| Firemen, freight | 620 | 119 | 188 | 120 | 349 | 610 | 740 | 156 | 264 |
| Firemen, freight | (b) | (b) | (b) | (b) | (b) | (b) | 306 | (b) | 272 |
| Firemen, passenger | 93 | 138 | 252 | 56 | 388 | 684 | 149 | 232 | 415 |
| Firemen, passenger | (b) | (b) | (b) | (b) | (b) | (b) | 60 | (b) | 451 |
| Fireman, roundhouse | 1 | 4 | 5 | | | | 1 | 4 | 5 |
| Firemen, shop | 8 | 154 | 249 | 2 | 351 | 557 | 10 | 194 | 311 |
| Firemen, stationary | 2 | 53 | 67 | 3 | 371 | 486 | 5 | 244 | 318 |
| Firemen, steam shovel | 2 | 84 | 119 | | | | 2 | 84 | 119 |
| Firemen, work train | 8 | 16 | 27 | | | | 8 | 16 | 27 |
| Firemen, yard | 170 | 84 | 137 | 40 | 341 | 551 | 219 | 142 | 229 |
| Firemen, yard | (b) | (b) | (b) | (b) | (b) | (b) | 19 | (b) | 305 |
| Flagmen | 129 | 112 | 117 | 110 | 357 | 368 | 239 | 225 | 253 |
| Flagmen, crossing | 11 | 124 | 116 | 17 | 352 | 394 | 28 | 263 | 285 |
| Flange turners | 1 | 279 | 767 | 1 | 394 | 1,083 | 2 | 336 | 925 |
| Flaskmakers | 2 | 189 | 275 | 1 | 302 | 532 | 3 | 227 | 361 |
| Flue borers | 3 | 106 | 117 | | | | 3 | 106 | 117 |
| Flue caulkers | 4 | 116 | 189 | 7 | 377 | 573 | 11 | 282 | 433 |
| Flue cleaners | 7 | 128 | 147 | 7 | 368 | 403 | 14 | 248 | 275 |
| Flue fitters | 1 | 297 | 564 | 1 | 333 | 733 | 2 | 315 | 649 |
| Flue welder | 1 | 292 | 629 | | | | 1 | 292 | 629 |
| Foremen | 64 | 140 | 284 | 55 | 354 | 699 | 119 | 239 | 476 |
| Foreman | (a) | (a) | (a) | (a) | (a) | (a) | 1 | (a) | 876 |
| Foremen, assistant | 8 | 162 | 272 | 6 | 337 | 637 | 14 | 237 | 429 |
| Foremen, blacksmiths | 4 | 179 | 457 | 12 | 338 | 938 | 16 | 298 | 818 |
| Foremen, boilermakers | 1 | 286 | 859 | 11 | 311 | 960 | 12 | 334 | 951 |
| Foremen, bricklayers | 3 | 152 | 520 | 1 | 308 | 1,000 | 4 | 191 | 640 |
| Foremen, bridge gang | 6 | 72 | 211 | 2 | 360 | 1,036 | 8 | 144 | 417 |
| Foremen, car cleaners | | | | 4 | 367 | 708 | 4 | 367 | 706 |
| Foremen, car inspectors | 3 | 174 | 361 | 2 | 397 | 756 | 5 | 263 | 519 |
| Foremen, car repairers | 1 | 151 | 246 | 4 | 243 | 609 | 5 | 305 | 536 |
| Foremen, carpenters | 21 | 158 | 380 | 45 | 343 | 843 | 66 | 284 | 696 |
| Foremen, construction gang | 2 | 147 | 359 | 9 | 363 | 803 | 11 | 323 | 722 |
| Foreman, drillers | 1 | 73 | 109 | | | | 1 | 73 | 109 |
| Foremen, elevator hands | 1 | 2 | 3 | 5 | 365 | 1,020 | 6 | 305 | 851 |
| Foreman, engine cleaners | | | | 1 | 324 | 486 | 1 | 324 | 486 |
| Foremen, enginehouse | 5 | 99 | 196 | 1 | 317 | 665 | 6 | 135 | 274 |
| Foremen, fence gang | 2 | 136 | 230 | | | | 2 | 136 | 230 |
| Foremen, fuel preparers | 1 | 258 | 374 | 1 | 348 | 505 | 2 | 303 | 439 |
| Foremen, general | 3 | 74 | 243 | 8 | 366 | 1,090 | 11 | 286 | 859 |
| Foremen, gravel pit | 2 | 35 | 50 | | | | 2 | 35 | 50 |
| Foreman, linemen | 1 | 168 | 329 | | | | 1 | 168 | 329 |
| Foremen, machinists | 13 | 195 | 562 | 43 | 357 | 1,011 | 56 | 320 | 907 |
| Foremen, masons | 4 | 207 | 576 | | | | 4 | 207 | 576 |
| Foremen, miners and quarrymen | 7 | 163 | 374 | 3 | 316 | 660 | 10 | 209 | 460 |
| Foremen, moulders | 1 | 137 | 376 | 4 | 345 | 1,105 | 5 | 303 | 959 |
| Foremen, painters | 5 | 224 | 568 | 9 | 335 | 816 | 14 | 295 | 728 |
| Foremen, patternmakers | 1 | 177 | 618 | 2 | 307 | 883 | 3 | 263 | 794 |
| Foremen, pumpers | | | | 3 | 366 | 624 | 3 | 366 | 624 |
| Foremen, roundhouse | 1 | 64 | 175 | 8 | 340 | 827 | 9 | 309 | 755 |
| Foremen, shop | 2 | 96 | 284 | 29 | 350 | 885 | 31 | 333 | 847 |
| Foremen, stonecutters | 3 | 195 | 488 | 1 | 304 | 728 | 4 | 222 | 548 |

a Paid by the piece; hence time, and earnings based on time, cannot be stated.

b Paid by the day and mile; hence time, and earnings based on time, cannot be stated.

TABLE V.—AVERAGE TIME AND EARNINGS—Continued.

RAILROAD NO. 4—Continued.

| Occupation. | Working less than 301 days. | | | Working 301 days and over. | | | Preceding periods combined. | | |
|------------------------------------|-----------------------------|----------------|---------------------|----------------------------|----------------|---------------------|-----------------------------|----------------|---------------------|
| | Num-ber. | Aver-age days. | Aver-age earn-ings. | Num-ber. | Aver-age days. | Aver-age earn-ings. | Num-ber. | Aver-age days. | Aver-age earn-ings. |
| Foremen, tinner..... | | | | 7 | 353 | \$920 | 7 | 353 | \$929 |
| Foremen, track laborers..... | 119 | 162 | \$239 | 342 | 354 | 495 | 461 | 305 | 429 |
| Foreman, upholsterer..... | | | | 1 | 314 | 1,022 | 1 | 314 | 1,022 |
| Foremen, work train..... | 8 | 95 | 175 | 4 | 330 | 613 | 12 | 176 | 321 |
| Foremen, yard..... | 9 | 94 | 179 | 9 | 367 | 812 | 18 | 230 | 495 |
| Freighthandlers..... | 70 | 102 | 146 | 16 | 327 | 492 | 86 | 144 | 210 |
| Fuel preparers..... | 1 | 66 | 66 | 7 | 367 | 445 | 8 | 330 | 397 |
| Furnace tender..... | 1 | 277 | 484 | | | | 1 | 277 | 484 |
| Gardeners..... | | | | 3 | 346 | 518 | 3 | 346 | 518 |
| Gatekeepers..... | | | | 3 | 365 | 328 | 3 | 365 | 328 |
| Gatemen..... | 6 | 105 | 154 | 5 | 349 | 506 | 11 | 216 | 314 |
| Gauntletmen..... | 1 | 14 | 24 | 2 | 358 | 609 | 3 | 243 | 414 |
| Gilder..... | 1 | 263 | 500 | | | | 1 | 263 | 500 |
| Grainer..... | 1 | 12 | 60 | | | | 1 | 12 | 60 |
| Grainer..... | (a) | (a) | (a) | (a) | (a) | (a) | 1 | (a) | 580 |
| Grinders..... | 1 | 237 | 544 | 2 | 307 | 523 | 3 | 284 | 530 |
| Grinder..... | (b) | (b) | (b) | (b) | (b) | (b) | 1 | (b) | 440 |
| Ground hands..... | 41 | 72 | 117 | | | | 41 | 72 | 117 |
| Hammer enginemen..... | 1 | 297 | 373 | 1 | 314 | 447 | 2 | 306 | 410 |
| Hammer enginemen..... | (b) | (b) | (b) | (b) | (b) | (b) | 3 | (b) | 548 |
| Hammerman..... | 1 | 284 | 199 | | | | 1 | 284 | 199 |
| Hammermen..... | (b) | (b) | (b) | (b) | (b) | (b) | 7 | (b) | 714 |
| Handmakers..... | 2 | 285 | 362 | | | | 2 | 285 | 362 |
| Heaters..... | 3 | 239 | 365 | | | | 3 | 239 | 365 |
| Heaters..... | (b) | (b) | (b) | (b) | (b) | (b) | 31 | (b) | 637 |
| Heaters' helpers..... | (c) | (c) | (c) | (c) | (c) | (c) | 23 | (c) | 328 |
| Helpers..... | 129 | 85 | 103 | 9 | 345 | 418 | 138 | 102 | 124 |
| Helpers..... | (b) | (b) | (b) | (b) | (b) | (b) | 3 | (b) | 193 |
| Hod carriers..... | 15 | 84 | 182 | | | | 15 | 84 | 182 |
| Holders-on..... | 9 | 187 | 267 | 2 | 307 | 430 | 11 | 209 | 296 |
| Hookers-up..... | 4 | 137 | 171 | | | | 4 | 137 | 171 |
| Hookers-up..... | (b) | (b) | (b) | (b) | (b) | (b) | 16 | (b) | 286 |
| Hose menders..... | 1 | 191 | 257 | 1 | 365 | 475 | 2 | 278 | 366 |
| Hostlers..... | 92 | 103 | 168 | 105 | 359 | 513 | 197 | 242 | 347 |
| Hostlers' helpers..... | 51 | 98 | 128 | 18 | 351 | 472 | 69 | 164 | 217 |
| Inspectors..... | 4 | 34 | 54 | 1 | 365 | 660 | 5 | 100 | 175 |
| Inspectors, air hose..... | | | | 1 | 367 | 525 | 1 | 367 | 525 |
| Inspectors, ash pan..... | 2 | 77 | 107 | | | | 2 | 77 | 107 |
| Inspectors, bridge..... | 1 | 31 | 60 | 8 | 323 | 680 | 9 | 291 | 611 |
| Inspector, building..... | | | | 1 | 346 | 925 | 1 | 346 | 925 |
| Inspectors, car..... | 81 | 126 | 183 | 79 | 362 | 548 | 160 | 243 | 363 |
| Inspectors', car, helpers..... | 28 | 109 | 131 | 4 | 324 | 413 | 32 | 186 | 166 |
| Inspector, dredging..... | 1 | 80 | 200 | | | | 1 | 80 | 200 |
| Inspectors, engine..... | 3 | 262 | 363 | 2 | 396 | 593 | 5 | 315 | 455 |
| Inspector, iron..... | (b) | (b) | (b) | (b) | (b) | (b) | 1 | (b) | 682 |
| Inspector, lightning rods..... | | | | 1 | 365 | 900 | 1 | 365 | 900 |
| Inspectors, lumber..... | 3 | 204 | 415 | 1 | 330 | 660 | 4 | 236 | 476 |
| Inspector, material..... | 1 | 31 | 50 | | | | 1 | 31 | 50 |
| Inspectors, oil..... | 1 | 28 | 57 | 1 | 365 | 720 | 2 | 197 | 388 |
| Inspector, signal..... | 1 | 184 | 360 | | | | 1 | 184 | 360 |
| Inspectors, tank..... | 2 | 114 | 168 | 1 | 405 | 607 | 3 | 211 | 314 |
| Inspector, wheel..... | 1 | 298 | 536 | | | | 1 | 298 | 536 |
| Inspectors and repairers, car..... | 6 | 185 | 266 | 12 | 360 | 502 | 18 | 302 | 423 |
| Instrumentmakers..... | 1 | 281 | 563 | 1 | 339 | 762 | 2 | 310 | 662 |
| Instrumentmakers' helpers..... | 2 | 153 | 150 | 1 | 353 | 452 | 3 | 219 | 251 |
| Janitors..... | 26 | 109 | 60 | 29 | 363 | 291 | 55 | 24 | 182 |
| Laborers..... | 2,847 | 72 | 83 | 240 | 345 | 400 | 3,087 | 93 | 108 |
| Laborers..... | (b) | (b) | (b) | (b) | (b) | (b) | 16 | (b) | 142 |
| Laborers, bridge..... | 80 | 60 | 87 | 1 | 361 | 514 | 81 | 64 | 92 |
| Laborers, construction gang..... | 181 | 27 | 39 | | | | 181 | 27 | 39 |
| Laborers, elevator..... | 47 | 74 | 85 | 4 | 316 | 363 | 51 | 93 | 107 |
| Laborers, plat..... | 9 | 122 | 140 | 1 | 321 | 369 | 10 | 142 | 163 |
| Laborers, quarry..... | 61 | 46 | 58 | | | | 61 | 46 | 58 |
| Laborers, roundhouse..... | 19 | 55 | 69 | 3 | 349 | 419 | 22 | 95 | 117 |
| Laborers, saw mill..... | 3 | 280 | 536 | | | | 3 | 280 | 536 |
| Laborers, shop..... | 740 | 113 | 126 | 162 | 356 | 400 | 902 | 157 | 176 |
| Laborers, shop..... | (b) | (b) | (b) | (b) | (b) | (b) | 76 | (b) | 255 |
| Laborers, station..... | 32 | 50 | 79 | 3 | 339 | 458 | 35 | 83 | 112 |

a Paid by the piece and received premiums; hence time, and earnings based on time, cannot be stated.

b Paid by the day and piece; hence time, and earnings based on time, cannot be stated.

c Paid by the piece; hence time, and earnings based on time, cannot be stated.

TABLE V.—AVERAGE TIME AND EARNINGS—Continued.

RAILROAD NO. 4—Continued.

| Occupation. | Working less than 301 days. | | | Working 301 days and over. | | | Preceding periods combined. | | |
|----------------------------|-----------------------------|----------------|---------------------|----------------------------|----------------|---------------------|-----------------------------|----------------|---------------------|
| | Num-ber. | Aver-age days. | Aver-age earn-ings. | Num-ber. | Aver-age days. | Aver-age earn-ings. | Num-ber. | Aver-age days. | Aver-age earn-ings. |
| Laborers, track | 6,041 | 105 | \$117 | 729 | 320 | \$351 | 6,770 | 128 | \$142 |
| Laborers, work train | 438 | 56 | 64 | 14 | 322 | 372 | 452 | 64 | 74 |
| Laborers, yard | 160 | 111 | 126 | 32 | 345 | 383 | 192 | 150 | 169 |
| Laborers and firemen | 3 | 285 | 432 | 11 | 378 | 564 | 14 | 358 | 535 |
| Lamp lighters | 2 | 70 | 67 | 1 | 365 | 480 | 3 | 168 | 205 |
| Layer-off | (a) | (a) | (a) | (a) | (a) | (a) | 1 | (a) | 272 |
| Letterers | (a) | (a) | (a) | (a) | (a) | (a) | 4 | (a) | 568 |
| Leverman | (b) | (b) | (b) | (b) | (b) | (b) | 1 | (b) | 262 |
| Light tender | | | | 1 | 365 | 480 | 1 | 365 | 480 |
| Linemen | 28 | 197 | 334 | | | | 28 | 197 | 334 |
| Locksmiths | 8 | 197 | 325 | 5 | 320 | 565 | 13 | 245 | 417 |
| Locksmiths' helpers | (a) | (a) | (a) | (a) | (a) | (a) | 2 | (a) | 573 |
| Locksmiths' helpers | 3 | 189 | 149 | 1 | 345 | 376 | 4 | 228 | 206 |
| Lumber distributors | 15 | 229 | 321 | 9 | 340 | 494 | 24 | 271 | 386 |
| Machine hands | 24 | 214 | 349 | 6 | 322 | 526 | 30 | 235 | 384 |
| Machine hands | (b) | (b) | (b) | (b) | (b) | (b) | 10 | (b) | 446 |
| Machinemen, saw mill | 10 | 97 | 178 | 1 | 365 | 639 | 11 | 121 | 220 |
| Machinemen, wood workers | 11 | 182 | 322 | 2 | 312 | 663 | 13 | 202 | 375 |
| Machinists | 779 | 139 | 258 | 286 | 346 | 667 | 1,065 | 195 | 368 |
| Machinists | (a) | (a) | (a) | (a) | (a) | (a) | 52 | (a) | 722 |
| Machinists' apprentices | 343 | 180 | 351 | 119 | 340 | 280 | 462 | 221 | 184 |
| Machinists' apprentices | (a) | (a) | (a) | (a) | (a) | (a) | 3 | (a) | 312 |
| Machinists' helpers | 268 | 120 | 142 | 61 | 353 | 436 | 349 | 174 | 210 |
| Machinists' helpers | (a) | (a) | (a) | (a) | (a) | (a) | 20 | (a) | 411 |
| Mail carriers | 23 | 127 | 29 | 29 | 357 | 118 | 52 | 255 | 79 |
| Mail carrier | (c) | (c) | (c) | (c) | (c) | (c) | 1 | (c) | 66 |
| Masons | 112 | 103 | 276 | | | | 112 | 103 | 276 |
| Masons' helpers | 37 | 97 | 185 | 2 | 378 | 473 | 39 | 111 | 152 |
| Master mechanics | 6 | 194 | 782 | 8 | 365 | 1,505 | 14 | 292 | 1,246 |
| Matrons | | | | 4 | 357 | 226 | 4 | 357 | 226 |
| Messengers | 104 | 110 | 58 | 31 | 350 | 417 | 135 | 165 | 94 |
| Miners | 153 | 117 | 162 | 4 | 330 | 431 | 157 | 123 | 169 |
| Moulders | 59 | 158 | 268 | 59 | 392 | 658 | 118 | 275 | 463 |
| Moulders | (b) | (b) | (b) | (b) | (b) | (b) | 49 | (b) | 517 |
| Moulders' apprentices | 14 | 170 | 155 | 7 | 368 | 338 | 21 | 236 | 216 |
| Moulders' apprentices | (b) | (b) | (b) | (b) | (b) | (b) | 3 | (b) | 233 |
| Moulders' helpers | 13 | 199 | 219 | 8 | 343 | 403 | 21 | 254 | 289 |
| Muckers | 6 | 28 | 32 | | | | 6 | 28 | 32 |
| Nippers | 2 | 116 | 123 | | | | 2 | 116 | 123 |
| Notice boys | 2 | 182 | 119 | | | | 2 | 182 | 119 |
| Number takers | 9 | 185 | 212 | 8 | 385 | 514 | 17 | 279 | 354 |
| Nut tappers | 12 | 212 | 196 | 1 | 310 | 360 | 13 | 219 | 209 |
| Oakum boys | 4 | 169 | 184 | | | | 4 | 169 | 184 |
| Office boys | 3 | 122 | 80 | 2 | 344 | 305 | 5 | 211 | 170 |
| Office boys and clerks | 3 | 56 | 46 | | | | 3 | 56 | 46 |
| Oil distributors | 16 | 152 | 176 | 9 | 358 | 439 | 25 | 226 | 271 |
| Oilhouse keepers | | | | 3 | 359 | 482 | 3 | 359 | 482 |
| Oil issuers | 6 | 9 | 11 | 5 | 346 | 394 | 11 | 163 | 185 |
| Oil preparer | | | | 1 | 344 | 515 | 1 | 344 | 515 |
| Oilers | 53 | 105 | 123 | 49 | 358 | 411 | 102 | 227 | 261 |
| Oilers and repairers | 5 | 105 | 157 | 5 | 362 | 546 | 10 | 233 | 351 |
| Painters | 203 | 137 | 249 | 28 | 331 | 618 | 231 | 160 | 291 |
| Painters | (b) | (b) | (b) | (b) | (b) | (b) | 40 | (b) | 504 |
| Painters' apprentices | 10 | 152 | 130 | 1 | 350 | 245 | 11 | 170 | 141 |
| Painters' apprentice | (b) | (b) | (b) | (b) | (b) | (b) | 1 | (b) | 392 |
| Painters' helpers | 33 | 112 | 125 | 7 | 313 | 373 | 40 | 147 | 162 |
| Pattern filers | 2 | 276 | 414 | | | | 2 | 276 | 414 |
| Patternmakers | 17 | 196 | 383 | 5 | 305 | 618 | 22 | 221 | 437 |
| Patternmakers' apprentices | 6 | 269 | 216 | | | | 6 | 269 | 216 |
| Patternmakers' apprentices | (b) | (b) | (b) | (b) | (b) | (b) | 2 | (b) | 181 |
| Patternmakers' helpers | 1 | 283 | 311 | | | | 1 | 283 | 311 |
| Pavers | 2 | 143 | 312 | | | | 2 | 143 | 312 |
| Paymaster | | | | 1 | 365 | 480 | 1 | 365 | 480 |
| Piedrivers | 18 | 242 | 424 | 2 | 334 | 622 | 20 | 251 | 444 |
| Piedrivers, captains | 1 | 73 | 147 | 1 | 310 | 774 | 2 | 192 | 460 |
| Pie sharpeners | 5 | 279 | 427 | 1 | 315 | 484 | 6 | 285 | 436 |
| Pilers | (b) | (b) | (b) | (b) | (b) | (b) | 5 | (b) | 537 |

a Paid by the day and piece; hence time, and earnings based on time, cannot be stated.

b Paid by the piece; hence time, and earnings based on time, cannot be stated.

c Paid by the day and received commission; hence time, and earnings based on time, cannot be stated.

TABLE V.—AVERAGE TIME AND EARNINGS—Continued.

RAILROAD NO. 4—Continued.

| Occupation. | Working less than 301 days. | | | Working 301 days and over. | | | Preceding periods combined. | | |
|----------------------------------|-----------------------------|----------------|---------------------|----------------------------|----------------|---------------------|-----------------------------|----------------|---------------------|
| | Num-ber. | Aver-age days. | Aver-age earn-ings. | Num-ber. | Aver-age days. | Aver-age earn-ings. | Num-ber. | Aver-age days. | Aver-age earn-ings. |
| Pipefitters..... | 5 | 104 | \$186 | 13 | 359 | \$645 | 18 | 288 | \$517 |
| Pipefitters' helpers..... | 4 | 150 | 168 | 5 | 372 | 439 | 9 | 273 | 319 |
| Pipelayers..... | 6 | 78 | 135 | 2 | 310 | 565 | 8 | 136 | 243 |
| Piston packer..... | | | | 1 | 398 | 538 | 1 | 398 | 538 |
| Plasterers..... | 3 | 31 | 55 | | | | 3 | 31 | 55 |
| Plumbers..... | 3 | 124 | 229 | 3 | 328 | 680 | 6 | 226 | 454 |
| Policemen..... | 10 | 85 | 145 | 15 | 361 | 552 | 25 | 251 | 389 |
| Polishers..... | 8 | 182 | 314 | 5 | 310 | 549 | 13 | 231 | 404 |
| Polishers' helper..... | 1 | 138 | 152 | | | | 1 | 138 | 152 |
| Porters..... | 4 | 137 | 148 | 5 | 356 | 435 | 9 | 259 | 307 |
| Porters, baggage..... | 2 | 87 | 129 | 2 | 348 | 515 | 4 | 217 | 322 |
| Porters' station..... | 31 | 77 | 76 | 16 | 361 | 355 | 47 | 174 | 171 |
| Powdermen..... | 3 | 73 | 131 | | | | 3 | 73 | 131 |
| Puddlers..... | (a) | (a) | (a) | (a) | (a) | (a) | 59 | (a) | 489 |
| Puddlers' helpers..... | (a) | (a) | (a) | (a) | (a) | (a) | 62 | (a) | 195 |
| Pumpers..... | 69 | 84 | 102 | 78 | 359 | 455 | 147 | 230 | 290 |
| Punchers..... | 2 | 160 | 190 | | | | 2 | 160 | 190 |
| Punchers..... | (a) | (a) | (a) | (a) | (a) | (a) | 2 | (a) | 380 |
| Punchers and shearers..... | 1 | 281 | 365 | 1 | 304 | 501 | 2 | 292 | 433 |
| Quarrymen..... | 48 | 96 | 127 | | | | 48 | 96 | 127 |
| Quarrymen's helpers..... | 9 | 253 | 286 | 1 | 314 | 329 | 10 | 259 | 290 |
| Rammers..... | 2 | 226 | 372 | | | | 2 | 226 | 372 |
| Repairers..... | 4 | 74 | 98 | 4 | 358 | 519 | 8 | 216 | 309 |
| Repairers, car..... | 243 | 111 | 135 | 136 | 353 | 435 | 379 | 198 | 243 |
| Repairers, tender..... | 7 | 106 | 144 | 8 | 392 | 526 | 15 | 258 | 348 |
| Repairers', tender, helpers..... | 2 | 29 | 32 | | | | 2 | 29 | 32 |
| Repairers, truck..... | 4 | 110 | 167 | | | | 4 | 110 | 167 |
| Riggers..... | 5 | 151 | 227 | 12 | 364 | 640 | 17 | 301 | 518 |
| Rivet heaters..... | 29 | 200 | 173 | 3 | 314 | 259 | 32 | 211 | 181 |
| Riveters..... | 25 | 248 | 380 | 9 | 326 | 509 | 34 | 269 | 414 |
| Riveters' helpers..... | 39 | 114 | 131 | 3 | 309 | 355 | 42 | 127 | 147 |
| Roadmasters..... | 4 | 145 | 618 | 2 | 365 | 1,800 | 6 | 218 | 1,012 |
| Roll turners..... | 2 | 273 | 820 | | | | 2 | 273 | 820 |
| Roller..... | 1 | 220 | 715 | | | | 1 | 220 | 715 |
| Rollers..... | (a) | (a) | (a) | (a) | (a) | (a) | 6 | (a) | 1,337 |
| Rollers' helpers..... | (a) | (a) | (a) | (a) | (a) | (a) | 10 | (a) | 458 |
| Roofers..... | 3 | 254 | 355 | | | | 3 | 254 | 355 |
| Rougher..... | 1 | 2 | 3 | | | | 1 | 2 | 3 |
| Roughers..... | (a) | (a) | (a) | (a) | (a) | (a) | 9 | (a) | 740 |
| Sand driers..... | 6 | 221 | 261 | 4 | 365 | 429 | 10 | 279 | 328 |
| Sawfiler..... | | | | 1 | 309 | 525 | 1 | 309 | 525 |
| Sawmill hands..... | 3 | 279 | 407 | 2 | 303 | 455 | 5 | 289 | 426 |
| Sawmill helpers..... | 33 | 91 | 109 | | | | 33 | 91 | 109 |
| Scalemakers..... | 1 | 270 | 496 | 3 | 346 | 700 | 4 | 327 | 647 |
| Scrubbers..... | 8 | 12 | 14 | | | | 8 | 12 | 14 |
| Sealers..... | 1 | 229 | 264 | 1 | 392 | 587 | 2 | 310 | 425 |
| Sectionmen..... | 4 | 143 | 243 | 6 | 327 | 549 | 10 | 253 | 426 |
| Shearmen..... | 8 | 210 | 286 | | | | 8 | 210 | 286 |
| Shearmen..... | (a) | (a) | (a) | (a) | (a) | (a) | 6 | (a) | 336 |
| Shearmen's helper..... | (a) | (a) | (a) | (a) | (a) | (a) | 1 | (a) | 399 |
| Sheet-iron workers..... | 10 | 227 | 404 | 4 | 346 | 587 | 14 | 261 | 456 |
| Sheet-iron workers' helpers..... | | | | 1 | 394 | 422 | 1 | 394 | 422 |
| Shinglers..... | (a) | (a) | (a) | (a) | (a) | (a) | 2 | (a) | 811 |
| Shinglers' helpers..... | (a) | (a) | (a) | (a) | (a) | (a) | 3 | (a) | 515 |
| Shippers, grain elevator..... | 1 | 239 | 394 | 7 | 335 | 575 | 8 | 323 | 553 |
| Signal lighter..... | 1 | 164 | 190 | | | | 1 | 164 | 190 |
| Silverplaters..... | 1 | 156 | 313 | 1 | 310 | 589 | 2 | 233 | 451 |
| Slater..... | 1 | 20 | 49 | | | | 1 | 20 | 49 |
| Sledgers..... | 2 | 194 | 225 | | | | 2 | 194 | 225 |
| Sledgers..... | (a) | (a) | (a) | (a) | (a) | (a) | 2 | (a) | 128 |
| Slip tenders..... | 7 | 65 | 106 | 5 | 349 | 628 | 12 | 184 | 324 |
| Spiker..... | | | | 1 | 365 | 353 | 1 | 365 | 383 |
| Spiker..... | (a) | (a) | (a) | (a) | (a) | (a) | 1 | (a) | 1,414 |
| Spoutsmen..... | | | | 3 | 351 | 589 | 3 | 351 | 589 |
| Stackmakers..... | | | | 2 | 319 | 809 | 2 | 319 | 809 |
| Stationmasters..... | 2 | 133 | 437 | 7 | 346 | 951 | 9 | 298 | 836 |
| Steam hammer hands..... | 1 | 200 | 281 | 1 | 324 | 356 | 2 | 262 | 318 |
| Steam hammer hand..... | (a) | (a) | (a) | (a) | (a) | (a) | 1 | (a) | 284 |
| Stenciller..... | (a) | (a) | (a) | (a) | (a) | (a) | 1 | (a) | 394 |

* Paid by the piece; hence time, and earnings based on time, cannot be stated.

TABLE V.—AVERAGE TIME AND EARNINGS—Continued.

RAILROAD NO. 4—Continued.

| Occupation. | Working less than 301 days. | | | Working 301 days and over. | | | Preceding periods combined. | | |
|---|-----------------------------|-----------------|-----------------------|----------------------------|-----------------|-----------------------|-----------------------------|-----------------|-----------------------|
| | Num-ber. | Aver- age days. | Aver- age earn- ings. | Num-ber. | Aver- age days. | Aver- age earn- ings. | Num-ber. | Aver- age days. | Aver- age earn- ings. |
| Stenographers | 9 | 91 | \$187 | 4 | 365 | \$744 | 13 | 175 | \$358 |
| Stevedores | 9 | 8 | 20 | 2 | 335 | 536 | 11 | 67 | 114 |
| Stockers | 4 | 265 | 394 | | | | 4 | 265 | 394 |
| Stockers | (a) | (a) | (a) | (a) | (a) | (a) | 7 | (a) | 227 |
| Stonecutters | 66 | 112 | 276 | | | | 66 | 112 | 276 |
| Stonecutters' helpers | 27 | 200 | 252 | 1 | 305 | 492 | 28 | 204 | 261 |
| Storekeepers | 7 | 149 | 209 | 26 | 361 | 551 | 33 | 316 | 479 |
| Storekeepers and clerks | | | | 4 | 357 | 571 | 4 | 357 | 571 |
| Straighteners | (a) | (a) | (a) | (a) | (a) | (a) | 8 | (a) | 310 |
| Superintendent, construction | 1 | 31 | 150 | | | | 1 | 31 | 150 |
| Superintendents, engine | 4 | 183 | 600 | 5 | 365 | 1,200 | 9 | 284 | 933 |
| Superintendents, engines and trains | 7 | 91 | 282 | 5 | 353 | 857 | 12 | 199 | 505 |
| Superintendent, track | 1 | 118 | 588 | | | | 1 | 118 | 588 |
| Superintendents, train | 2 | 169 | 556 | 1 | 365 | 1,200 | 3 | 234 | 771 |
| Superintendents, tunnel | 1 | 243 | 800 | 1 | 365 | 1,250 | 2 | 304 | 1,025 |
| Supervisors | | | | 4 | 362 | 966 | 4 | 362 | 966 |
| Supervisors, bridge and build- ings | | | | 5 | 359 | 1,326 | 5 | 359 | 1,326 |
| Supervisors, camp | 1 | 38 | 63 | 2 | 365 | 870 | 3 | 256 | 601 |
| Supervisors, road | 4 | 168 | 409 | 25 | 364 | 949 | 29 | 337 | 875 |
| Supervisor, street | | | | 1 | 364 | 598 | 1 | 364 | 598 |
| Supervisors, track | 1 | 245 | 672 | 3 | 365 | 1,087 | 4 | 335 | 983 |
| Sweepers | 27 | 180 | 207 | 16 | 347 | 373 | 43 | 242 | 269 |
| Switchmen | 93 | 73 | 87 | 56 | 352 | 442 | 149 | 178 | 221 |
| Switch tenders | 11 | 98 | 136 | 2 | 364 | 426 | 13 | 139 | 181 |
| Tankmaker | | | | 1 | 317 | 743 | 1 | 317 | 743 |
| Tank valve fitter | 1 | 285 | 389 | | | | 1 | 285 | 389 |
| Telegraph operators | 270 | 91 | 112 | 125 | 349 | 425 | 395 | 173 | 211 |
| Telegraph operators, chief | | | | 2 | 335 | 485 | 2 | 335 | 485 |
| Telegraph operators and copyists | 19 | 185 | 129 | 2 | 349 | 518 | 21 | 155 | 166 |
| Telegraph operators and dis- patchers | 3 | 109 | 213 | 1 | 314 | 523 | 4 | 161 | 290 |
| Telegraph operators and switch- men | 7 | 137 | 138 | 7 | 355 | 499 | 14 | 216 | 318 |
| Tender fillers | 75 | 94 | 112 | 34 | 348 | 403 | 109 | 173 | 203 |
| Tender fillers and preparers | 17 | 39 | 48 | 1 | 364 | 455 | 18 | 57 | 71 |
| Tie cutters | | | | 2 | 360 | 400 | 2 | 360 | 400 |
| Timekeepers | 7 | 139 | 222 | 26 | 360 | 604 | 33 | 313 | 523 |
| Timekeepers, assistant | 2 | 71 | 96 | | | | 2 | 71 | 96 |
| Tinners | 93 | 174 | 305 | 36 | 334 | 629 | 129 | 219 | 395 |
| Tinners' apprentices | 7 | 191 | 157 | 6 | 345 | 256 | 13 | 262 | 203 |
| Tinners' helpers | 20 | 108 | 126 | 7 | 332 | 364 | 27 | 166 | 188 |
| Tool boys | 5 | 102 | 89 | | | | 5 | 102 | 89 |
| Track walkers | 93 | 147 | 161 | 149 | 344 | 368 | 242 | 268 | 289 |
| Trainmasters | 3 | 169 | 908 | 3 | 357 | 1,669 | 6 | 263 | 1,289 |
| Train starters | | | | 2 | 366 | 1,352 | 2 | 366 | 1,352 |
| Transitmen | 3 | 16 | 43 | | | | 3 | 16 | 43 |
| Trimmer | 1 | 3 | 4 | | | | 1 | 3 | 4 |
| Trimmer | (a) | (a) | (a) | (a) | (a) | (a) | 1 | (a) | 339 |
| Truck builders | 27 | 146 | 173 | 5 | 313 | 406 | 32 | 172 | 210 |
| Turners | (a) | (a) | (a) | (a) | (a) | (a) | 2 | (a) | 514 |
| Turners, drillers, etc | | | | 1 | 322 | 563 | 1 | 322 | 563 |
| Upholsterers | 4 | 165 | 293 | 2 | 326 | 772 | 6 | 218 | 453 |
| Upholsterers | (a) | (a) | (a) | (a) | (a) | (a) | 17 | (a) | 522 |
| Upholsterers' apprentice | 1 | 202 | 341 | | | | 1 | 202 | 341 |
| Upholsterers' apprentices | (a) | (a) | (a) | (a) | (a) | (a) | 7 | (a) | 269 |
| Upholsterers' helper | 1 | 123 | 160 | | | | 1 | 123 | 160 |
| Ushers | 6 | 119 | 158 | 2 | 336 | 465 | 8 | 174 | 234 |
| Varnishers | 1 | 287 | 501 | | | | 1 | 287 | 501 |
| Varnishers | (a) | (a) | (a) | (a) | (a) | (a) | 10 | (a) | 538 |
| Wagoners | 3 | 254 | 328 | | | | 3 | 254 | 328 |
| Warehousemen | 32 | 119 | 128 | 18 | 357 | 424 | 50 | 205 | 234 |
| Warehousemaster | 1 | 38 | 34 | | | | 1 | 38 | 34 |
| Watchmen | 251 | 106 | 124 | 232 | 357 | 434 | 483 | 227 | 273 |
| Watchmen, bridge | 15 | 112 | 134 | 32 | 360 | 385 | 47 | 281 | 305 |
| Watchmen, crossing | 10 | 40 | 44 | 1 | 365 | 360 | 11 | 70 | 73 |
| Watchmen, engine | 50 | 51 | 73 | 10 | 346 | 516 | 60 | 100 | 147 |
| Watchmen, track | 105 | 105 | 110 | 122 | 357 | 372 | 227 | 240 | 251 |

a Paid by the piece; hence time, and earnings based on time, cannot be stated.

TABLE V.—AVERAGE TIME AND EARNINGS—Continued.

RAILROAD NO. 4—Concluded.

| Occupation. | Working less than 301 days. | | | Working 301 days and over. | | | Preceding periods combined. | | |
|-------------------------------|-----------------------------|-----------------|-----------------------|----------------------------|-----------------|-----------------------|-----------------------------|-----------------|-----------------------|
| | Num. ber. | Aver- age days. | Aver- age earn- ings. | Num. ber. | Aver- age days. | Aver- age earn- ings. | Num. ber. | Aver- age days. | Aver- age earn- ings. |
| Watchmen, tunnel..... | 15 | 148 | \$154 | 27 | 359 | \$372 | 42 | 284 | \$294 |
| Watchmen, work train..... | 1 | 145 | 159 | 1 | 365 | 420 | 2 | 255 | 289 |
| Watchmen and pumpers..... | 1 | 15 | 18 | 2 | 379 | 465 | 3 | 257 | 316 |
| Water boys..... | 38 | 116 | 97 | 1 | 325 | 318 | 39 | 122 | 192 |
| Water pipe man..... | | | | 1 | 327 | 700 | 1 | 327 | 700 |
| Weighers..... | 6 | 167 | 250 | 7 | 379 | 498 | 13 | 281 | 383 |
| Weighter..... | (a) | (a) | (a) | (a) | (a) | (a) | 1 | (a) | 312 |
| Weighmasters..... | 21 | 170 | 235 | 5 | 353 | 634 | 26 | 205 | 312 |
| Weighmen, grain elevator..... | 1 | 278 | 454 | 12 | 359 | 590 | 13 | 353 | 579 |
| Well diggers..... | 3 | 126 | 228 | | | | 3 | 126 | 228 |
| Wheel borers..... | 6 | 159 | 207 | 2 | 380 | 631 | 8 | 214 | 313 |
| Wheel borers..... | (a) | (a) | (a) | (a) | (a) | (a) | 3 | (a) | 508 |
| Wheel cleaners..... | (a) | (a) | (a) | (a) | (a) | (a) | 2 | (a) | 729 |
| Wheel fitters..... | 8 | 114 | 151 | 15 | 341 | 511 | 23 | 262 | 386 |
| Wheel fitters..... | (a) | (a) | (a) | (a) | (a) | (a) | 2 | (a) | 513 |
| Wheel fitters' helpers..... | 1 | 181 | 181 | | | | 1 | 181 | 181 |
| Wheel fitters' helpers..... | (a) | (a) | (a) | (a) | (a) | (a) | 2 | (a) | 397 |
| Wheel stripper..... | | | | 1 | 358 | 394 | 1 | 358 | 394 |
| Wheel strippers..... | (a) | (a) | (a) | (a) | (a) | (a) | 2 | (a) | 484 |
| Wheeler..... | (a) | (a) | (a) | (a) | (a) | (a) | 1 | (a) | 355 |
| Wheelpressmen..... | 12 | 151 | 211 | 8 | 344 | 531 | 20 | 228 | 339 |
| Wheelpressman..... | (a) | (a) | (a) | (a) | (a) | (a) | 1 | (a) | 457 |
| Wipers..... | 90 | 75 | 88 | 5 | 366 | 438 | 95 | 91 | 107 |
| Wreckers..... | 3 | 174 | 252 | | | | 3 | 174 | 252 |
| Yardmasters..... | 44 | 116 | 296 | 32 | 356 | 964 | 76 | 217 | 578 |
| Yardmasters, assistant..... | 6 | 167 | 436 | 10 | 356 | 861 | 16 | 285 | 702 |
| Yardmasters, general..... | 1 | 151 | 600 | 4 | 350 | 1,355 | 5 | 310 | 1,204 |

RAILROAD NO. 5.

| | | | | | | | | | |
|--|-----|-----|------|-----|-----|-------|-----|-----|-------|
| Agents..... | 2 | 16 | \$25 | 20 | 364 | \$487 | 22 | 332 | \$445 |
| Agents, baggage..... | 6 | 86 | 141 | 6 | 363 | 683 | 12 | 224 | 412 |
| Agents, ticket..... | 2 | 169 | 265 | 6 | 365 | 891 | 8 | 316 | 784 |
| Agents and telegraph operators..... | 1 | 122 | 145 | 1 | 365 | 600 | 2 | 244 | 373 |
| Baggagemasters..... | 5 | 48 | 84 | 5 | 363 | 597 | 10 | 206 | 341 |
| Blacksmiths..... | 2 | 254 | 625 | 1 | 308 | 739 | 3 | 272 | 663 |
| Blacksmiths' helpers..... | 3 | 249 | 373 | | | | 3 | 249 | 373 |
| Boilermakers..... | | | | 2 | 398 | 875 | 2 | 398 | 875 |
| Brakemen..... | 83 | 69 | 109 | 23 | 369 | 577 | 106 | 135 | 210 |
| Brakemen, yard..... | 11 | 87 | 132 | 3 | 396 | 593 | 14 | 154 | 231 |
| Carpenters..... | 28 | 201 | 488 | 9 | 325 | 653 | 37 | 231 | 528 |
| Carpenters' helpers..... | 2 | 167 | 248 | 1 | 342 | 513 | 3 | 222 | 333 |
| Cashiers..... | | | | 2 | 365 | 990 | 2 | 365 | 990 |
| Cleaners, car..... | 50 | 113 | 132 | 16 | 338 | 392 | 66 | 167 | 195 |
| Cleaners, engine..... | 23 | 180 | 233 | 10 | 362 | 475 | 33 | 235 | 307 |
| Cleaners, station, and attendants..... | 3 | 45 | 9 | 12 | 357 | 225 | 15 | 295 | 181 |
| Clerks..... | 8 | 98 | 147 | 28 | 361 | 557 | 26 | 303 | 466 |
| Clerks and passenger agents..... | 1 | 45 | 105 | 1 | 320 | 735 | 2 | 183 | 420 |
| Conductors..... | 4 | 56 | 143 | 8 | 351 | 1,019 | 12 | 253 | 727 |
| Conductors, freight..... | 10 | 157 | 328 | 5 | 382 | 997 | 15 | 232 | 551 |
| Conductors, passenger..... | | | | 3 | 401 | 722 | 3 | 401 | 722 |
| Conductors, work train..... | 7 | 33 | 81 | 1 | 351 | 865 | 8 | 73 | 179 |
| Draw tenders..... | | | | 4 | 365 | 540 | 4 | 365 | 540 |
| Engine preparers..... | 40 | 118 | 157 | 8 | 342 | 485 | 48 | 155 | 211 |
| Engineers..... | 1 | 216 | 432 | 1 | 328 | 492 | 2 | 273 | 462 |
| Engineers..... | (b) | (b) | (b) | (b) | (b) | (b) | 2 | (b) | 915 |
| Engineers, freight..... | (b) | (b) | (b) | (b) | (b) | (b) | 9 | (b) | 1,183 |
| Engineers, passenger..... | (b) | (b) | (b) | (b) | (b) | (b) | 11 | (b) | 1,317 |
| Engineer, work train..... | (b) | (b) | (b) | (b) | (b) | (b) | 1 | (b) | 959 |
| Engineers, yard..... | 2 | 120 | 359 | 4 | 322 | 964 | 6 | 254 | 763 |
| Engineers, yard..... | (b) | (b) | (b) | (b) | (b) | (b) | 3 | (b) | 1,006 |
| Examiners, ticket..... | 7 | 6 | 12 | 5 | 362 | 714 | 12 | 154 | 304 |
| Firemen..... | 5 | 45 | 66 | 1 | 365 | 540 | 6 | 98 | 145 |
| Firemen..... | (b) | (b) | (b) | (b) | (b) | (b) | 7 | (b) | 433 |

a Paid by the piece; hence time, and earnings based on time, cannot be stated.

b Paid by the trip; hence time, and earnings based on time, cannot be stated.

TABLE V.—AVERAGE TIME AND EARNINGS—Continued.

RAILROAD NO. 5—Concluded.

| Occupation. | Working less than 301 days. | | | Working 301 days and over. | | | Preceding periods combined. | | |
|-------------------------------------|-----------------------------|---------------|-------------------|----------------------------|---------------|-------------------|-----------------------------|---------------|-------------------|
| | Number. | Average days. | Average earnings. | Number. | Average days. | Average earnings. | Number. | Average days. | Average earnings. |
| Firemen, freight | (a) | (a) | (a) | (a) | (a) | (a) | 12 | (a) | \$586 |
| Firemen, passenger | (a) | (a) | (a) | (a) | (a) | (a) | 13 | (a) | 607 |
| Fireman, work train | (a) | (a) | (a) | (a) | (a) | (a) | 1 | (a) | 525 |
| Firemen, yard | 7 | 120 | \$180 | 2 | 360 | \$490 | 9 | 173 | 249 |
| Firemen, yard | (a) | (a) | (a) | (a) | (a) | (a) | 8 | (a) | 412 |
| Flagmen | 8 | 32 | 48 | 7 | 364 | 630 | 15 | 187 | 319 |
| Flagmen | (a) | (a) | (a) | (a) | (a) | (a) | 2 | (a) | 18 |
| Flagmen and conductors | | | | 2 | 371 | 824 | 2 | 371 | 824 |
| Foremen | 2 | 45 | 100 | 1 | 306 | 750 | 3 | 132 | 317 |
| Foremen, carpenters | | | | 7 | 341 | 886 | 7 | 341 | 886 |
| Foreman, machinist | | | | 1 | 365 | 1,320 | 1 | 365 | 1,320 |
| Foremen, track laborers | 7 | 108 | 160 | 20 | 358 | 582 | 27 | 293 | 472 |
| Foreman, work train | | | | 1 | 333 | 433 | 1 | 333 | 433 |
| Inspectors, car | 8 | 145 | 214 | 13 | 356 | 526 | 21 | 275 | 407 |
| Janitors | | | | 2 | 365 | 543 | 2 | 365 | 543 |
| Laborers | 37 | 99 | 137 | 8 | 337 | 434 | 45 | 142 | 190 |
| Laborers, shop | 1 | 69 | 89 | 6 | 389 | 622 | 7 | 343 | 546 |
| Laborers, track | 414 | 98 | 120 | 28 | 318 | 400 | 442 | 112 | 138 |
| Laborers, work train | 88 | 126 | 154 | 1 | 302 | 363 | 89 | 128 | 156 |
| Lamp fillers | | | | 2 | 354 | 465 | 2 | 354 | 465 |
| Lineman | | | | 1 | 365 | 648 | 1 | 365 | 648 |
| Machinists | 5 | 175 | 385 | 4 | 361 | 864 | 9 | 257 | 598 |
| Mail carrier | | | | 1 | 265 | 48 | 1 | 265 | 48 |
| Mason | 1 | 295 | 950 | | | | 1 | 295 | 959 |
| Messengers | 16 | 78 | 42 | 3 | 265 | 207 | 19 | 123 | 68 |
| Oil distributor | | | | 1 | 263 | 537 | 1 | 263 | 537 |
| Oilers | 4 | 140 | 221 | 3 | 349 | 459 | 7 | 229 | 323 |
| Pavers | 2 | 160 | 240 | 1 | 310 | 465 | 3 | 210 | 315 |
| Policeman, special | | | | 1 | 365 | 600 | 1 | 365 | 600 |
| Porters | 37 | 82 | 86 | 13 | 350 | 383 | 50 | 151 | 163 |
| Pumpers | 1 | 48 | 45 | 6 | 362 | 519 | 7 | 317 | 452 |
| Rigger | | | | 1 | 365 | 600 | 1 | 365 | 600 |
| Stationmasters | 2 | 31 | 101 | 2 | 365 | 1,260 | 4 | 198 | 680 |
| Supervisors, track | 2 | 183 | 600 | 2 | 365 | 1,020 | 4 | 274 | 810 |
| Switchmen | 7 | 118 | 166 | 7 | 351 | 485 | 14 | 234 | 325 |
| Tankman | | | | 1 | 307 | 766 | 1 | 307 | 766 |
| Telegraph operators | 35 | 82 | 99 | 29 | 351 | 504 | 64 | 204 | 283 |
| Telegraph operators and dispatchers | | | | 3 | 359 | 901 | 3 | 359 | 901 |
| Ticket receiver | | | | 1 | 365 | 1,500 | 1 | 365 | 1,500 |
| Tinner | | | | 1 | 356 | 585 | 1 | 356 | 585 |
| Tollgate keeper | | | | 1 | 365 | 324 | 1 | 365 | 324 |
| Trainmasters, assistant | | | | 2 | 365 | 1,560 | 2 | 365 | 1,560 |
| Ushers | 2 | 94 | 151 | 2 | 365 | 600 | 4 | 229 | 375 |
| Warehousemen | 18 | 72 | 93 | 21 | 360 | 485 | 39 | 227 | 304 |
| Watchmen | 87 | 102 | 104 | 45 | 354 | 362 | 132 | 188 | 192 |
| Yardmasters | 3 | 220 | 521 | 2 | 337 | 927 | 5 | 267 | 683 |
| Yardmen | 1 | 153 | 205 | 2 | 365 | 492 | 3 | 294 | 396 |

RAILROAD NO. 6.

| | | | | | | | | | |
|-------------------------|-----|-----|-------|-----|-----|-------|-----|-----|-------|
| Agents | 2 | 197 | \$129 | 7 | 313 | \$364 | 9 | 287 | \$312 |
| Agents, assistant | 3 | 122 | 92 | 1 | 313 | 240 | 4 | 170 | 129 |
| Agent, freight | | | | 1 | 313 | 885 | 1 | 313 | 885 |
| Blacksmiths | 4 | 7 | 16 | | | | 4 | 7 | 16 |
| Blacksmiths | (b) | (b) | (b) | (b) | (b) | (b) | 3 | (b) | 46 |
| Brakemen | 7 | 62 | 84 | 4 | 313 | 432 | 11 | 153 | 210 |
| Carpenters | 5 | 106 | 176 | | | | 5 | 106 | 176 |
| Carpenters' helpers | 2 | 5 | 6 | | | | 2 | 5 | 6 |
| Conductors | 3 | 286 | 542 | | | | 3 | 286 | 542 |
| Engineers | 1 | 54 | 98 | 3 | 313 | 725 | 4 | 249 | 568 |
| Firemen | 7 | 75 | 106 | 2 | 316 | 441 | 9 | 129 | 181 |
| Foremen, track laborers | 3 | 103 | 153 | 3 | 307 | 424 | 6 | 205 | 288 |
| Laborers, quarry | 4 | 2 | 2 | | | | 4 | 2 | 2 |
| Laborers, track | 155 | 34 | 37 | | | | 155 | 34 | 37 |

a Paid by the trip; hence time, and earnings based on time, cannot be stated.

b Paid by the piece; hence time, and earnings based on time, cannot be stated.

TABLE V.—AVERAGE TIME AND EARNINGS—Continued.

RAILROAD NO. 6—Concluded

| Occupation. | Working less than 301 days. | | | Working 301 days and over. | | | Preceding periods combined. | | |
|-----------------------------|-----------------------------|----------------|---------------------|----------------------------|----------------|---------------------|-----------------------------|----------------|---------------------|
| | Num-ber. | Aver-age days. | Aver-age earn-ings. | Num-ber. | Aver-age days. | Aver-age earn-ings. | Num-ber. | Aver-age days. | Aver-age earn-ings. |
| Masons..... | 4 | 5 | \$12 | | | | 4 | 5 | \$12 |
| Masons' helper..... | 1 | 1 | 1 | | | | 1 | 1 | 1 |
| Master mechanic..... | 1 | 275 | 740 | | | | 1 | 275 | 740 |
| Mechanics' helpers..... | 3 | 71 | 83 | | | | 3 | 71 | 83 |
| Superintendents, track..... | 2 | 187 | 359 | | | | 2 | 187 | 359 |
| Telegraph operator..... | 1 | 50 | 60 | | | | 1 | 50 | 60 |
| Watchmen..... | 2 | 23 | 27 | 1 | 305 | \$352 | 3 | 117 | 136 |

RAILROAD NO. 7.

| | | | | | | | | | |
|---------------------------------------|-----|-----|-------|-----|-----|-------|-----|-----|-------|
| Accountants, car..... | 2 | 156 | \$191 | 1 | 314 | \$628 | 3 | 209 | \$337 |
| Agents..... | 23 | 131 | 214 | 113 | 361 | 704 | 136 | 323 | 621 |
| Agents, assistant..... | 4 | 188 | 269 | 5 | 316 | 522 | 9 | 259 | 410 |
| Agents, special..... | 3 | 121 | 424 | | | | 3 | 121 | 424 |
| Agents, ticket..... | 1 | 140 | 455 | 6 | 352 | 1,689 | 7 | 322 | 1,513 |
| Apprentices, car works..... | 3 | 231 | 264 | | | | 3 | 231 | 264 |
| Attendants, ladies' waiting room..... | 2 | 156 | 204 | | | | 2 | 156 | 204 |
| Attendants, parcel room..... | 7 | 97 | 118 | 1 | 364 | 1,048 | 8 | 131 | 224 |
| Axeman..... | | | | 1 | 309 | 541 | 1 | 309 | 541 |
| Baggagemasters..... | 55 | 147 | 248 | 77 | 337 | 627 | 132 | 258 | 460 |
| Baggagemasters, assistant..... | 3 | 109 | 179 | 1 | 323 | 742 | 4 | 162 | 319 |
| Baggagemasters' helpers..... | 1 | 196 | 343 | 2 | 330 | 577 | 3 | 285 | 499 |
| Baggagemasters and switchmen..... | 2 | 149 | 250 | 1 | 315 | 473 | 3 | 204 | 324 |
| Baggageman and watchman..... | | | | 1 | 365 | 730 | 1 | 365 | 730 |
| Batteryman..... | 1 | 167 | 280 | | | | 1 | 167 | 280 |
| Blacksmiths..... | 67 | 207 | 470 | 14 | 306 | 721 | 81 | 224 | 513 |
| Blacksmiths' helpers..... | 42 | 220 | 363 | 10 | 306 | 503 | 52 | 237 | 390 |
| Boilermakers..... | 46 | 221 | 483 | 20 | 313 | 671 | 66 | 249 | 540 |
| Boilermakers' helpers..... | 13 | 153 | 220 | 4 | 324 | 486 | 17 | 193 | 282 |
| Bolt cutter..... | | | | 1 | 302 | 377 | 1 | 302 | 377 |
| Bookers, freight..... | | 71 | 135 | | | | 2 | 71 | 135 |
| Brakemen..... | 120 | 59 | 109 | 24 | 334 | 662 | 144 | 104 | 201 |
| Brakemen, freight..... | 629 | 92 | 171 | 140 | 328 | 641 | 769 | 135 | 256 |
| Brakemen, passenger..... | 75 | 125 | 232 | 84 | 336 | 635 | 159 | 236 | 445 |
| Brakemen, work train..... | 41 | 83 | 159 | 2 | 315 | 588 | 43 | 94 | 179 |
| Brakemen, yard..... | 98 | 59 | 111 | 26 | 350 | 693 | 124 | 120 | 233 |
| Bricklayers..... | 23 | 174 | 343 | 2 | 316 | 601 | 25 | 185 | 362 |
| Call boy..... | 1 | 16 | 16 | | | | 1 | 16 | 16 |
| Callers..... | 6 | 161 | 193 | 2 | | | 8 | 211 | 314 |
| Car recorders..... | 3 | 198 | 382 | 4 | 353 | 704 | 7 | 286 | 566 |
| Car reporter..... | | | | 1 | 319 | 796 | 1 | 319 | 796 |
| Carpenters..... | 87 | 84 | 75 | 2 | 309 | 926 | 89 | 40 | 84 |
| Carpenters, bridge..... | 95 | 132 | 281 | 25 | 316 | 721 | 120 | 171 | 373 |
| Carpenters, car works..... | 228 | 178 | 357 | 72 | 309 | 620 | 298 | 210 | 420 |
| Carpenters, fence..... | 12 | 174 | 269 | | | | 12 | 174 | 269 |
| Carpenters, machine shop..... | 1 | 300 | 676 | 5 | 305 | 762 | 6 | 304 | 748 |
| Cashiers..... | 2 | 248 | 794 | 5 | 312 | 1,296 | 7 | 294 | 1,182 |
| Chainman..... | 1 | 300 | 434 | | | | 1 | 300 | 434 |
| Checkers..... | | | | 3 | 319 | 638 | 3 | 319 | 638 |
| Checkmen..... | 11 | 135 | 233 | 14 | 339 | 641 | 25 | 249 | 461 |
| Civil engineers..... | 2 | 184 | 507 | 2 | 365 | 1,114 | 4 | 259 | 810 |
| Cleaners, boiler..... | 1 | 294 | 441 | 1 | 380 | 570 | 2 | 337 | 506 |
| Cleaners, car..... | 36 | 119 | 165 | 22 | 338 | 461 | 58 | 202 | 277 |
| Clerks..... | 140 | 149 | 304 | 217 | 321 | 751 | 357 | 253 | 576 |
| Clerks and telegraph operators..... | | | | 3 | 358 | 618 | 3 | 358 | 618 |
| Coal heavers..... | 54 | 76 | 114 | 28 | 337 | 506 | 82 | 165 | 247 |
| Coal shovellers..... | 32 | 45 | 69 | 5 | 353 | 529 | 37 | 87 | 131 |
| Collector..... | | | | 1 | 312 | 998 | 1 | 312 | 998 |
| Conductors..... | 19 | 116 | 299 | 6 | 333 | 922 | 25 | 168 | 449 |
| Conductors, freight..... | 56 | 156 | 396 | 62 | 327 | 833 | 118 | 246 | 621 |
| Conductors, passenger..... | 22 | 200 | 724 | 48 | 324 | 1,117 | 70 | 285 | 994 |
| Conductors, work train..... | 2 | 15 | 37 | 1 | 316 | 901 | 3 | 115 | 325 |
| Conductors, yard..... | 6 | 128 | 319 | 6 | 349 | 871 | 12 | 238 | 595 |
| Coopers..... | 3 | 154 | 330 | 3 | 305 | 666 | 6 | 229 | 498 |
| Coppersmith..... | 1 | 57 | 170 | | | | 1 | 57 | 170 |
| Couplers..... | | | | 2 | 331 | 663 | 2 | 331 | 663 |
| Cranemen..... | 4 | 146 | 558 | | | | 4 | 146 | 558 |

TABLE V.—AVERAGE TIME AND EARNINGS—Continued.

RAILROAD NO. 7—Continued.

| Occupation. | Working less than 301 days. | | | Working 301 days and over. | | | Preceding periods combined. | | |
|-------------------------------------|-----------------------------|----------------|---------------------|----------------------------|----------------|---------------------|-----------------------------|----------------|---------------------|
| | Num-ber. | Aver-age days. | Aver-age earn-ings. | Num-ber. | Aver-age days. | Aver-age earn-ings. | Num-ber. | Aver-age days. | Aver-age earn-ings. |
| Depotmasters..... | | | | 6 | 364 | \$1,563 | 6 | 364 | \$1,563 |
| Dispatchers..... | 3 | 118 | \$295 | 11 | 352 | 1,030 | 14 | 302 | 873 |
| Dispatchers, assistant..... | | 49 | 113 | 8 | 357 | 927 | 9 | 323 | 836 |
| Dispatcher, chief..... | | | | 1 | 364 | 1,198 | 1 | 364 | 1,198 |
| Dispatchers, engine..... | | | | 2 | 364 | 969 | 2 | 364 | 969 |
| Dockmaster..... | | | | 1 | 364 | 1,299 | 1 | 364 | 1,299 |
| Doormen..... | 1 | 299 | 448 | 1 | 309 | 535 | 2 | 304 | 491 |
| Draughtsmen..... | 1 | 206 | 412 | 1 | 312 | 998 | 2 | 259 | 705 |
| Drillers..... | 2 | 173 | 286 | 2 | 309 | 542 | 4 | 241 | 414 |
| Electric light tenders..... | 2 | 117 | 225 | 1 | 359 | 628 | 3 | 197 | 360 |
| Electrician..... | | | | 1 | 364 | 1,496 | 1 | 364 | 1,496 |
| Engineers..... | 54 | 151 | 556 | 108 | 339 | 1,276 | 162 | 276 | 1,036 |
| Engineers..... | (a) | (a) | (a) | (a) | (a) | (a) | 4 | (a) | 1,308 |
| Engineers, freight..... | 10 | 264 | 1,309 | 39 | 352 | 1,263 | 40 | 318 | 1,211 |
| Engineers, freight..... | (a) | (a) | (a) | (a) | (a) | (a) | 8 | (a) | 1,388 |
| Engineer, hoisting..... | 1 | 2 | 4 | | | | 1 | 2 | 4 |
| Engineers, passenger..... | 6 | 169 | 613 | 2 | 317 | 1,219 | 8 | 206 | 765 |
| Engineers, passenger..... | (a) | (a) | (a) | (a) | (a) | (a) | 9 | (a) | 1,407 |
| Engineers, pumping..... | 1 | 22 | 35 | 1 | 444 | 776 | 2 | 233 | 405 |
| Engineers, roundhouse..... | 1 | 111 | 384 | 8 | 318 | 1,210 | 9 | 295 | 1,118 |
| Engineers, shop..... | | | | 7 | 344 | 757 | 7 | 344 | 757 |
| Engineers, stationary..... | 6 | 163 | 370 | 6 | 337 | 850 | 12 | 250 | 610 |
| Engineers, work train..... | 4 | 159 | 603 | | | | 4 | 159 | 603 |
| Firemen..... | 94 | 105 | 201 | 91 | 338 | 670 | 185 | 220 | 432 |
| Firemen, engineroom..... | 1 | 272 | 449 | 2 | 352 | 599 | 3 | 325 | 549 |
| Firemen, freight..... | 33 | 134 | 258 | 48 | 341 | 694 | 81 | 256 | 516 |
| Firemen, freight..... | (a) | (a) | (a) | (a) | (a) | (a) | 14 | (a) | 587 |
| Firemen, passenger..... | 25 | 179 | 336 | 9 | 329 | 636 | 34 | 219 | 416 |
| Firemen, passenger..... | (a) | (a) | (a) | (a) | (a) | (a) | 9 | (a) | 787 |
| Firemen, roundhouse..... | 7 | 146 | 280 | 4 | 327 | 653 | 11 | 212 | 416 |
| Firemen, shop..... | 3 | 189 | 323 | 1 | 378 | 755 | 4 | 236 | 431 |
| Firemen, stationary..... | | | | 3 | 327 | 566 | 3 | 327 | 566 |
| Firemen, work train..... | 5 | 161 | 355 | | | | 5 | 161 | 355 |
| Flagmen..... | 42 | 112 | 151 | 62 | 356 | 499 | 104 | 258 | 358 |
| Foremen, blacksmiths..... | 1 | 292 | 950 | 2 | 338 | 1,198 | 3 | 323 | 1,115 |
| Foreman, boilermaker..... | | | | 1 | 312 | 1,198 | 1 | 312 | 1,198 |
| Foreman, car cleaners..... | | | | 1 | 364 | 899 | 1 | 364 | 899 |
| Foreman, car inspectors..... | 3 | 107 | 229 | 2 | 341 | 971 | 5 | 200 | 525 |
| Foreman, car repairers..... | 1 | 261 | 561 | 1 | 310 | 774 | 2 | 285 | 667 |
| Foreman, car works..... | 1 | 293 | 660 | 6 | 327 | 894 | 7 | 322 | 861 |
| Foremen, coal heavers..... | 2 | 178 | 411 | | | | 2 | 178 | 411 |
| Foremen, elevator hands..... | 6 | 157 | 383 | | | | 6 | 157 | 383 |
| Foremen, enginehouse..... | | | | 2 | 364 | 1,318 | 2 | 364 | 1,318 |
| Foremen, freighthandlers..... | 6 | 206 | 442 | 11 | 311 | 704 | 17 | 274 | 611 |
| Foremen, general..... | | | | 2 | 335 | 1,287 | 2 | 335 | 1,287 |
| Foremen, machine shop..... | 1 | 300 | 826 | 9 | 334 | 1,147 | 10 | 331 | 1,115 |
| Foreman, machinists..... | 1 | 298 | 970 | | | | 1 | 298 | 970 |
| Foremen, masons..... | 1 | 289 | 1,008 | 1 | 350 | 1,439 | 2 | 319 | 1,223 |
| Foremen, painters..... | 3 | 293 | 948 | | | | 3 | 293 | 948 |
| Foreman, roundhouse..... | | | | 1 | 364 | 1,318 | 1 | 364 | 1,318 |
| Foreman, shop..... | | | | 1 | 320 | 705 | 1 | 320 | 705 |
| Foremen, tallymen and checkmen..... | 1 | 179 | 402 | 1 | 357 | 959 | 2 | 268 | 681 |
| Foreman, tinsmiths..... | | | | 1 | 306 | 994 | 1 | 306 | 994 |
| Foremen, track laborers..... | 28 | 146 | 327 | 73 | 322 | 775 | 101 | 278 | 651 |
| Foreman, trimmers..... | | | | 1 | 329 | 1,068 | 1 | 329 | 1,068 |
| Foremen, wharf hands..... | 12 | 159 | 283 | 9 | 330 | 636 | 21 | 232 | 435 |
| Foremen, work train..... | 6 | 155 | 341 | | | | 6 | 155 | 341 |
| Freight deliverers..... | 1 | 296 | 562 | 3 | 304 | 578 | 4 | 302 | 574 |
| Freight receivers..... | | | | 4 | 310 | 590 | 4 | 310 | 590 |
| Freighthandlers..... | 14 | 116 | 174 | 1 | 364 | 539 | 15 | 133 | 193 |
| Gardeners..... | 5 | 168 | 259 | 2 | 309 | 681 | 7 | 208 | 380 |
| Gatemen..... | 18 | 94 | 141 | 39 | 355 | 545 | 57 | 273 | 418 |
| Gatemen and signalmen..... | | | | 2 | 365 | 726 | 2 | 365 | 726 |
| Helpers, station..... | 2 | 159 | 246 | | | | 2 | 159 | 246 |
| Hookmen..... | 1 | 159 | 278 | 1 | 312 | 467 | 2 | 235 | 373 |
| Inspectors..... | | | | 6 | 358 | 624 | 6 | 358 | 624 |
| Inspector, bridge..... | 1 | 273 | 1,122 | | | | 1 | 273 | 1,122 |

a Paid by the day and mile; hence time, and earnings based on time, cannot be stated.

TABLE V.—AVERAGE TIME AND EARNINGS—Continued.

RAILROAD NO. 7—Continued.

| Occupation. | Working less than 301 days. | | | Working 301 days and over. | | | Preceding periods combined. | | |
|---------------------------------------|-----------------------------|----------------|---------------------|----------------------------|----------------|---------------------|-----------------------------|----------------|---------------------|
| | Num-ber. | Aver-age days. | Aver-age earn-ings. | Num-ber. | Aver-age days. | Aver-age earn-ings. | Num-ber. | Aver-age days. | Aver-age earn-ings. |
| Inspectors, car | 1 | 113 | \$181 | 4 | 353 | \$530 | 5 | 505 | \$460 |
| Inspectors, car works | 28 | 192 | 342 | 47 | 333 | 614 | 75 | 281 | 513 |
| Inspectors, freight | 2 | 125 | 187 | 2 | 363 | 582 | 4 | 244 | 384 |
| Inspectors and repairers, car | 5 | 23 | 51 | 5 | 361 | 709 | 5 | 361 | 709 |
| Ironworkers, bridge | 1 | 7 | 6 | 1 | 1 | 1 | 5 | 23 | 51 |
| Ironworkers' helper, bridge | 2 | 88 | 70 | 3 | 329 | 463 | 1 | 7 | 6 |
| Laborers | 11 | 113 | 171 | 1 | 364 | 491 | 5 | 233 | 306 |
| Laborers, bridge | 11 | 41 | 74 | 12 | 13 | 190 | 11 | 41 | 74 |
| Laborers, car works | 62 | 104 | 152 | 9 | 312 | 463 | 71 | 130 | 192 |
| Laborers, coal dump | 166 | 29 | 43 | 6 | 335 | 503 | 172 | 40 | 59 |
| Laborers, coal wharf | 74 | 47 | 70 | 13 | 324 | 486 | 87 | 88 | 132 |
| Laborers, elevator | 16 | 71 | 118 | 3 | 313 | 517 | 19 | 109 | 181 |
| Laborers, enginehouse | 40 | 91 | 140 | 22 | 334 | 509 | 62 | 177 | 271 |
| Laborers, freight | 127 | 167 | 281 | 82 | 311 | 517 | 209 | 223 | 374 |
| Laborers, machine shop | 10 | 132 | 230 | 5 | 322 | 530 | 15 | 195 | 330 |
| Laborers, masons | 6 | 21 | 43 | 2 | 2 | 2 | 6 | 21 | 43 |
| Laborers, roundhouse | 2 | 48 | 72 | 2 | 2 | 2 | 2 | 48 | 72 |
| Laborers, station | 95 | 74 | 112 | 64 | 326 | 506 | 159 | 175 | 271 |
| Laborers, surfacing | 19 | 75 | 113 | 19 | 75 | 113 | 19 | 75 | 113 |
| Laborers, track | 2,155 | 66 | 99 | 252 | 319 | 484 | 2,407 | 92 | 139 |
| Laborers, wharf | 88 | 141 | 233 | 52 | 322 | 531 | 140 | 208 | 344 |
| Laborers, wood yard | 2 | 65 | 97 | 2 | 2 | 2 | 2 | 65 | 97 |
| Laborers, work train | 331 | 79 | 122 | 17 | 307 | 478 | 348 | 90 | 139 |
| Lampmen | 4 | 84 | 86 | 2 | 365 | 913 | 2 | 365 | 913 |
| Light tenders | 3 | 85 | 192 | 1 | 316 | 869 | 4 | 81 | 86 |
| Linemen | 6 | 187 | 350 | 1 | 305 | 679 | 7 | 143 | 361 |
| Machine tenders | 195 | 206 | 462 | 84 | 318 | 745 | 279 | 204 | 397 |
| Machinists | 12 | 123 | 194 | 4 | 307 | 505 | 16 | 240 | 547 |
| Machinists' helpers | 1 | 1 | 1 | 1 | 343 | 515 | 1 | 169 | 272 |
| Mail carrier | 103 | 112 | 229 | 2 | 325 | 730 | 1 | 343 | 515 |
| Masons | 6 | 217 | 447 | 165 | 116 | 239 | 6 | 217 | 447 |
| Masons, bridge | 2 | 2 | 2 | 2 | 364 | 1,558 | 2 | 364 | 1,558 |
| Master carbuilders | 3 | 3 | 3 | 3 | 364 | 1,854 | 3 | 364 | 1,854 |
| Master mechanics | 8 | 95 | 79 | 10 | 331 | 366 | 18 | 226 | 239 |
| Messengers | 1 | 80 | 107 | 1 | 312 | 429 | 2 | 196 | 268 |
| Messengers and collectors | 1 | 165 | 165 | 1 | 303 | 303 | 2 | 234 | 234 |
| Nut tappers | 2 | 128 | 119 | 2 | 128 | 119 | 2 | 128 | 119 |
| Office boys | 1 | 21 | 32 | 1 | 308 | 462 | 2 | 165 | 247 |
| Oil deliverers and watchmen | 4 | 87 | 131 | 2 | 367 | 550 | 6 | 180 | 271 |
| Oilers | 4 | 4 | 4 | 4 | 326 | 557 | 4 | 326 | 557 |
| Packers | 127 | 160 | 300 | 15 | 306 | 625 | 142 | 175 | 334 |
| Painters | 26 | 117 | 181 | 6 | 327 | 538 | 32 | 156 | 248 |
| Painters' helpers | 2 | 17 | 27 | 1 | 339 | 508 | 3 | 124 | 187 |
| Painters and washers | 1 | 290 | 674 | 1 | 324 | 1,053 | 2 | 312 | 863 |
| Patternmakers | 3 | 61 | 137 | 1 | 330 | 792 | 4 | 128 | 301 |
| Pipers | 1 | 1 | 1 | 1 | 308 | 847 | 1 | 308 | 847 |
| Plumber | 4 | 4 | 4 | 4 | 359 | 797 | 4 | 359 | 797 |
| Policemen | 33 | 114 | 158 | 39 | 328 | 552 | 72 | 230 | 371 |
| Porters | 5 | 92 | 114 | 2 | 357 | 531 | 7 | 168 | 233 |
| Porters, station | 3 | 112 | 168 | 2 | 341 | 641 | 5 | 204 | 357 |
| Pumpers | 56 | 135 | 207 | 35 | 332 | 525 | 91 | 211 | 329 |
| Repairers, car | 3 | 3 | 3 | 3 | 330 | 546 | 3 | 330 | 546 |
| Repairers, tender | 2 | 213 | 335 | 3 | 319 | 479 | 5 | 277 | 421 |
| Repairers, truck | 2 | 2 | 2 | 2 | 364 | 1,723 | 2 | 364 | 1,723 |
| Roadmasters, division | 4 | 58 | 147 | 3 | 343 | 861 | 7 | 180 | 453 |
| Roadmasters, assistant division | 4 | 120 | 197 | 2 | 2 | 2 | 2 | 120 | 197 |
| Rodmen | 12 | 24 | 32 | 2 | 336 | 614 | 14 | 69 | 115 |
| Scrubbers | 5 | 140 | 245 | 18 | 347 | 626 | 23 | 302 | 543 |
| Sealers | 3 | 248 | 434 | 1 | 320 | 557 | 4 | 266 | 465 |
| Sealers and recorders | 13 | 64 | 124 | 15 | 332 | 631 | 28 | 207 | 396 |
| Signalmen | 94 | 2 | 4 | 94 | 2 | 4 | 94 | 2 | 4 |
| Snow shovellers | 2 | 213 | 610 | 2 | 2 | 2 | 2 | 213 | 610 |
| Stonecutters | 3 | 147 | 257 | 2 | 308 | 622 | 4 | 227 | 439 |
| Storekeepers | 4 | 144 | 284 | 1 | 343 | 799 | 5 | 183 | 387 |
| Surveyors | 1 | 282 | 423 | 2 | 305 | 481 | 3 | 297 | 461 |
| Sweepers | 77 | 140 | 253 | 104 | 341 | 657 | 181 | 255 | 485 |
| Switchmen | 7 | 88 | 169 | 16 | 356 | 700 | 23 | 275 | 598 |
| Switchmen and signalmen | 5 | 104 | 336 | 17 | 330 | 693 | 22 | 293 | 612 |
| Tallymen | 27 | 90 | 141 | 25 | 343 | 518 | 62 | 212 | 322 |
| Telegraph operators | | | | | | | | | |

TABLE V.—AVERAGE TIME AND EARNINGS—Continued.

RAILROAD NO. 7—Concluded.

| Occupation. | Working less than 301 days. | | | Working 301 days and over. | | | Preceding periods combined. | | |
|-----------------------------|-----------------------------|---------------|-------------------|----------------------------|---------------|-------------------|-----------------------------|---------------|-------------------|
| | Number. | Average days. | Average earnings. | Number. | Average days. | Average earnings. | Number. | Average days. | Average earnings. |
| Timekeeper..... | | | | 1 | 312 | \$899 | 1 | 312 | \$899 |
| Tinsmiths..... | 20 | 169 | \$345 | 6 | 304 | 631 | 26 | 200 | 411 |
| Tinsmiths' helpers..... | 5 | 108 | 163 | 1 | 304 | 456 | 6 | 141 | 212 |
| Trainmasters..... | 2 | 179 | 297 | 5 | 356 | 1,186 | 7 | 305 | 932 |
| Trimmers..... | 13 | 105 | 220 | 2 | 313 | 601 | 15 | 133 | 271 |
| Truckmen..... | 7 | 161 | 242 | 11 | 319 | 479 | 18 | 257 | 387 |
| Turntable tenders..... | | | | 5 | 350 | 564 | 5 | 350 | 564 |
| Upholsterers..... | 1 | 2 | 4 | 2 | 304 | 562 | 3 | 203 | 376 |
| Waiting maids, station..... | 1 | 9 | 11 | 3 | 311 | 341 | 4 | 236 | 259 |
| Washers..... | | | | 4 | 359 | 536 | 4 | 359 | 536 |
| Watchmen..... | 32 | 95 | 157 | 50 | 357 | 578 | 82 | 255 | 414 |
| Watchmen, dock..... | 2 | 166 | 290 | 6 | 361 | 586 | 8 | 312 | 512 |
| Watchmen, engine..... | 1 | 54 | 81 | 12 | 385 | 585 | 13 | 360 | 546 |
| Watchmen, work train..... | 4 | 66 | 115 | | | | 4 | 66 | 115 |
| Water boys..... | 8 | 125 | 140 | 1 | 312 | 369 | 9 | 146 | 166 |
| Weighers..... | 1 | 217 | 412 | 7 | 314 | 1,017 | 8 | 302 | 941 |
| Weighers, assistant..... | 1 | 183 | 301 | 2 | 325 | 568 | 3 | 277 | 479 |
| Wharfingers..... | | | | 2 | 338 | 1,033 | 2 | 338 | 1,033 |
| Wipers..... | 44 | 136 | 204 | 29 | 332 | 500 | 73 | 214 | 322 |
| Woodmachine hands..... | 26 | 172 | 336 | 3 | 305 | 615 | 29 | 186 | 365 |
| Yardmasters..... | 2 | 154 | 443 | 2 | 350 | 917 | 4 | 252 | 680 |
| Yardmen..... | 3 | 147 | 267 | 3 | 328 | 709 | 6 | 237 | 488 |

RAILROAD NO. 8.

| | | | | | | | | | |
|------------------------------------|-----|-----|-------|---|-----|-------|-----|-----|-------|
| Agents..... | 3 | 141 | \$165 | 9 | 358 | \$434 | 12 | 304 | \$367 |
| Blacksmiths..... | 2 | 37 | 85 | 1 | 320 | 750 | 3 | 131 | 307 |
| Boilermakers..... | 3 | 104 | 255 | | | | 3 | 104 | 255 |
| Brakemen..... | 75 | 36 | 53 | | | | 75 | 36 | 53 |
| Carpenters..... | 7 | 60 | 106 | 1 | 304 | 547 | 8 | 90 | 161 |
| Cleaner, car..... | | | | 1 | 365 | 420 | 1 | 365 | 420 |
| Clerks..... | 6 | 49 | 41 | 1 | 365 | 600 | 7 | 94 | 120 |
| Conductors..... | 13 | 70 | 159 | 3 | 326 | 749 | 16 | 118 | 270 |
| Enginemen..... | 22 | 66 | 133 | 3 | 334 | 847 | 25 | 98 | 219 |
| Firemen..... | 60 | 38 | 50 | | | | 60 | 38 | 50 |
| Foreman, machinists..... | 1 | 110 | 237 | | | | 1 | 110 | 237 |
| Foreman, shop..... | 1 | 104 | 289 | | | | 1 | 104 | 289 |
| Foremen, track laborers..... | 10 | 128 | 170 | 3 | 365 | 495 | 13 | 183 | 245 |
| Foremen, transfer laborers..... | 2 | 90 | 139 | 1 | 311 | 476 | 3 | 164 | 252 |
| Galvanizers..... | 16 | 58 | 73 | | | | 16 | 58 | 73 |
| Helpers, shop..... | 18 | 48 | 37 | 1 | 321 | 470 | 19 | 62 | 60 |
| Hostler..... | 1 | 92 | 120 | | | | 1 | 92 | 120 |
| Inspectors and repairers, car..... | 2 | 58 | 81 | | | | 2 | 58 | 81 |
| Janitor..... | | | | 1 | 365 | 48 | 1 | 365 | 48 |
| Laborers, track..... | 226 | 55 | 61 | 4 | 319 | 347 | 230 | 60 | 66 |
| Laborers, transfer..... | 42 | 26 | 32 | 1 | 344 | 430 | 43 | 33 | 41 |
| Machinists..... | 11 | 66 | 148 | | | | 11 | 66 | 148 |
| Mail carriers..... | 5 | 178 | 42 | 1 | 365 | 72 | 6 | 209 | 47 |
| Master mechanic..... | 1 | 258 | 715 | | | | 1 | 258 | 715 |
| Painters..... | 2 | 131 | 250 | | | | 2 | 131 | 250 |
| Pumpers..... | 2 | 90 | 88 | | | | 2 | 90 | 88 |
| Repairer, car..... | 1 | 57 | 68 | | | | 1 | 57 | 68 |
| Switchmen..... | 2 | 23 | 33 | | | | 2 | 23 | 33 |
| Telegraph operators..... | 6 | 157 | 111 | | | | 6 | 157 | 111 |
| Wipers..... | 19 | 52 | 61 | | | | 19 | 52 | 61 |

RAILROAD NO. 9.

| | | | | | | | | | |
|---------------------------|----|-----|-------|--|--|--|----|-----|-------|
| Agents, ticket..... | 8 | 144 | \$200 | | | | 8 | 144 | \$200 |
| Blacksmith..... | 1 | 192 | 487 | | | | 1 | 192 | 487 |
| Blacksmiths' helpers..... | 2 | 137 | 247 | | | | 2 | 137 | 247 |
| Boilermaker..... | 1 | 57 | 174 | | | | 1 | 57 | 174 |
| Brakemen..... | 27 | 42 | 57 | | | | 27 | 42 | 57 |
| Brakeman, work train..... | 1 | 2 | 2 | | | | 1 | 2 | 2 |
| Carpenters..... | 3 | 136 | 364 | | | | 3 | 136 | 364 |
| Clerks..... | 5 | 132 | 256 | | | | 5 | 132 | 256 |

TABLE V.—AVERAGE TIME AND EARNINGS—Continued.

RAILROAD NO. 9—Concluded.

| Occupation. | Working less than 301 days. | | | Working 301 days and over. | | | Preceding periods combined. | | |
|---|-----------------------------|----------------|---------------------|----------------------------|----------------|---------------------|-----------------------------|----------------|---------------------|
| | Num-ber. | Aver-age days. | Aver-age earn-ings. | Num-ber. | Aver-age days. | Aver-age earn-ings. | Num-ber. | Aver-age days. | Aver-age earn-ings. |
| Conductors..... | 11 | 58 | \$135 | 2 | 339 | \$776 | 13 | 101 | \$234 |
| Dispatchers..... | 2 | 65 | 143 | | | | 2 | 65 | 143 |
| Engineers..... | 17 | 68 | 197 | 1 | 331 | 940 | 18 | 83 | 238 |
| Engineer, work train..... | 1 | 20 | 56 | | | | 1 | 20 | 56 |
| Firemen..... | 18 | 81 | 130 | | | | 18 | 81 | 130 |
| Flagmen..... | 6 | 48 | 73 | | | | 6 | 48 | 73 |
| Foremen, assistant..... | 2 | 65 | 106 | | | | 2 | 65 | 106 |
| Foreman, machinists..... | 1 | 71 | 174 | | | | 1 | 71 | 174 |
| Foreman, shop..... | 1 | 188 | 507 | | | | 1 | 188 | 507 |
| Foreman, track laborers..... | 2 | 46 | 75 | | | | 2 | 46 | 75 |
| Foremen, work train..... | 8 | 113 | 204 | | | | 8 | 113 | 204 |
| Gardeners..... | 2 | 55 | 83 | | | | 2 | 55 | 83 |
| Gate-men..... | 2 | 26 | 43 | | | | 2 | 26 | 43 |
| Hostler..... | 1 | 22 | 44 | | | | 1 | 22 | 44 |
| Laborers, shop..... | 20 | 58 | 96 | | | | 20 | 58 | 96 |
| Laborers, track..... | 35 | 38 | 57 | | | | 35 | 38 | 57 |
| Laborers, work train..... | 376 | 35 | 52 | | | | 376 | 35 | 52 |
| Machinists..... | 3 | 59 | 144 | | | | 3 | 59 | 144 |
| Mechanics..... | 2 | 16 | 23 | | | | 2 | 16 | 23 |
| Painters..... | 3 | 55 | 122 | | | | 3 | 55 | 122 |
| Policeman..... | 1 | 69 | 173 | | | | 1 | 69 | 173 |
| Roadmaster..... | 1 | 79 | 263 | | | | 1 | 79 | 263 |
| Superintendent and master mechanic..... | 1 | 123 | 439 | | | | 1 | 123 | 439 |
| Switchman..... | 1 | 42 | 74 | | | | 1 | 42 | 74 |
| Telegraph operators..... | 4 | 52 | 62 | | | | 4 | 52 | 62 |
| Ticket punchers..... | 4 | 39 | 31 | | | | 4 | 39 | 31 |
| Watchmen..... | 9 | 92 | 136 | | | | 9 | 92 | 136 |
| Water boys..... | 2 | 40 | 34 | | | | 2 | 40 | 34 |
| Wipers..... | 3 | 106 | 186 | | | | 3 | 106 | 186 |

RAILROAD NO. 10.

| | | | | | | | | | |
|----------------------|----|-----|-------|---|-----|-----|----|-----|-------|
| Agents..... | 3 | 200 | \$215 | 7 | 313 | 325 | 10 | 279 | \$222 |
| Brakemen..... | 11 | 95 | 163 | 2 | 304 | 519 | 13 | 127 | 217 |
| Clerks..... | | | | 2 | 313 | 930 | 2 | 313 | 930 |
| Conductors..... | 8 | 87 | 186 | | | | 8 | 87 | 186 |
| Engineers..... | 3 | 165 | 440 | 1 | 307 | 817 | 4 | 201 | 535 |
| Firemen..... | 7 | 154 | 312 | | | | 7 | 154 | 312 |
| Laborers, track..... | 35 | 118 | 153 | 8 | 309 | 454 | 43 | 153 | 209 |
| Watchman..... | | | | 1 | 335 | 427 | 1 | 335 | 427 |

RAILROAD NO. 11.

| | | | | | | | | | |
|-------------------------------------|-----|-----|-------|-----|-----|-------|-----|-----|-------|
| Agents..... | 49 | 122 | \$183 | 109 | 360 | \$555 | 158 | 286 | \$440 |
| Agent..... | (a) | (a) | (a) | (a) | (a) | (a) | 1 | (a) | 66 |
| Agents, assistant..... | 23 | 104 | 113 | 16 | 359 | 397 | 39 | 208 | 229 |
| Agents, baggage..... | | | | 4 | 368 | 659 | 4 | 368 | 659 |
| Agents, freight..... | 1 | 31 | 40 | 2 | 336 | 746 | 3 | 234 | 511 |
| Agent, shipping..... | 1 | 275 | 1,125 | | | | 1 | 275 | 1,125 |
| Agents, special..... | 1 | 69 | 101 | 3 | 365 | 925 | 4 | 291 | 719 |
| Agents, ticket..... | 8 | 83 | 69 | 14 | 362 | 597 | 22 | 261 | 405 |
| Agent, ticket..... | (a) | (a) | (a) | (a) | (a) | (a) | 1 | (a) | 87 |
| Agents and dispatchers..... | | | | 5 | 364 | 911 | 5 | 364 | 911 |
| Agents and telegraph operators..... | 4 | 179 | 262 | 12 | 356 | 532 | 16 | 312 | 465 |
| Apprentices..... | 4 | 220 | 132 | | | | 4 | 220 | 132 |
| Ash wheelers..... | 2 | 80 | 120 | 2 | 328 | 573 | 4 | 204 | 347 |

a Paid by the day and received commission; hence time, and earnings based on time, cannot be stated.

TABLE V.—AVERAGE TIME AND EARNINGS—Continued.

RAILROAD NO. 11—Continued.

| Occupation. | Working less than 301 days. | | | Working 301 days and over. | | | Preceding periods combined. | | |
|----------------------------------|-----------------------------|---------------|-------------------|----------------------------|---------------|-------------------|-----------------------------|---------------|-------------------|
| | Number. | Average days. | Average earnings. | Number. | Average days. | Average earnings. | Number. | Average days. | Average earnings. |
| Ashpitmen | 3 | 242 | \$291 | 1 | 328 | \$303 | 4 | 264 | \$317 |
| Axle straighteners | 5 | 160 | 194 | | | | 5 | 160 | 194 |
| Axle turners | 2 | 268 | 415 | 1 | 319 | 543 | 3 | 285 | 458 |
| Baggagemasters | 44 | 147 | 282 | 43 | 334 | 637 | 87 | 239 | 458 |
| Baggagemaster, assistant | | | | 1 | 365 | 360 | 1 | 365 | 360 |
| Berry and fruit delivery men | 11 | 134 | 176 | 1 | 315 | 482 | 12 | 149 | 202 |
| Blacksmiths | 90 | 213 | 442 | 12 | 314 | 738 | 102 | 225 | 476 |
| Blacksmiths' apprentices | 2 | 288 | 200 | 1 | 305 | 333 | 3 | 294 | 261 |
| Blacksmiths' helpers | 161 | 153 | 210 | 5 | 312 | 442 | 166 | 158 | 217 |
| Blacksmith shop boys | 6 | 144 | 128 | | | | 6 | 144 | 128 |
| Boiler washer | | | | 1 | 309 | 511 | 1 | 309 | 541 |
| Boilermakers | 72 | 151 | 330 | 9 | 317 | 786 | 81 | 169 | 381 |
| Boilermakers' apprentices | 4 | 198 | 179 | | | | 4 | 198 | 179 |
| Boilermakers' helpers | 30 | 181 | 247 | 1 | 302 | 380 | 31 | 185 | 251 |
| Bolt cutters | 14 | 172 | 215 | | | | 14 | 172 | 215 |
| Bolt repairers | 3 | 207 | 255 | | | | 3 | 207 | 255 |
| Bookkeeper | | | | 1 | 305 | 820 | 1 | 305 | 820 |
| Brakemen | 419 | 112 | 204 | 102 | 330 | 587 | 521 | 155 | 279 |
| Brakemen | (a) | (a) | (a) | (a) | (a) | (a) | 94 | (a) | 352 |
| Brakemen, coal train | 268 | 110 | 195 | 29 | 328 | 573 | 297 | 132 | 232 |
| Brakemen, coal train | (a) | (a) | (a) | (a) | (a) | (a) | 35 | (a) | 36 |
| Brakemen, construction train | 6 | 33 | 59 | | | | 6 | 33 | 59 |
| Brakemen, freight | 99 | 150 | 286 | 44 | 336 | 606 | 143 | 207 | 385 |
| Brakemen, freight | (a) | (a) | (a) | (a) | (a) | (a) | 14 | (a) | 495 |
| Brakemen, freight and passenger | 6 | 176 | 311 | 4 | 352 | 745 | 10 | 246 | 485 |
| Brakemen, passenger | 11 | 128 | 237 | 1 | 342 | 599 | 12 | 146 | 267 |
| Brakemen, work train | 39 | 60 | 96 | 5 | 316 | 505 | 44 | 89 | 142 |
| Brassborer | 1 | 299 | 478 | | | | 1 | 299 | 478 |
| Brassmoulders | 3 | 288 | 644 | | | | 3 | 288 | 644 |
| Brassturner | 1 | 280 | 364 | | | | 1 | 280 | 364 |
| Bricklayer | 1 | 280 | 672 | | | | 1 | 280 | 672 |
| Bricklayers' helpers | 3 | 157 | 240 | 1 | 303 | 553 | 4 | 193 | 318 |
| Bridgemen | 14 | 119 | 166 | | | | 14 | 119 | 166 |
| Cabinetmakers | 2 | 141 | 354 | | | | 2 | 141 | 354 |
| Call boys | 5 | 79 | 79 | 1 | 343 | 343 | 6 | 123 | 123 |
| Callers | 6 | 149 | 167 | 7 | 359 | 545 | 13 | 262 | 371 |
| Car recorders | 6 | 74 | 123 | 5 | 359 | 488 | 11 | 203 | 289 |
| Car reporters | 3 | 156 | 229 | | | | 3 | 156 | 229 |
| Car tracers | 3 | 118 | 215 | | | | 3 | 118 | 215 |
| Car washers | 103 | 73 | 97 | | | | 103 | 73 | 97 |
| Carpenters | 346 | 166 | 316 | 41 | 315 | 672 | 387 | 182 | 354 |
| Carpenters, coal car works | 190 | 226 | 385 | 6 | 319 | 586 | 196 | 229 | 392 |
| Carpenters, locomotive works | 5 | 279 | 554 | 3 | 313 | 620 | 8 | 291 | 579 |
| Carpenters, machine shop | 26 | 228 | 446 | 1 | 305 | 641 | 27 | 231 | 453 |
| Carpenters, machineshop, helpers | 28 | 153 | 208 | | | | 28 | 153 | 208 |
| Carpenters, passenger car works | 3 | 232 | 450 | 4 | 316 | 663 | 7 | 280 | 572 |
| Cashiers | 2 | 92 | 205 | 3 | 365 | 878 | 5 | 256 | 609 |
| Cashier, assistant | | | | 1 | 365 | 840 | 1 | 365 | 840 |
| Chainmen | 1 | 12 | 23 | 1 | 365 | 590 | 2 | 188 | 307 |
| Checkers | 33 | 116 | 179 | 18 | 355 | 556 | 51 | 200 | 312 |
| Cinder cleaners | | | | 3 | 309 | 370 | 3 | 309 | 370 |
| Civil engineers | | 275 | 545 | 1 | 365 | 820 | 2 | 320 | 683 |
| Cleaners | 46 | 134 | 166 | 38 | 345 | 413 | 84 | 230 | 278 |
| Cleaners, car | 26 | 121 | 139 | 9 | 355 | 413 | 35 | 181 | 210 |
| Cleaners, station | 2 | 225 | 281 | 1 | 365 | 548 | 3 | 272 | 370 |
| Cleaners, yard | 2 | 288 | 345 | 4 | 336 | 403 | 6 | 320 | 384 |
| Clerks | 279 | 123 | 192 | 165 | 351 | 660 | 444 | 207 | 366 |
| Coal handlers | 276 | 65 | 138 | | | | 276 | 65 | 138 |
| Collectors | | | | 3 | 365 | 708 | 3 | 365 | 708 |
| Conductors | 73 | 175 | 445 | 74 | 343 | 957 | 147 | 259 | 702 |
| Conductors | (a) | (a) | (a) | (a) | (a) | (a) | 3 | (a) | 682 |
| Conductors, coal train | 35 | 138 | 414 | 22 | 334 | 833 | 57 | 232 | 576 |
| Conductors, coal train | (a) | (a) | (a) | (a) | (a) | (a) | 8 | (a) | 358 |
| Conductors, freight | 22 | 220 | 501 | 22 | 340 | 895 | 44 | 280 | 743 |
| Conductors, passenger | 1 | 266 | 664 | 8 | 349 | 952 | 9 | 340 | 920 |
| Conductors, work train | 8 | 111 | 263 | 4 | 352 | 789 | 12 | 191 | 439 |
| Coppersmiths | 3 | 205 | 452 | 2 | 325 | 736 | 5 | 253 | 566 |
| Depotmaster | | | | 1 | 365 | 1,320 | 1 | 365 | 1,320 |

^a Paid by the day and trip; hence time, and earnings based on time, cannot be stated.

TABLE V.—AVERAGE TIME AND EARNINGS—Continued.

RAILROAD NO. 11—Continued.

| Occupation. | Working less than 301 days. | | | Working 301 days and over. | | | Preceding periods combined. | | |
|---------------------------------------|-----------------------------|----------------|---------------------|----------------------------|----------------|---------------------|-----------------------------|----------------|---------------------|
| | Num-ber. | Aver-age days. | Aver-age earn-ings. | Num-ber. | Aver-age days. | Aver-age earn-ings. | Num-ber. | Aver-age days. | Aver-age earn-ings. |
| Dispatchers..... | 9 | 119 | \$324 | 9 | 362 | \$960 | 18 | 240 | \$642 |
| Dispatchers, assistant..... | 2 | 181 | 435 | 5 | 364 | 775 | 7 | 311 | 678 |
| Dockmasters..... | 2 | 168 | 290 | ..... | ..... | ..... | 2 | 168 | 290 |
| Draughtsmen..... | 3 | 153 | 267 | 2 | 356 | 780 | 5 | 232 | 472 |
| Draw tenders..... | 9 | 150 | 178 | 21 | 365 | 499 | 30 | 300 | 403 |
| Drillers..... | 322 | 102 | 193 | 24 | 318 | 613 | 346 | 117 | 222 |
| Drillers, coal..... | 54 | 120 | 219 | 10 | 340 | 681 | 64 | 154 | 291 |
| Drillers, head..... | 18 | 146 | 319 | 6 | 323 | 672 | 24 | 190 | 408 |
| Drillers' helpers..... | 42 | 62 | 87 | ..... | ..... | ..... | 42 | 62 | 87 |
| Drillers, yard..... | 19 | 151 | 281 | 17 | 325 | 608 | 36 | 233 | 436 |
| Engine preparers..... | 37 | 117 | 185 | 38 | 354 | 578 | 75 | 237 | 384 |
| Engine preparers, assistant..... | 8 | 203 | 260 | 9 | 345 | 435 | 17 | 278 | 353 |
| Engineers..... | 3 | 103 | 256 | 6 | 357 | 894 | 9 | 272 | 682 |
| Engineers..... | (a) | (a) | (a) | (a) | (a) | (a) | 69 | (a) | 848 |
| Engineers, assistant..... | 3 | 173 | 291 | 1 | 345 | 575 | 4 | 216 | 362 |
| Engineers, coal train..... | 27 | 194 | 678 | 25 | 328 | 1,142 | 52 | 258 | 901 |
| Engineers, coal train..... | (b) | (b) | (b) | (b) | (b) | (b) | 49 | (b) | 925 |
| Engineers, freight..... | 3 | 87 | 303 | 7 | 328 | 1,145 | 10 | 256 | 803 |
| Engineers, freight..... | (b) | (b) | (b) | (b) | (b) | (b) | 29 | (b) | 897 |
| Engineers, freight and coal..... | (c) | (c) | (c) | (c) | (c) | (c) | 27 | (c) | 985 |
| Engineers, freight and passenger..... | (b) | (b) | (b) | (b) | (b) | (b) | 7 | (b) | 656 |
| Engineers, passenger..... | ..... | ..... | ..... | 4 | 349 | 1,219 | 4 | 349 | 1,219 |
| Engineers, passenger..... | (b) | (b) | (b) | (b) | (b) | (b) | 62 | (b) | 1,229 |
| Engineer, pile driver..... | ..... | ..... | ..... | 1 | 311 | 777 | 1 | 311 | 777 |
| Engineers, pumping..... | 3 | 114 | 165 | 7 | 363 | 495 | 10 | 258 | 396 |
| Engineers, shifting..... | (c) | (c) | (c) | (c) | (c) | (c) | 31 | (c) | 764 |
| Engineers, shop..... | 1 | 156 | 296 | 1 | 332 | 615 | 2 | 244 | 455 |
| Engineers, stationary..... | 16 | 128 | 240 | 9 | 349 | 639 | 25 | 208 | 383 |
| Engineer, steam hammer..... | 1 | 227 | 113 | ..... | ..... | ..... | 1 | 227 | 113 |
| Engineers, switching..... | 4 | 209 | 725 | 11 | 340 | 1,144 | 15 | 305 | 1,032 |
| Engineers, switching..... | (b) | (b) | (b) | (b) | (b) | (b) | 12 | (b) | 922 |
| Engineer, work train..... | ..... | ..... | ..... | 1 | 325 | 1,107 | 1 | 325 | 1,107 |
| Engineer, work train..... | (c) | (c) | (c) | (c) | (c) | (c) | 1 | (c) | 1,084 |
| Engineer and helper..... | ..... | ..... | ..... | 1 | 365 | 480 | 1 | 365 | 480 |
| Engineer and switchman..... | ..... | ..... | ..... | 1 | 358 | 530 | 1 | 358 | 530 |
| Engineers and watchmen..... | ..... | ..... | ..... | 2 | 368 | 431 | 2 | 368 | 431 |
| Firemen..... | 3 | 75 | 158 | 14 | 378 | 790 | 17 | 325 | 679 |
| Firemen..... | (b) | (b) | (b) | (b) | (b) | (b) | 69 | (b) | 378 |
| Firemen, coal train..... | 133 | 45 | 102 | 19 | 328 | 748 | 152 | 81 | 183 |
| Firemen, coal train..... | (b) | (b) | (b) | (b) | (b) | (b) | 75 | (b) | 489 |
| Firemen, freight..... | 7 | 154 | 350 | 5 | 338 | 762 | 12 | 231 | 521 |
| Firemen, freight..... | (b) | (b) | (b) | (b) | (b) | (b) | 35 | (b) | 513 |
| Firemen, freight and coal..... | (c) | (c) | (c) | (c) | (c) | (c) | 40 | (c) | 417 |
| Firemen, passenger..... | 2 | 261 | 587 | 1 | 444 | 994 | 3 | 322 | 723 |
| Firemen, passenger..... | (b) | (b) | (b) | (b) | (b) | (b) | 79 | (b) | 663 |
| Firemen, shifting..... | (c) | (c) | (c) | (c) | (c) | (c) | 11 | (c) | 423 |
| Firemen, stationary..... | 6 | 174 | 314 | 1 | 358 | 573 | 7 | 200 | 351 |
| Firemen, switching..... | 3 | 112 | 253 | 9 | 333 | 778 | 12 | 278 | 647 |
| Firemen, switching..... | (b) | (b) | (b) | (b) | (b) | (b) | 18 | (b) | 558 |
| Firemen, work train..... | 3 | 67 | 150 | 1 | 327 | 735 | 4 | 132 | 297 |
| Firemen, work train..... | (b) | (b) | (b) | (b) | (b) | (b) | 9 | (b) | 152 |
| Flagmen..... | 88 | 138 | 216 | 61 | 352 | 382 | 140 | 226 | 284 |
| Flagmen, coal train..... | 54 | 122 | 231 | 9 | 331 | 622 | 63 | 152 | 287 |
| Flagmen, coal train..... | (b) | (b) | (b) | (b) | (b) | (b) | 24 | 260 | 507 |
| Flagmen, freight..... | 10 | 143 | 284 | 14 | 343 | 667 | 24 | 290 | 507 |
| Flagmen and switchmen..... | 2 | 183 | 225 | 3 | 363 | 458 | 5 | 291 | 365 |
| Flange turners..... | 1 | 274 | 713 | 1 | 356 | 934 | 2 | 315 | 824 |
| Footmen..... | 8 | 84 | 108 | 5 | 333 | 519 | 13 | 179 | 266 |
| Foremen..... | 17 | 152 | 321 | 20 | 360 | 781 | 37 | 264 | 570 |
| Foremen, blacksmiths..... | 1 | 275 | 705 | 3 | 350 | 863 | 4 | 331 | 824 |
| Foreman, boilermakers..... | ..... | ..... | ..... | 1 | 365 | 948 | 1 | 365 | 948 |
| Foremen, car inspectors..... | 9 | 160 | 363 | 9 | 333 | 618 | 18 | 247 | 461 |
| Foremen, car works..... | ..... | ..... | ..... | 2 | 365 | 960 | 2 | 365 | 960 |
| Foremen, carpenters..... | 2 | 218 | 513 | 6 | 353 | 897 | 8 | 320 | 801 |
| Foreman, cleaners..... | ..... | ..... | ..... | 1 | 393 | 687 | 1 | 393 | 687 |
| Foreman, draw tenders..... | ..... | ..... | ..... | 1 | 365 | 620 | 1 | 365 | 620 |
| Foremen, drillers..... | 29 | 118 | 263 | 5 | 333 | 749 | 34 | 149 | 334 |
| Foremen, enginehouse..... | 1 | 184 | 600 | 2 | 365 | 992 | 3 | 305 | 862 |
| Foremen, floating gang..... | 1 | 93 | 149 | 1 | 309 | 774 | 2 | 201 | 461 |

a Paid by the day and trip; hence time, and earnings based on time, cannot be stated.

b Paid by the day and mile; hence time, and earnings based on time, cannot be stated.

c Paid by the mile; hence time, and earnings based on time, cannot be stated.

TABLE V.—AVERAGE TIME AND EARNINGS—Continued.

RAILROAD NO. 11—Continued.

| Occupation. | Working less than 301 days. | | | Working 301 days and over. | | | Preceding periods combined. | | |
|-------------------------------|-----------------------------|----------------|--------------------|----------------------------|----------------|--------------------|-----------------------------|----------------|--------------------|
| | Num-ber. | Aver-age days. | Aver-age earnings. | Num-ber. | Aver-age days. | Aver-age earnings. | Num-ber. | Aver-age days. | Aver-age earnings. |
| Foremen, general | 2 | 112 | \$390 | 2 | 365 | \$1,020 | 4 | 239 | \$705 |
| Foremen, machinists | 2 | 136 | 368 | 10 | 359 | 951 | 12 | 322 | 854 |
| Foreman, masons | | | | 1 | 302 | 957 | 1 | 302 | 957 |
| Foremen, painters | | | | 3 | 365 | 936 | 3 | 365 | 936 |
| Foreman, rock gang | 1 | 45 | 116 | | | | 1 | 45 | 116 |
| Foreman, tinnern | | | | 1 | 365 | 900 | 1 | 365 | 900 |
| Foremen, track laborers | 55 | 138 | 211 | 108 | 359 | 539 | 163 | 284 | 428 |
| Foremen, watchmen | 1 | 182 | 251 | 1 | 365 | 500 | 2 | 274 | 376 |
| Foreman, wipers | | | | 1 | 356 | 570 | 1 | 356 | 570 |
| Foremen, work train | 6 | 127 | 202 | 3 | 332 | 662 | 9 | 195 | 355 |
| Foreman, yard | | | | 1 | 365 | 540 | 1 | 365 | 540 |
| Freightmaster | 1 | 180 | 235 | | | | 1 | 180 | 235 |
| Gatemen | 26 | 119 | 138 | 17 | 350 | 442 | 43 | 211 | 258 |
| Greasers | 68 | 209 | 300 | 23 | 315 | 453 | 91 | 236 | 338 |
| Greasers' helpers | 4 | 140 | 140 | | | | 4 | 140 | 140 |
| Helpers | 95 | 119 | 157 | 24 | 346 | 420 | 119 | 164 | 210 |
| Helpers, shop | 46 | 182 | 225 | 3 | 323 | 413 | 49 | 191 | 237 |
| Inspectors | 21 | 129 | 226 | 4 | 322 | 585 | 25 | 160 | 283 |
| Inspector, boilers | 1 | 275 | 750 | | | | 1 | 275 | 750 |
| Inspectors, car | 95 | 157 | 249 | 72 | 334 | 560 | 167 | 233 | 383 |
| Inspectors, engine | | | | 2 | 359 | 784 | 2 | 359 | 784 |
| Inspector, netting | | | | 1 | 389 | 778 | 1 | 389 | 778 |
| Inspectors, scale | 2 | 142 | 367 | | | | 2 | 142 | 367 |
| Inspectors, stack | 1 | 59 | 80 | 1 | 329 | 559 | 2 | 194 | 320 |
| Inspectors, ties | | | | 2 | 365 | 780 | 2 | 365 | 780 |
| Inspectors, track | 40 | 140 | 168 | 68 | 346 | 413 | 108 | 270 | 322 |
| Inspectors and repairers, car | 3 | 254 | 420 | 13 | 321 | 574 | 16 | 308 | 545 |
| Janitors | 1 | 31 | 20 | 3 | 355 | 343 | 4 | 274 | 263 |
| Joiners | | | | 2 | 342 | 863 | 2 | 342 | 863 |
| Laborers | 827 | 99 | 154 | 102 | 328 | 489 | 929 | 124 | 191 |
| Laborers, enginehouse | 6 | 61 | 70 | 2 | 365 | 450 | 8 | 137 | 165 |
| Laborers, floating gang | 142 | 38 | 49 | | | | 142 | 38 | 49 |
| Laborers, shop | 19 | 126 | 158 | 3 | 333 | 428 | 22 | 154 | 195 |
| Laborers, station | 2 | 56 | 69 | 2 | 350 | 518 | 4 | 203 | 293 |
| Laborers, track | 1,569 | 109 | 132 | 69 | 323 | 393 | 1,638 | 118 | 143 |
| Laborers, work train | 646 | 62 | 75 | 4 | 314 | 385 | 650 | 63 | 77 |
| Laborers, yard | 70 | 157 | 190 | 4 | 324 | 405 | 74 | 166 | 201 |
| Lampmaker | 1 | 147 | 308 | | | | 1 | 147 | 308 |
| Latchman | | | | 1 | 340 | 374 | 1 | 340 | 374 |
| Machinists | 274 | 197 | 429 | 40 | 335 | 747 | 316 | 215 | 469 |
| Machinists' apprentices | 26 | 218 | 189 | 2 | 316 | 325 | 28 | 225 | 199 |
| Machinists' helpers | 43 | 163 | 213 | 4 | 327 | 424 | 47 | 177 | 231 |
| Mail carriers | 12 | 106 | 29 | 7 | 358 | 171 | 19 | 199 | 82 |
| Masons | 47 | 93 | 198 | | | | 47 | 93 | 198 |
| Masons' helpers | 18 | 64 | 95 | | | | 18 | 64 | 95 |
| Master builder | | | | 1 | 365 | 900 | 1 | 365 | 900 |
| Master mechanics | | | | 4 | 365 | 1,220 | 4 | 365 | 1,220 |
| Mechanic | 1 | 52 | 79 | | | | 1 | 52 | 79 |
| Messengers | 23 | 123 | 80 | 5 | 362 | 279 | 28 | 166 | 115 |
| Messengers, telegraph | 10 | 145 | 41 | 7 | 359 | 103 | 17 | 233 | 67 |
| Number takers | 4 | 84 | 127 | 2 | 372 | 537 | 6 | 180 | 264 |
| Nut cutter | 1 | 124 | 99 | | | | 1 | 124 | 99 |
| Nut tappers | 10 | 131 | 163 | 1 | 301 | 211 | 11 | 147 | 167 |
| Oilers and repairers | 6 | 197 | 209 | 6 | 311 | 485 | 12 | 254 | 392 |
| Oilhousemen | 1 | 129 | 135 | 2 | 343 | 389 | 3 | 272 | 304 |
| Paint preparer | 1 | 291 | 510 | | | | 1 | 291 | 510 |
| Painters | 135 | 147 | 287 | 1 | 365 | 730 | 136 | 148 | 291 |
| Painters' apprentices | 6 | 250 | 239 | | | | 6 | 250 | 239 |
| Painters' helpers | 7 | 210 | 243 | 1 | 308 | 538 | 8 | 222 | 280 |
| Patternmakers | 9 | 190 | 434 | | | | 9 | 190 | 434 |
| Pipefitters | 1 | 281 | 643 | 1 | 365 | 720 | 2 | 323 | 682 |
| Pitmen | 6 | 180 | 221 | 2 | 308 | 400 | 8 | 212 | 228 |
| Plasterer | 1 | 35 | 51 | | | | 1 | 35 | 51 |
| Plumbers | 3 | 42 | 201 | | | | 3 | 42 | 201 |
| Policemen | 2 | 188 | 268 | 4 | 365 | 660 | 6 | 306 | 529 |
| Porters | 3 | 160 | 291 | 1 | 313 | 660 | 4 | 198 | 383 |
| Porters, baggage | 9 | 175 | 263 | 6 | 354 | 531 | 15 | 247 | 370 |
| Pulley tenders | 19 | 100 | 141 | 2 | 355 | 621 | 21 | 124 | 187 |
| Pumpers | | | | 4 | 313 | 376 | 4 | 313 | 376 |
| Pumpmen | 1 | 31 | 33 | 1 | 313 | 240 | 2 | 162 | 127 |
| Puncher | 1 | 290 | 609 | | | | 1 | 290 | 609 |
| Repairers, car | 164 | 114 | 165 | 6 | 315 | 520 | 170 | 121 | 178 |

TABLE V.—AVERAGE TIME AND EARNINGS—Continued.

RAILROAD NO. 11—Concluded.

| Occupation. | Working less than 301 days. | | | Working 301 days and over. | | | Preceding periods combined. | | |
|---|-----------------------------|-----------------|-----------------------|----------------------------|-----------------|-----------------------|-----------------------------|-----------------|-----------------------|
| | Num. ber. | Aver- age days. | Aver- age earn- ings. | Num. ber. | Aver- age days. | Aver- age earn- ings. | Num. ber. | Aver- age days. | Aver- age earn- ings. |
| Repairers, planer pulley | 6 | 176 | \$255 | ..... | ..... | ..... | 6 | 176 | \$255 |
| Rivet heaters | 6 | 91 | 46 | 1 | 317 | \$222 | 7 | 124 | 71 |
| Rodmen | 2 | 9 | 11 | 1 | 307 | 459 | 3 | 108 | 160 |
| Sand drier | 1 | 297 | 371 | ..... | ..... | ..... | 1 | 297 | 371 |
| Sandman | 1 | 275 | 357 | ..... | ..... | ..... | 1 | 275 | 357 |
| Scale runners | 3 | 143 | 248 | ..... | ..... | ..... | 3 | 143 | 248 |
| Scourers | 1 | 84 | 129 | 2 | 351 | 490 | 3 | 202 | 370 |
| Shippers of supplies | 1 | 59 | 225 | 1 | 323 | 421 | 2 | 191 | 323 |
| Shop boys | 5 | 247 | 219 | ..... | ..... | ..... | 5 | 247 | 219 |
| Shop hands ..... | ..... | ..... | ..... | 2 | 314 | 440 | 2 | 314 | 440 |
| Signalmen | 6 | 79 | 96 | 12 | 339 | 434 | 18 | 252 | 321 |
| Solicitors ..... | ..... | ..... | ..... | 2 | 365 | 1,040 | 2 | 365 | 1,040 |
| Spikers | 11 | 130 | 208 | ..... | ..... | ..... | 11 | 130 | 208 |
| Springmakers | 2 | 223 | 541 | ..... | ..... | ..... | 2 | 223 | 541 |
| Stationmaster | 1 | 75 | 375 | ..... | ..... | ..... | 1 | 75 | 375 |
| Stenographers | 1 | 184 | 360 | 2 | 336 | 724 | 3 | 285 | 603 |
| Storekeepers | 7 | 121 | 181 | 6 | 360 | 586 | 13 | 232 | 368 |
| Storekeeper, assistant | 3 | 114 | 155 | 1 | 313 | 429 | 4 | 164 | 224 |
| Supervisors | 1 | 29 | 60 | 4 | 365 | 1,166 | 5 | 296 | 945 |
| Supervisors, assistant | 2 | 144 | 285 | 3 | 365 | 859 | 5 | 276 | 629 |
| Supervisors, division ..... | ..... | ..... | ..... | 3 | 365 | 1,090 | 3 | 365 | 1,090 |
| Sweepers | 6 | 202 | 252 | 3 | 329 | 463 | 9 | 244 | 322 |
| Switchmen | 77 | 130 | 179 | 83 | 363 | 506 | 160 | 251 | 349 |
| Tablemen | 3 | 250 | 326 | 2 | 359 | 503 | 5 | 293 | 397 |
| Telegraph operators | 123 | 121 | 163 | 106 | 357 | 544 | 229 | 230 | 339 |
| Telegraph operators and switch- men | 1 | 34 | 44 | 5 | 348 | 467 | 6 | 294 | 397 |
| Timekeepers ..... | ..... | ..... | ..... | 3 | 365 | 661 | 3 | 365 | 661 |
| Timekeeper, assistant ..... | ..... | ..... | ..... | 1 | 365 | 481 | 1 | 365 | 481 |
| Tinsmiths | 19 | 153 | 324 | 1 | 329 | 789 | 20 | 162 | 347 |
| Tinsmiths' helpers | 4 | 291 | 367 | ..... | ..... | ..... | 4 | 291 | 367 |
| Traumasters ..... | ..... | ..... | ..... | 5 | 365 | 1,584 | 5 | 365 | 1,584 |
| Train starters ..... | ..... | ..... | ..... | 2 | 365 | 500 | 2 | 365 | 500 |
| Transitman ..... | ..... | ..... | ..... | 1 | 365 | 907 | 1 | 365 | 907 |
| Trimmers | 6 | 177 | 329 | ..... | ..... | ..... | 6 | 177 | 329 |
| Truckmen | 115 | 55 | 96 | 9 | 313 | 548 | 124 | 74 | 129 |
| Warehousemen | 29 | 95 | 140 | 8 | 312 | 452 | 37 | 142 | 207 |
| Watchmen | 113 | 68 | 86 | 67 | 350 | 459 | 180 | 173 | 224 |
| Watchmen, bridge | 2 | 250 | 297 | 11 | 361 | 448 | 13 | 343 | 425 |
| Watchmen, engine | 4 | 56 | 67 | 8 | 364 | 486 | 12 | 261 | 346 |
| Watchmen, tunnel | 1 | 31 | 37 | 4 | 350 | 416 | 5 | 286 | 340 |
| Watchman and flagman ..... | ..... | ..... | ..... | 1 | 359 | 531 | 1 | 359 | 531 |
| Water boys | 7 | 86 | 74 | ..... | ..... | ..... | 7 | 86 | 74 |
| Weighers | 10 | 91 | 92 | 1 | 316 | 312 | 11 | 111 | 112 |
| Weighmasters | 3 | 123 | 120 | 8 | 353 | 638 | 11 | 290 | 497 |
| Wheel borers | 4 | 191 | 316 | ..... | ..... | ..... | 4 | 191 | 316 |
| Wheelpressmen | 10 | 131 | 159 | ..... | ..... | ..... | 10 | 131 | 159 |
| Wipers | 170 | 123 | 137 | 40 | 337 | 399 | 210 | 164 | 187 |
| Wipers and engine preparers | 4 | 159 | 183 | 3 | 361 | 416 | 7 | 245 | 285 |
| Wipers and pumpmen | 3 | 147 | 190 | ..... | ..... | ..... | 3 | 147 | 190 |
| Wrecker ..... | ..... | ..... | ..... | 1 | 306 | 536 | 1 | 306 | 536 |
| Wreckmasters | 1 | 184 | 450 | 1 | 365 | 900 | 2 | 275 | 675 |
| Wreckmaster, assistant | 1 | 40 | 65 | ..... | ..... | ..... | 1 | 40 | 65 |
| Yardmasters | 4 | 86 | 207 | 6 | 356 | 679 | 10 | 248 | 490 |
| Yardmen | 8 | 92 | 128 | ..... | ..... | ..... | 8 | 92 | 128 |

RAILROAD NO. 12.

| | | | | | | | | | |
|-----------------------------|----|-----|-------|----|-----|-------|----|-----|-------|
| Agents | 6 | 152 | \$277 | 18 | 313 | \$612 | 24 | 273 | \$528 |
| Baggagemasters | 2 | 72 | 126 | 4 | 313 | 577 | 6 | 233 | 426 |
| Blacksmiths | 4 | 281 | 499 | 5 | 305 | 593 | 9 | 294 | 462 |
| Blacksmiths' helpers | 4 | 76 | 94 | 3 | 305 | 422 | 7 | 174 | 235 |
| Boilermakers | 1 | 263 | 579 | 1 | 308 | 831 | 2 | 285 | 705 |
| Boilermakers' helpers | 2 | 261 | 326 | 1 | 310 | 511 | 3 | 277 | 388 |
| Bolt cutters | 1 | 146 | 183 | 2 | 307 | 386 | 3 | 253 | 318 |
| Brakemen | 37 | 61 | 98 | 5 | 319 | 522 | 42 | 92 | 148 |
| Brakemen, freight | 37 | 117 | 189 | 3 | 314 | 522 | 40 | 132 | 214 |
| Brakemen, passenger | 10 | 117 | 197 | 5 | 310 | 534 | 15 | 182 | 309 |

TABLE V.—AVERAGE TIME AND EARNINGS—Continued.

RAILROAD NO. 12—Concluded.

| Occupation. | Working less than 301 days. | | | Working 301 days and over. | | | Preceding periods combined. | | |
|------------------------------|-----------------------------|-----------------|-----------------------|----------------------------|-----------------|-----------------------|-----------------------------|-----------------|-----------------------|
| | Num-ber. | Aver- age days. | Aver- age earn- ings. | Num-ber. | Aver- age days. | Aver- age earn- ings. | Num-ber. | Aver- age days. | Aver- age earn- ings. |
| Carpenters..... | 8 | 174 | \$300 | 8 | 316 | \$554 | 16 | 245 | \$427 |
| Cleaners, car..... | 6 | 85 | 112 | 2 | 311 | 405 | 8 | 142 | 186 |
| Cleaners, engine..... | 3 | 152 | 200 | 1 | 311 | 435 | 4 | 191 | 259 |
| Clerks..... | 18 | 112 | 174 | 24 | 213 | 549 | 42 | 227 | 388 |
| Conductors..... | 2 | 113 | 234 | 4 | 321 | 754 | 6 | 252 | 581 |
| Conductors, freight..... | 14 | 138 | 306 | 4 | 311 | 699 | 18 | 176 | 394 |
| Conductors, passenger..... | 2 | 143 | 364 | 3 | 310 | 831 | 5 | 243 | 652 |
| Engineers..... | 3 | 137 | 320 | 4 | 318 | 797 | 7 | 240 | 593 |
| Engineers, freight..... | 14 | 156 | 380 | 15 | 313 | 835 | 29 | 237 | 616 |
| Engineer, stationary..... | | | | 1 | 309 | 540 | 1 | 309 | 540 |
| Firemen..... | 11 | 114 | 194 | | | | 11 | 114 | 194 |
| Firemen, freight..... | 35 | 126 | 206 | 8 | 317 | 549 | 43 | 162 | 270 |
| Flagmen..... | | | | 1 | 317 | 423 | 1 | 317 | 423 |
| Foreman..... | | | | 1 | 302 | 869 | 1 | 302 | 869 |
| Foreman, carpenters..... | 1 | 263 | 709 | 1 | 312 | 624 | 2 | 287 | 667 |
| Foreman, painters..... | | | | 1 | 303 | 650 | 1 | 303 | 650 |
| Foremen, track laborers..... | 4 | 147 | 278 | 12 | 312 | 619 | 16 | 271 | 554 |
| Helpers..... | 13 | 82 | 91 | 2 | 341 | 436 | 15 | 117 | 137 |
| Inspectors, car..... | 9 | 142 | 215 | 16 | 324 | 552 | 25 | 259 | 431 |
| Laborers..... | 2 | 16 | 24 | | | | 2 | 16 | 24 |
| Laborers, coal dump..... | 15 | | | 4 | 337 | 559 | 4 | 357 | 539 |
| Laborers, shop..... | | 121 | 164 | 3 | 313 | 435 | 18 | 153 | 209 |
| Laborers, track..... | 151 | 66 | 101 | 19 | 312 | 436 | 170 | 93 | 139 |
| Laborers, yard..... | 42 | 90 | 126 | 10 | 318 | 445 | 52 | 134 | 187 |
| Ledgemen..... | 2 | 121 | 170 | | | | 2 | 121 | 170 |
| Machinists..... | 12 | 281 | 557 | 5 | 318 | 633 | 17 | 292 | 580 |
| Machinists' helpers..... | 7 | 120 | 170 | | | | 7 | 120 | 170 |
| Messenger, telegraph..... | 1 | 286 | 172 | | | | 1 | 286 | 172 |
| Painters..... | 11 | 161 | 257 | | | | 11 | 161 | 257 |
| Patternmaker..... | 1 | 126 | 251 | | | | 1 | 126 | 251 |
| Repairer, car..... | | | | 1 | 313 | 545 | 1 | 313 | 545 |
| Switchmen..... | 12 | 113 | 182 | 7 | 313 | 585 | 19 | 187 | 331 |
| Telegraph operators..... | 9 | 79 | 79 | 7 | 365 | 378 | 16 | 204 | 210 |
| Watchmen..... | 32 | 101 | 123 | 7 | 336 | 407 | 39 | 143 | 174 |
| Wipers..... | 11 | 102 | 121 | | | | 11 | 102 | 121 |
| Yardmasters..... | 5 | 126 | 304 | | | | 5 | 126 | 304 |

RAILROAD NO. 13.

| | | | | | | | | | |
|-------------------------------------|-----|-----|-------|-----|-----|-------|-----|-----|-------|
| Accountants..... | | | | 4 | 314 | \$956 | 4 | 314 | \$956 |
| Agents..... | 25 | 126 | \$254 | 46 | 356 | 578 | 71 | 275 | 464 |
| Agent, advertising..... | | | | 1 | 366 | 900 | 1 | 366 | 900 |
| Agents, claim..... | | | | 2 | 366 | 1,170 | 2 | 366 | 1,170 |
| Agents, emigrant..... | 1 | 61 | 200 | 1 | 365 | 1,000 | 2 | 183 | 600 |
| Agent, freight..... | | | | 1 | 366 | 870 | 1 | 366 | 870 |
| Agents, passenger..... | 2 | 119 | 515 | 5 | 351 | 978 | 7 | 284 | 845 |
| Agents, special..... | 1 | 224 | 733 | 2 | 366 | 690 | 3 | 319 | 704 |
| Agents, ticket..... | 1 | 40 | 78 | 3 | 366 | 1,000 | 4 | 285 | 770 |
| Agents and telegraph operators..... | 4 | 132 | 196 | 12 | 349 | 508 | 16 | 294 | 430 |
| Agents and watchmen..... | 2 | 23 | 33 | 1 | 321 | 473 | 3 | 122 | 160 |
| Apprentices..... | 38 | 202 | 158 | 8 | 305 | 221 | 46 | 220 | 169 |
| Baggagemasters..... | | | | 2 | 330 | 428 | 2 | 330 | 428 |
| Baggagemen..... | 37 | 116 | 207 | 14 | 329 | 565 | 51 | 174 | 305 |
| Beltman..... | 1 | 197 | 247 | | | | 1 | 197 | 247 |
| Blacksmiths..... | 25 | 221 | 475 | 7 | 313 | 824 | 32 | 241 | 551 |
| Blacksmiths' helpers..... | 7 | 205 | 273 | 7 | 314 | 471 | 14 | 260 | 372 |
| Boiler washers..... | | | | 6 | 381 | 618 | 6 | 381 | 618 |
| Boiler washers' helpers..... | 17 | 65 | 76 | | | | 17 | 65 | 76 |
| Boilermakers..... | 19 | 180 | 386 | 7 | 322 | 780 | 26 | 218 | 492 |
| Boilermakers' helpers..... | 38 | 108 | 146 | 6 | 320 | 451 | 44 | 138 | 187 |
| Bolt cutters..... | 1 | 285 | 423 | 1 | 330 | 413 | 2 | 308 | 421 |
| Bookkeepers..... | | | | 2 | 366 | 1,700 | 2 | 366 | 1,700 |
| Brakemen, freight..... | (a) | (a) | (a) | (a) | (a) | (a) | 261 | (a) | 301 |
| Brakemen, passenger..... | 225 | 44 | 76 | 7 | 337 | 487 | 232 | 53 | 89 |
| Brakemen, yard..... | 139 | 67 | 164 | 9 | 323 | 743 | 148 | 83 | 199 |
| Brassmoulders..... | 3 | 266 | 531 | | | | 3 | 266 | 531 |

a Paid by the mile; hence time, and earnings based on time, cannot be stated.

TABLE V.—AVERAGE TIME AND EARNINGS—Continued.

RAILROAD NO. 13—Continued.

| Occupation. | Working less than 301 days. | | | Working 301 days and over. | | | Preceding periods combined. | | |
|------------------------------------|-----------------------------|----------------|---------------------|----------------------------|----------------|---------------------|-----------------------------|----------------|---------------------|
| | Num-ber. | Aver-age days. | Aver-age earn-ings. | Num-ber. | Aver-age days. | Aver-age earn-ings. | Num-ber. | Aver-age days. | Aver-age earn-ings. |
| Brassmoulders' helper | 1 | 24 | \$30 | | | | 1 | 24 | \$30 |
| Breakers | 25 | 108 | 173 | 6 | 319 | \$512 | 31 | 149 | 238 |
| Bricklayers | 3 | 100 | 276 | 1 | 308 | 616 | 4 | 152 | 361 |
| Cabinetmakers | 2 | 291 | 670 | | | | 2 | 291 | 670 |
| Call boys | 8 | 174 | 151 | 4 | 367 | 406 | 12 | 239 | 236 |
| Callers | 3 | 13 | 16 | 2 | 360 | 426 | 5 | 151 | 180 |
| Car reporter | 1 | 112 | 168 | | | | 1 | 112 | 168 |
| Carders | 3 | 128 | 171 | 4 | 360 | 531 | 7 | 260 | 377 |
| Carpenters | 178 | 144 | 269 | 27 | 322 | 656 | 205 | 168 | 320 |
| Carpenters' helpers | 11 | 74 | 108 | 1 | 305 | 457 | 12 | 93 | 137 |
| Cashiers | | | | 6 | 366 | 827 | 6 | 366 | 827 |
| Cashier, assistant | | | | 1 | 359 | 412 | 1 | 359 | 412 |
| Cashier and paymaster | | | | 1 | 366 | 2,000 | 1 | 366 | 2,000 |
| Cashier and paymaster, assist-ant. | | | | 1 | 366 | 600 | 1 | 366 | 600 |
| Check boys | 3 | 111 | 55 | | | | 3 | 111 | 55 |
| Checkers | 19 | 105 | 150 | 10 | 358 | 540 | 29 | 192 | 284 |
| Civil engineers, assistant | 3 | 193 | 667 | | | | 3 | 193 | 667 |
| Cleaners | 44 | 109 | 128 | 25 | 390 | 491 | 69 | 209 | 258 |
| Cleaners | (a) | (a) | (a) | (a) | (a) | (a) | 7 | (a) | 278 |
| Cleaners, car | 10 | 82 | 121 | 27 | 359 | 505 | 37 | 231 | 402 |
| Cleaners, grate | 40 | 82 | 106 | 6 | 390 | 494 | 46 | 123 | 158 |
| Cleaners, pit | 3 | 126 | 157 | 1 | 374 | 467 | 4 | 188 | 234 |
| Clerks | 139 | 103 | 150 | 168 | 360 | 626 | 307 | 244 | 411 |
| Clerks and telegraph operators | 2 | 21 | 30 | 4 | 356 | 570 | 6 | 244 | 390 |
| Climbers | 6 | 8 | 16 | | | | 6 | 8 | 16 |
| Collector | | | | 1 | 366 | 660 | 1 | 366 | 660 |
| Conductors | 3 | 65 | 185 | | | | 3 | 65 | 185 |
| Conductor | (b) | (b) | (b) | (b) | (b) | (b) | 1 | (b) | 26 |
| Conductors, dining car | 2 | 2 | 5 | 1 | 365 | 900 | 3 | 123 | 303 |
| Conductors, freight | (b) | (b) | (b) | (b) | (b) | (b) | 81 | (b) | 679 |
| Conductors, passenger | 78 | 40 | 111 | 13 | 315 | 976 | 91 | 79 | 235 |
| Conductors, yard | 66 | 51 | 124 | 15 | 352 | 922 | 81 | 107 | 272 |
| Cooks | 26 | 34 | 26 | 2 | 366 | 648 | 28 | 58 | 70 |
| Coopers | 1 | 2 | 4 | 2 | 318 | 548 | 3 | 213 | 367 |
| Coppersmiths | 1 | 39 | 89 | 2 | 327 | 785 | 3 | 231 | 553 |
| Coppersmiths' helper | | | | 1 | 308 | 236 | 1 | 308 | 236 |
| Deliverymen | 12 | 125 | 210 | 9 | 313 | 530 | 21 | 206 | 347 |
| Dispatchers | 9 | 115 | 352 | 8 | 354 | 1,206 | 17 | 228 | 754 |
| Draughtsmen | 1 | 153 | 100 | 3 | 348 | 993 | 4 | 300 | 770 |
| Draughtsmen's apprentices | 2 | 210 | 242 | | | | 2 | 210 | 242 |
| Drillers | 1 | 220 | 297 | 2 | 313 | 391 | 3 | 282 | 360 |
| Drillers' apprentices | 3 | 277 | 169 | 1 | 321 | 201 | 4 | 288 | 177 |
| Engine turners | | | | 2 | 351 | 773 | 2 | 351 | 773 |
| Engine turners' helpers | | | | 2 | 371 | 742 | 2 | 371 | 742 |
| Engineers | 19 | 81 | 211 | 14 | 380 | 977 | 33 | 208 | 536 |
| Engineers | (b) | (b) | (b) | (b) | (b) | (b) | 173 | (b) | 847 |
| Engineers, stationary | 8 | 83 | 145 | 6 | 370 | 572 | 14 | 206 | 328 |
| Examiners, car | 1 | 134 | 215 | 3 | 395 | 632 | 4 | 330 | 527 |
| Firemen | 25 | 54 | 81 | 11 | 378 | 616 | 36 | 153 | 245 |
| Firemen | (b) | (b) | (b) | (b) | (b) | (b) | 204 | (b) | 416 |
| Firemen, stationary | 6 | 73 | 88 | 3 | 382 | 537 | 9 | 176 | 238 |
| Fitters | 76 | 142 | 310 | 30 | 334 | 775 | 106 | 196 | 441 |
| Fitters' helpers | 32 | 136 | 173 | 12 | 345 | 480 | 44 | 193 | 257 |
| Flagmen | 18 | 60 | 66 | 12 | 361 | 360 | 30 | 180 | 180 |
| Foremen | 10 | 134 | 386 | 3 | 366 | 860 | 13 | 187 | 495 |
| Foremen, car works | | | | 3 | 366 | 1,180 | 3 | 366 | 1,180 |
| Foremen, carpenters | 2 | 161 | 369 | 6 | 309 | 798 | 8 | 272 | 691 |
| Foremen, extra gang | 8 | 76 | 159 | 4 | 323 | 769 | 12 | 159 | 362 |
| Foremen, fence gang | 2 | 216 | 419 | | | | 2 | 216 | 419 |
| Foremen, locomotive works | | | | 2 | 366 | 1,350 | 2 | 366 | 1,350 |
| Foremen, shop | 2 | 60 | 190 | 2 | 366 | 1,440 | 4 | 213 | 815 |
| Foremen, switchmen | 3 | 244 | 573 | 1 | 324 | 899 | 4 | 264 | 632 |
| Foremen, track laborers | 24 | 116 | 173 | 57 | 337 | 513 | 81 | 271 | 412 |
| Foremen, warehouse | 4 | 37 | 48 | 3 | 365 | 526 | 7 | 177 | 253 |
| Freighthandlers | 3 | 34 | 37 | | | | 3 | 34 | 37 |
| Fuelmen | 1 | 31 | 45 | 4 | 358 | 529 | 5 | 293 | 432 |
| Fuelman and storeman | | | | 1 | 366 | 720 | 1 | 366 | 720 |

a Paid by the piece; hence time, and earnings based on time, cannot be stated.

b Paid by the mile; hence time, and earnings based on time, cannot be stated.

TABLE V.—AVERAGE TIME AND EARNINGS—Continued.

RAILROAD NO. 13—Continued.

| Occupation. | Working less than 301 days. | | | Working 301 days and over. | | | Preceding periods combined. | | |
|--|-----------------------------|----------------|---------------------|----------------------------|----------------|---------------------|-----------------------------|----------------|---------------------|
| | Num-ber. | Aver-age days. | Aver-age earn-ings. | Num-ber. | Aver-age days. | Aver-age earn-ings. | Num-ber. | Aver-age days. | Aver-age earn-ings. |
| Helpers, yard..... | 63 | 34 | \$88 | | | | 63 | 34 | \$88 |
| Hostlers..... | 9 | 106 | 228 | 3 | 397 | \$824 | 12 | 178 | 377 |
| Hostlers' helpers..... | 7 | 66 | 99 | | | | 7 | 66 | 99 |
| Hostlers' helpers..... | (a) | (a) | (a) | (a) | (a) | (a) | 3 | (a) | 328 |
| Hostlers and firemen..... | (a) | (a) | (a) | (a) | (a) | (a) | 6 | (a) | 320 |
| Inspectors..... | | | | 2 | 331 | 655 | 2 | 331 | 655 |
| Inspector, bridge..... | | | | 1 | 366 | 1,320 | 1 | 366 | 1,320 |
| Inspectors, car..... | 4 | 90 | 147 | 12 | 381 | 702 | 16 | 308 | 563 |
| Inspector, joint..... | | | | 1 | 366 | 420 | 1 | 366 | 420 |
| Inspectors, lumber..... | | | | 2 | 366 | 990 | 2 | 366 | 990 |
| Inspector, tank..... | | | | 1 | 313 | 939 | 1 | 313 | 939 |
| Janitors..... | 4 | 97 | 142 | 4 | 355 | 250 | 8 | 226 | 196 |
| Laborers..... | 391 | 90 | 86 | 27 | 329 | 456 | 418 | 78 | 110 |
| Laborers, extra gang..... | 286 | 69 | 90 | 7 | 322 | 421 | 293 | 75 | 98 |
| Laborers, fence..... | 26 | 77 | 100 | | | | 26 | 77 | 100 |
| Laborers, switch..... | 145 | 74 | 95 | 2 | 308 | 481 | 147 | 77 | 100 |
| Laborers, track..... | 494 | 98 | 109 | 111 | 322 | 356 | 605 | 139 | 154 |
| Laborers, work train..... | 139 | 19 | 24 | | | | 139 | 19 | 24 |
| Laborers, yard..... | 14 | 27 | 36 | | | | 14 | 27 | 36 |
| Lamp lighters..... | 4 | 135 | 10 | 3 | 366 | 33 | 7 | 234 | 20 |
| Lampmen..... | 2 | 183 | 48 | | | | 2 | 183 | 48 |
| Lighters-up..... | 9 | 124 | 155 | 1 | 323 | 404 | 10 | 144 | 180 |
| Lumberman..... | | | | 1 | 366 | 600 | 1 | 366 | 600 |
| Machinemen..... | 14 | 126 | 177 | 6 | 318 | 551 | 20 | 184 | 289 |
| Machinemen, woodworkers..... | 12 | 202 | 359 | 2 | 303 | 500 | 14 | 217 | 379 |
| Machinemen's woodworkers, helpers..... | 3 | 173 | 217 | 1 | 336 | 504 | 4 | 214 | 289 |
| Machinists..... | | | | 4 | 315 | 644 | 4 | 315 | 644 |
| Mail carriers..... | 1 | 248 | 61 | 1 | 366 | 36 | 2 | 307 | 48 |
| Masons..... | 7 | 26 | 96 | | | | 7 | 26 | 96 |
| Masons' helpers..... | 5 | 30 | 46 | | | | 5 | 30 | 46 |
| Messengers..... | 14 | 80 | 55 | 10 | 348 | 271 | 24 | 192 | 145 |
| Notice boys..... | 4 | 103 | 119 | 1 | 313 | 360 | 5 | 145 | 167 |
| Office boys..... | 4 | 48 | 22 | 2 | 314 | 140 | 6 | 137 | 62 |
| Oilers..... | | | | 5 | 408 | 526 | 5 | 408 | 526 |
| Painters..... | 50 | 180 | 308 | 4 | 322 | 718 | 54 | 191 | 338 |
| Painters' helpers..... | 15 | 124 | 146 | 1 | 368 | 314 | 16 | 139 | 157 |
| Patternmakers..... | 2 | 293 | 662 | | | | 2 | 293 | 662 |
| Porters..... | 48 | 71 | 80 | 30 | 349 | 448 | 78 | 178 | 222 |
| Pumpers..... | 2 | 183 | 240 | 14 | 365 | 489 | 16 | 342 | 458 |
| Pumpmen..... | | | | 2 | 391 | 430 | 2 | 391 | 430 |
| Repairers, car..... | 54 | 163 | 236 | 67 | 376 | 561 | 121 | 281 | 410 |
| Repairers, line..... | 4 | 145 | 285 | 2 | 345 | 527 | 6 | 212 | 366 |
| Repairer, pump..... | | | | 1 | 366 | 1,098 | 1 | 366 | 1,098 |
| Riveter..... | 1 | 211 | 737 | | | | 1 | 211 | 737 |
| Riveters' helper..... | 1 | 157 | 309 | | | | 1 | 157 | 309 |
| Roadmasters..... | | | | 3 | 366 | 1,320 | 3 | 366 | 1,320 |
| Roadmasters, assistant..... | 2 | 168 | 413 | | | | 2 | 168 | 413 |
| Sand driers..... | | | | 2 | 361 | 451 | 2 | 361 | 451 |
| Sandman..... | 1 | 288 | 346 | | | | 1 | 288 | 346 |
| Scalmen..... | 1 | 136 | 217 | 1 | 333 | 567 | 2 | 234 | 392 |
| Sealers..... | 3 | 84 | 142 | | | | 3 | 84 | 142 |
| Signalmen..... | 3 | 77 | 75 | 1 | 314 | 393 | 4 | 138 | 155 |
| Silverplater..... | 1 | 299 | 747 | | | | 1 | 299 | 747 |
| Silverplaters' helpers..... | 2 | 142 | 89 | | | | 2 | 142 | 89 |
| Stenographer..... | 3 | 138 | 272 | 7 | 360 | 663 | 10 | 294 | 546 |
| Storemen..... | 3 | 46 | 84 | 4 | 343 | 659 | 7 | 216 | 413 |
| Strikers..... | 42 | 168 | 223 | 5 | 300 | 421 | 47 | 183 | 245 |
| Switch lamp tenders..... | 3 | 122 | 24 | | | | 3 | 122 | 24 |
| Switchmen..... | 36 | 40 | 59 | 1 | 377 | 551 | 37 | 49 | 72 |
| Switchmen, yard..... | 17 | 50 | 91 | | | | 17 | 50 | 91 |
| Tallymen..... | 5 | 120 | 228 | 7 | 320 | 674 | 12 | 237 | 488 |
| Targetmen..... | 3 | 6 | 7 | 7 | 363 | 300 | 10 | 256 | 212 |
| Telegraph operators..... | 119 | 91 | 125 | 46 | 349 | 460 | 165 | 163 | 218 |
| Timekeepers..... | 2 | 172 | 344 | 7 | 313 | 620 | 9 | 282 | 558 |
| Tinsmiths..... | 8 | 163 | 312 | 3 | 319 | 516 | 11 | 206 | 368 |
| Tinsmiths' helpers..... | 2 | 106 | 160 | | | | 2 | 106 | 160 |
| Toolkeeper..... | | | | 1 | 338 | 330 | 1 | 338 | 330 |
| Toolman..... | | | | 1 | 386 | 425 | 1 | 386 | 425 |
| Trainmaster..... | 1 | 60 | 300 | | | | 1 | 60 | 300 |

a Paid by the mile; hence time, and earnings based on time, cannot be stated.

TABLE V.—AVERAGE TIME AND EARNINGS—Continued.

RAILROAD NO. 13—Concluded.

| Occupation. | Working less than 301 days. | | | Working 301 days and over. | | | Preceding periods combined. | | |
|------------------------------|-----------------------------|-----------------|-----------------------|----------------------------|-----------------|-----------------------|-----------------------------|-----------------|-----------------------|
| | Num. ber. | Aver- age days. | Aver- age earn- ings. | Num. ber. | Aver- age days. | Aver- age earn- ings. | Num. ber. | Aver- age days. | Aver- age earn- ings. |
| Tube cleaner | | | | 1 | 335 | \$419 | 1 | 335 | \$419 |
| Tube welder | 1 | 291 | \$486 | | | | 1 | 291 | 486 |
| Tuber | 1 | 300 | 587 | | | | 1 | 300 | 587 |
| Turners | 12 | 169 | 376 | 8 | 308 | 695 | 20 | 225 | 504 |
| Upholsterers | 3 | 232 | 464 | | | | 3 | 232 | 464 |
| Upholsterers' helper | 1 | 236 | 201 | | | | 1 | 236 | 201 |
| Waiters | 20 | 40 | 28 | 3 | 341 | 274 | 23 | 80 | 60 |
| Warehousemen | 15 | 48 | 63 | 3 | 363 | 397 | 18 | 101 | 119 |
| Watchmen | 27 | 94 | 131 | 18 | 399 | 547 | 45 | 216 | 297 |
| Watchmen, crossing | 7 | 61 | 60 | 2 | 366 | 363 | 9 | 129 | 127 |
| Water boys | 2 | 110 | 100 | | | | 2 | 110 | 100 |
| Weighers | 2 | 156 | 233 | | | | 2 | 156 | 233 |
| Weighmasters | 2 | 142 | 266 | | | | 2 | 142 | 266 |
| Wheelmen | 2 | 287 | 401 | | | | 2 | 287 | 401 |
| Yardmasters | 13 | 35 | 82 | 4 | 339 | 770 | 17 | 106 | 244 |
| Yardmasters, assistant | 3 | 122 | 398 | 4 | 366 | 1,200 | 7 | 261 | 856 |
| Yardmen | 3 | 25 | 14 | 1 | 366 | 480 | 4 | 111 | 131 |

RAILROAD NO. 14.

| | | | | | | | | | |
|-------------------------------|----|-----|-------|---|-----|-------|----|-----|-------|
| Agents | | | | 3 | 365 | \$423 | 3 | 365 | \$423 |
| Agent, assistant | | | | 1 | 334 | 65 | 1 | 334 | 55 |
| Brakeman | | | | 1 | 365 | 540 | 1 | 365 | 540 |
| Conductor | | | | 1 | 365 | 525 | 1 | 365 | 525 |
| Enginemen | | | | 2 | 365 | 835 | 2 | 365 | 835 |
| Fireman | | | | 1 | 365 | 585 | 1 | 365 | 585 |
| Foremen, track laborers | | | | 2 | 365 | 540 | 2 | 365 | 540 |
| Laborers, track | 19 | 92 | \$126 | 1 | 307 | 420 | 20 | 102 | 141 |
| Mail carriers | 2 | 92 | 15 | | | | 2 | 92 | 15 |
| Telegraph operator | | | | 1 | 365 | 80 | 1 | 365 | 80 |
| Transfermen | | | | 2 | 336 | 473 | 2 | 336 | 473 |
| Wipers | 5 | 116 | 122 | | | | 5 | 116 | 122 |

RAILROAD NO. 15.

| | | | | | | | | | |
|--------------------------------------|----|-----|-----|---|-----|-------|----|-----|-------|
| Agents | 1 | 5 | \$8 | 1 | 365 | \$540 | 2 | 185 | \$274 |
| Agents and telegraph operators | 1 | 41 | 53 | 1 | 329 | 434 | 2 | 185 | 243 |
| Baggagemen | 3 | 117 | 174 | | | | 3 | 117 | 174 |
| Brakemen | 7 | 109 | 144 | 1 | 370 | 486 | 8 | 141 | 187 |
| Brakeman, work train | 1 | 6 | 8 | | | | 1 | 6 | 8 |
| Chainman | 1 | 8 | 10 | | | | 1 | 8 | 10 |
| Cleaners, car | 2 | 183 | 90 | | | | 2 | 183 | 90 |
| Clerk | 1 | 230 | 565 | | | | 1 | 230 | 565 |
| Conductors | 2 | 51 | 128 | 2 | 345 | 888 | 4 | 198 | 508 |
| Conductor, work train | | | | 1 | 365 | 585 | 1 | 365 | 585 |
| Dispatcher | | | | 1 | 365 | 900 | 1 | 365 | 900 |
| Engineer, assistant | 1 | 132 | 396 | | | | 1 | 132 | 396 |
| Enginemen | 5 | 135 | 337 | 1 | 352 | 1,049 | 6 | 171 | 456 |
| Firemen | 8 | 4 | 6 | 3 | 329 | 436 | 11 | 93 | 123 |
| Flagmen | 4 | 103 | 148 | | | | 4 | 103 | 148 |
| Foremen, track laborers | 3 | 94 | 139 | 4 | 363 | 537 | 7 | 248 | 366 |
| Hostlers | 12 | 54 | 69 | | | | 12 | 54 | 69 |
| Laborer, shop | 1 | 2 | 3 | | | | 1 | 2 | 3 |
| Laborers, track | 97 | 68 | 85 | | | | 97 | 68 | 85 |
| Laborers, work train | 72 | 39 | 49 | | | | 72 | 39 | 49 |
| Rodman | 1 | 20 | 29 | | | | 1 | 20 | 29 |
| Supervisor | | | | 1 | 365 | 1,020 | 1 | 365 | 1,020 |
| Telegraph operators | 5 | 19 | 20 | 2 | 358 | 384 | 7 | 116 | 124 |
| Transitman | | | | 1 | 338 | 501 | 1 | 338 | 501 |

TABLE V.—AVERAGE TIME AND EARNINGS—Continued.

RAILROAD NO. 16.

| Occupation. | Working less than 301 days. | | | Working 301 days and over. | | | Preceding periods combined. | | |
|--------------------------------------|-----------------------------|---------------|-------------------|----------------------------|---------------|-------------------|-----------------------------|---------------|-------------------|
| | Number. | Average days. | Average earnings. | Number. | Average days. | Average earnings. | Number. | Average days. | Average earnings. |
| Agents | 8 | 159 | \$400 | 90 | 362 | \$635 | 98 | 345 | \$616 |
| Agents, assistant | 12 | 113 | 74 | 7 | 356 | 338 | 19 | 202 | 171 |
| Agents, freight | | | | 3 | 365 | 1,200 | 3 | 365 | 1,200 |
| Agent, special | 1 | 245 | 800 | | | | 1 | 245 | 800 |
| Agents, ticket | 4 | 211 | 408 | 7 | 359 | 649 | 11 | 305 | 561 |
| Agents and telegraph operators | 1 | 254 | 366 | 4 | 365 | 570 | 5 | 343 | 529 |
| Ashpit men | | | | 3 | 365 | 461 | 3 | 365 | 461 |
| Baggagemasters | 12 | 111 | 113 | 17 | 353 | 438 | 29 | 253 | 303 |
| Baggagemaster, assistant | 1 | 238 | 273 | | | | 1 | 238 | 273 |
| Baggagemen | 31 | 160 | 229 | 32 | 351 | 471 | 63 | 257 | 352 |
| Baggagemen's helpers | 4 | 180 | 217 | | | | 4 | 180 | 217 |
| Blacksmiths | 56 | 215 | 461 | 8 | 312 | 601 | 64 | 227 | 478 |
| Blacksmiths' helpers | 17 | 214 | 299 | | | | 17 | 214 | 299 |
| Boilermakers | 19 | 181 | 380 | 9 | 319 | 731 | 28 | 226 | 493 |
| Boilermakers' apprentice | 1 | 238 | 171 | | | | 1 | 238 | 171 |
| Bolt cutters | 12 | 198 | 274 | | | | 12 | 198 | 274 |
| Boltmaker | 1 | 295 | 607 | | | | 1 | 295 | 607 |
| Bookkeepers | 1 | 30 | 100 | 1 | 365 | 1,080 | 2 | 193 | 590 |
| Brakemen | 374 | 97 | 165 | 65 | 336 | 593 | 439 | 132 | 229 |
| Brakemen, on pushers | 16 | 43 | 76 | | | | 16 | 43 | 76 |
| Brakemen, work train | 4 | 74 | 127 | | | | 4 | 74 | 127 |
| Brakemen and conductors | 4 | 218 | 402 | | | | 4 | 218 | 402 |
| Brakemen and switchmen | 1 | 146 | 212 | 4 | 353 | 580 | 5 | 312 | 506 |
| Bricklayers | 4 | 9 | 27 | | | | 4 | 9 | 27 |
| Bridge tenders | 7 | 120 | 149 | | | | 7 | 120 | 149 |
| Bridgeman | | | | 1 | 365 | 1,440 | 1 | 365 | 1,440 |
| Bridgeman | | | | 1 | 365 | 360 | 1 | 365 | 360 |
| Call boys | 2 | 157 | 210 | | | | 2 | 157 | 210 |
| Callers | 18 | 111 | 115 | 1 | 365 | 390 | 19 | 124 | 129 |
| Car recorder | | | | 1 | 365 | 480 | 1 | 365 | 480 |
| Car reporter | 1 | 232 | 307 | | | | 1 | 232 | 307 |
| Car washers | 9 | 97 | 121 | | | | 9 | 97 | 121 |
| Carpenters | 95 | 150 | 302 | 46 | 332 | 711 | 141 | 209 | 435 |
| Carpenters, machine shop | 169 | 193 | 349 | 45 | 319 | 614 | 214 | 219 | 405 |
| Cashiers | 2 | 160 | 362 | 4 | 350 | 803 | 6 | 286 | 656 |
| Cleaners | 3 | 108 | 78 | 1 | 365 | 240 | 4 | 172 | 119 |
| Cleaners, car | 34 | 117 | 105 | 17 | 350 | 282 | 51 | 195 | 164 |
| Cleaner, lamp | | | | 1 | 365 | 240 | 1 | 365 | 240 |
| Cleaners, office | 2 | 184 | 120 | 2 | 365 | 150 | 4 | 274 | 135 |
| Cleaners, shop | 11 | 74 | 80 | | | | 11 | 74 | 80 |
| Clerks | 63 | 157 | 200 | 79 | 360 | 562 | 142 | 270 | 401 |
| Clerks and telegraph operators | 4 | 96 | 177 | 10 | 359 | 540 | 14 | 284 | 436 |
| Coalers | 14 | 31 | 33 | | | | 14 | 31 | 33 |
| Coal heavers | 216 | 62 | 69 | 24 | 341 | 379 | 240 | 90 | 100 |
| Collectors | 2 | 182 | 221 | 1 | 365 | 600 | 3 | 243 | 367 |
| Conductors | 27 | 156 | 420 | 33 | 336 | 965 | 60 | 255 | 720 |
| Conductors, work train | 2 | 107 | 265 | | | | 2 | 107 | 265 |
| Coppersmiths | 2 | 273 | 512 | 1 | 329 | 757 | 3 | 292 | 593 |
| Detectives | 2 | 9 | 27 | | | | 2 | 9 | 27 |
| Dispatcher | | | | 1 | 365 | 840 | 1 | 365 | 840 |
| Dispatcher, engine | 1 | 245 | 720 | | | | 1 | 245 | 720 |
| Doormen | 9 | 94 | 105 | 3 | 365 | 513 | 12 | 162 | 207 |
| Draughtsman | 1 | 52 | 171 | | | | 1 | 52 | 171 |
| Drillers | 2 | 214 | 306 | | | | 2 | 214 | 306 |
| Engineers | 7 | 182 | 585 | 9 | 336 | 1,084 | 16 | 269 | 865 |
| Engineers | (a) | (a) | (a) | (a) | (a) | (a) | 193 | (a) | 997 |
| Engineers, pumping | 8 | 70 | 65 | 6 | 352 | 319 | 14 | 196 | 173 |
| Engineers, shop | 7 | 98 | 200 | 9 | 339 | 513 | 16 | 234 | 376 |
| Engineers, stationary | 2 | 138 | 272 | | | | 2 | 138 | 272 |
| Engineman | 1 | 54 | 52 | | | | 1 | 54 | 52 |
| Firemen | 16 | 61 | 97 | 6 | 347 | 564 | 22 | 139 | 225 |
| Firemen | (a) | (a) | (a) | (a) | (a) | (a) | 248 | (a) | 434 |
| Flagmen | 46 | 117 | 116 | 63 | 343 | 314 | 111 | 240 | 232 |
| Flue setter | | | | 1 | 302 | 453 | 1 | 302 | 453 |
| Foremen | 14 | 133 | 254 | 13 | 349 | 629 | 27 | 237 | 434 |
| Foreman, assistant | 1 | 200 | 230 | | | | 1 | 200 | 230 |
| Foremen, carpenters | 5 | 171 | 437 | 7 | 334 | 918 | 12 | 266 | 718 |
| Foreman, coal heavers | | | | 1 | 323 | 437 | 1 | 323 | 437 |
| Foremen, machine shop | 7 | 174 | 461 | 30 | 343 | 891 | 37 | 311 | 809 |
| Foremen, masons | 3 | 170 | 511 | 2 | 321 | 962 | 5 | 230 | 692 |

a Paid by the mile, trip, etc.; hence time, and earnings based on time, cannot be stated.

TABLE V.—AVERAGE TIME AND EARNINGS—Continued.

RAILROAD NO. 16—Continued.

| Occupation. | Working less than 301 days. | | | Working 301 days and over. | | | Preceding periods combined. | | |
|-------------------------------------|-----------------------------|----------------|---------------------|----------------------------|----------------|---------------------|-----------------------------|----------------|---------------------|
| | Num-ber. | Aver-age days. | Aver-age earn-ings. | Num-ber. | Aver-age days. | Aver-age earn-ings. | Num-ber. | Aver-age days. | Aver-age earn-ings. |
| Foremen, track laborers | 49 | 137 | \$186 | 91 | 354 | \$480 | 140 | 278 | \$377 |
| Foremen, warehouse | 2 | 214 | 378 | 3 | 349 | 605 | 5 | 295 | 514 |
| Foremen, wipers | 1 | 245 | 280 | 1 | 337 | 385 | 2 | 291 | 333 |
| Foremen, work train | 4 | 132 | 251 | 1 | ..... | ..... | 4 | 132 | 251 |
| Foremen, yard | 14 | 168 | 224 | 11 | 350 | 475 | 25 | 248 | 335 |
| Furnace tender ..... | ..... | ..... | ..... | 1 | 309 | 433 | 1 | 309 | 433 |
| Gatekeeper ..... | ..... | ..... | ..... | 1 | 365 | 420 | 1 | 365 | 420 |
| Gatemen | 4 | 86 | 99 | 2 | 312 | 332 | 6 | 161 | 177 |
| Gate tenders | 1 | 239 | 275 | 2 | 365 | 360 | 3 | 323 | 332 |
| Hammermen | 1 | 300 | 722 | 1 | 309 | 432 | 2 | 305 | 577 |
| Heater ..... | ..... | ..... | ..... | 1 | 305 | 457 | 1 | 305 | 457 |
| Hostlers | 36 | 99 | 140 | 11 | 346 | 491 | 47 | 157 | 222 |
| Hostlers (a) | (a) | (a) | (a) | (a) | (a) | (a) | 7 | (a) | 238 |
| Inspectors, car | 82 | 126 | 176 | 73 | 340 | 490 | 155 | 227 | 324 |
| Inspector, dock | 1 | 101 | 152 | ..... | ..... | ..... | 1 | 101 | 152 |
| Inspector, lumber | 1 | 298 | 746 | ..... | ..... | ..... | 1 | 298 | 746 |
| Janitors | 1 | 30 | 45 | 1 | 335 | 495 | 2 | 183 | 270 |
| Laborers | 146 | 89 | 114 | 10 | 332 | 410 | 156 | 105 | 133 |
| Laborers, machine shop | 96 | 116 | 150 | 8 | 321 | 405 | 104 | 132 | 170 |
| Laborers, masons | 23 | 93 | 137 | 1 | 313 | 470 | 24 | 102 | 151 |
| Laborer, station ..... | ..... | ..... | ..... | 1 | 365 | 420 | 1 | 365 | 420 |
| Laborers, track | 1,728 | 83 | 94 | 168 | 333 | 377 | 1,896 | 105 | 119 |
| Laborers, warehouse | 13 | 199 | 249 | 22 | 331 | 419 | 35 | 282 | 356 |
| Laborers, work train | 258 | 65 | 75 | ..... | ..... | ..... | 258 | 65 | 75 |
| Laborers, yard | 369 | 70 | 80 | 18 | 331 | 377 | 387 | 82 | 94 |
| Lampman | 1 | 29 | 33 | ..... | ..... | ..... | 1 | 29 | 33 |
| Linemen | 2 | 47 | 103 | 2 | 304 | 600 | 4 | 175 | 351 |
| Machine hands | 8 | 168 | 324 | 1 | 307 | 491 | 9 | 183 | 342 |
| Machinists | 152 | 175 | 378 | 33 | 326 | 695 | 185 | 202 | 434 |
| Machinists' apprentices | 21 | 234 | 202 | 2 | 327 | 291 | 23 | 242 | 209 |
| Machinists' helpers | 171 | 173 | 238 | 24 | 317 | 448 | 195 | 190 | 264 |
| Mail carriers | 5 | 139 | 90 | 5 | 353 | 98 | 10 | 246 | 94 |
| Manager, telegraph department | 1 | 181 | 390 | ..... | ..... | ..... | 1 | 181 | 390 |
| Masons | 16 | 72 | 211 | ..... | ..... | ..... | 16 | 72 | 211 |
| Masons' helpers | 31 | 65 | 99 | ..... | ..... | ..... | 31 | 65 | 99 |
| Master mason ..... | ..... | ..... | ..... | 1 | 365 | 1,440 | 1 | 365 | 1,440 |
| Master mechanics ..... | ..... | ..... | ..... | 3 | 365 | 1,570 | 3 | 365 | 1,570 |
| Messengers ..... | ..... | 141 | 78 | 4 | 365 | 240 | 8 | 253 | 159 |
| Messengers, telegraph | 5 | 99 | 33 | 1 | 340 | 112 | 6 | 139 | 46 |
| Nut cutter | 1 | 288 | 216 | ..... | ..... | ..... | 1 | 288 | 216 |
| Nut tappers | 4 | 150 | 180 | ..... | ..... | ..... | 4 | 150 | 180 |
| Oilers | 3 | 137 | 160 | 2 | 362 | 461 | 5 | 227 | 280 |
| Oilhousemen ..... | ..... | ..... | ..... | 3 | 340 | 448 | 3 | 340 | 448 |
| Painters | 37 | 219 | 383 | 6 | 305 | 544 | 43 | 231 | 405 |
| Painters' apprentice | 1 | 287 | 194 | ..... | ..... | ..... | 1 | 287 | 194 |
| Patternmakers | 4 | 193 | 488 | ..... | ..... | ..... | 4 | 193 | 488 |
| Patternmakers' apprentice | 1 | 254 | 427 | ..... | ..... | ..... | 1 | 254 | 427 |
| Pavers | 1 | 122 | 146 | 3 | 344 | 495 | 4 | 288 | 408 |
| Piper | 1 | 266 | 532 | ..... | ..... | ..... | 1 | 266 | 532 |
| Policemen | 4 | 78 | 154 | ..... | ..... | ..... | 4 | 78 | 154 |
| Policemen, depot ..... | ..... | ..... | ..... | 2 | 365 | 360 | 2 | 365 | 360 |
| Policemen, special ..... | ..... | ..... | ..... | 2 | 366 | 331 | 2 | 366 | 331 |
| Porters | 10 | 105 | 129 | 8 | 326 | 404 | 13 | 203 | 251 |
| Pounders | 1 | 196 | 237 | 2 | 347 | 436 | 3 | 297 | 370 |
| Pumpers | 7 | 44 | 40 | 5 | 353 | 359 | 12 | 173 | 173 |
| Pumpmen | 2 | 56 | 37 | ..... | ..... | ..... | 2 | 56 | 37 |
| Repairers, car | 35 | 129 | 170 | 12 | 349 | 472 | 47 | 185 | 247 |
| Rivet heater | 1 | 298 | 179 | ..... | ..... | ..... | 1 | 298 | 179 |
| Riveters | 7 | 93 | 154 | ..... | ..... | ..... | 7 | 93 | 154 |
| Sand driers | 3 | 202 | 253 | 2 | 350 | 412 | 5 | 253 | 317 |
| Sealers | 1 | 166 | 220 | 2 | 336 | 422 | 3 | 270 | 355 |
| Signalmen | 9 | 118 | 132 | 5 | 346 | 435 | 14 | 109 | 241 |
| Solicitor ..... | ..... | ..... | ..... | 1 | 365 | 600 | 1 | 365 | 600 |
| Stationmaster ..... | ..... | ..... | ..... | 1 | 365 | 1,020 | 1 | 365 | 1,020 |
| Stonecutters | 18 | 135 | 401 | 3 | 308 | 869 | 21 | 160 | 468 |
| Stonemasons | 23 | 114 | 301 | 1 | 304 | 912 | 24 | 122 | 326 |
| Storekeepers | 1 | 69 | 113 | 1 | 365 | 540 | 2 | 217 | 326 |
| Supervisors | 1 | 168 | 312 | 4 | 365 | 835 | 5 | 326 | 730 |
| Supervisors, track ..... | ..... | ..... | ..... | 4 | 365 | 835 | 4 | 365 | 835 |

a Paid by the mile, trip, etc.; hence time, and earnings based on time, cannot be stated.

TABLE V.—AVERAGE TIME AND EARNINGS—Continued.

RAILROAD NO. 16—Concluded.

| Occupation. | Working less than 301 days. | | | Working 301 days and over. | | | Preceding periods combined. | | |
|---|-----------------------------|----------------|---------------------|----------------------------|----------------|---------------------|-----------------------------|----------------|---------------------|
| | Num-ber. | Aver-age days. | Aver-age earn-ings. | Num-ber. | Aver-age days. | Aver-age earn-ings. | Num-ber. | Aver-age days. | Aver-age earn-ings. |
| Supervisor, yard | | | | 1 | 365 | \$835 | 1 | 365 | \$835 |
| Sweeper | | | | 1 | 313 | 423 | 1 | 313 | 423 |
| Switchmen | 81 | 76 | \$105 | 47 | 357 | 468 | 128 | 179 | 239 |
| Switchmen, yard | 2 | 111 | 133 | 6 | 356 | 421 | 8 | 294 | 349 |
| Tallymen | 3 | 136 | 186 | 17 | 361 | 523 | 20 | 328 | 472 |
| Telegraph operators | 59 | 143 | 184 | 53 | 357 | 443 | 112 | 245 | 307 |
| Telegraph operators and switchmen | | | | 2 | 365 | 505 | 2 | 365 | 505 |
| Timekeepers | | | | 2 | 365 | 630 | 2 | 365 | 630 |
| Tinsmiths | 5 | 286 | 603 | | | | 5 | 286 | 603 |
| Tinsmiths' apprentice | 1 | 282 | 220 | | | | 1 | 282 | 220 |
| Tool boy | 1 | 14 | 14 | | | | 1 | 14 | 14 |
| Tool collectors | | | | 4 | 365 | 579 | 4 | 365 | 579 |
| Trackmasters | | | | 3 | 345 | 1,560 | 3 | 345 | 1,560 |
| Track walkers | 10 | 100 | 115 | 1 | 324 | 367 | 11 | 121 | 138 |
| Transfermen | 1 | 30 | 35 | 4 | 364 | 517 | 5 | 297 | 421 |
| Upholsterers' helper | 3 | 270 | 669 | | | | 3 | 270 | 669 |
| Upholsterers' helper | 1 | 300 | 375 | | | | 1 | 300 | 375 |
| Warehousemen | 49 | 126 | 169 | 31 | 318 | 426 | 80 | 200 | 268 |
| Watchmen | 50 | 108 | 129 | 36 | 360 | 444 | 86 | 214 | 261 |
| Watchmen, bridge | | | | 2 | 365 | 150 | 2 | 365 | 150 |
| Watchmen, track | 49 | 148 | 150 | 30 | 326 | 359 | 79 | 216 | 235 |
| Water boys | 9 | 76 | 56 | | | | 9 | 76 | 56 |
| Wheel borers | 1 | 213 | 351 | | | | 1 | 213 | 351 |
| Wheel pressmen | 4 | 189 | 265 | 1 | 303 | 455 | 5 | 212 | 303 |
| Wipers | 236 | 66 | 66 | 39 | 348 | 354 | 275 | 106 | 107 |
| Yardmasters | 23 | 127 | 245 | 15 | 355 | 729 | 38 | 217 | 436 |
| Yardmasters, assistant | 5 | 59 | 102 | 3 | 358 | 620 | 8 | 171 | 296 |
| Yardmen | 3 | 134 | 216 | 3 | 344 | 507 | 6 | 239 | 362 |

RAILROAD NO. 17.

| | | | | | | | | | |
|-------------------------------|----|-----|-----|---|-----|-------|----|-----|-------|
| Agents | 2 | 9 | \$8 | 3 | 359 | \$392 | 5 | 219 | \$239 |
| Brakemen | 12 | 44 | 51 | | | | 12 | 44 | 51 |
| Bridgemen | | | | 3 | 363 | 298 | 3 | 363 | 298 |
| Cleaners, engine | 2 | 5 | 6 | | | | 2 | 5 | 6 |
| Conductors | 2 | 18 | 27 | 2 | 358 | 647 | 4 | 188 | 337 |
| Engineers | 2 | 102 | 193 | 2 | 356 | 699 | 4 | 229 | 446 |
| Firemen | 3 | 97 | 112 | 2 | 339 | 403 | 5 | 194 | 228 |
| Foremen, track laborers | 1 | 184 | 322 | 2 | 314 | 449 | 3 | 271 | 407 |
| Laborers | 51 | 93 | 108 | | | | 51 | 93 | 108 |
| Messengers | 1 | 2 | 2 | 2 | 340 | 414 | 3 | 228 | 277 |
| Switchman | | | | 1 | 365 | 360 | 1 | 365 | 360 |
| Telegraph operator | 1 | 182 | 82 | | | | 1 | 182 | 82 |
| Water boy | 1 | 46 | 56 | | | | 1 | 46 | 46 |

RAILROAD NO. 18.

| | | | | | | | | | |
|---------------------------------|-----|-----|-------|----|-----|-------|-----|-----|-------|
| Agents | 16 | 74 | \$138 | 38 | 356 | \$659 | 54 | 272 | \$505 |
| Baggagemen | 31 | 111 | 180 | 13 | 331 | 551 | 44 | 176 | 289 |
| Billers | 6 | 113 | 146 | 1 | 366 | 459 | 7 | 149 | 191 |
| Billposters | 3 | 150 | 162 | | | | 3 | 150 | 162 |
| Blacksmiths | 8 | 288 | 666 | 2 | 307 | 713 | 10 | 292 | 676 |
| Blacksmiths' helpers | 18 | 166 | 248 | 2 | 306 | 460 | 20 | 180 | 269 |
| Boiler washers | 2 | 215 | 366 | | | | 2 | 215 | 366 |
| Boiler washers' helpers | 3 | 137 | 174 | | | | 3 | 137 | 174 |
| Boilermakers | 2 | 275 | 687 | 2 | 315 | 897 | 4 | 295 | 792 |
| Boilermakers' apprentices | 2 | 191 | 130 | 3 | 307 | 201 | 5 | 261 | 173 |
| Boilermakers' helpers | 2 | 125 | 187 | 2 | 311 | 467 | 4 | 218 | 327 |
| Bolt cutters | 1 | 31 | 40 | 1 | 319 | 438 | 2 | 175 | 239 |
| Brakemen | 165 | 66 | 107 | 19 | 332 | 540 | 184 | 93 | 152 |
| Brakemen, yard | 185 | 29 | 53 | 3 | 331 | 614 | 188 | 34 | 62 |
| Bricklayers | 2 | 10 | 31 | | | | 2 | 10 | 31 |
| Bridge tenders | 3 | 205 | 365 | 1 | 306 | 503 | 4 | 200 | 399 |

TABLE V.—AVERAGE TIME AND EARNINGS—Continued.

RAILROAD NO. 18—Continued.

| Occupation. | Working less than 301 days. | | | Working 301 days and over. | | | Preceding periods combined. | | |
|------------------------------|-----------------------------|----------------|---------------------|----------------------------|----------------|---------------------|-----------------------------|----------------|---------------------|
| | Num-ber. | Aver-age days. | Aver-age earn-ings. | Num-ber. | Aver-age days. | Aver-age earn-ings. | Num-ber. | Aver-age days. | Aver-age earn-ings. |
| Callers..... | 2 | 151 | \$188 | | | | 2 | 151 | \$188 |
| Caretaker..... | | | | 1 | 366 | \$549 | 1 | 366 | 549 |
| Carpenters..... | 70 | 73 | 154 | 11 | 310 | 635 | 81 | 105 | 219 |
| Cashiers..... | 2 | 131 | 205 | 5 | 361 | 817 | 7 | 295 | 642 |
| Checkers..... | 33 | 90 | 118 | 25 | 364 | 534 | 58 | 208 | 297 |
| Cleaners..... | 24 | 111 | 130 | 12 | 374 | 511 | 36 | 199 | 257 |
| Cleaners, car..... | 11 | 107 | 133 | 19 | 357 | 436 | 30 | 265 | 325 |
| Cleaner, pit..... | | | | 1 | 316 | 427 | 1 | 316 | 427 |
| Clerks..... | 65 | 112 | 151 | 47 | 361 | 573 | 112 | 216 | 328 |
| Coal passers..... | 14 | 50 | 27 | | | | 14 | 50 | 27 |
| Conductors, freight..... | 22 | 100 | 235 | 12 | 327 | 752 | 34 | 180 | 417 |
| Conductors, passenger..... | 16 | 123 | 354 | 7 | 312 | 936 | 23 | 181 | 531 |
| Conductors, yard..... | 31 | 44 | 105 | 5 | 338 | 762 | 36 | 85 | 196 |
| Coopers..... | 3 | 213 | 274 | 1 | 338 | 507 | 4 | 245 | 332 |
| Coppersmith..... | | | | 1 | 311 | 808 | 1 | 311 | 808 |
| Depotmasters..... | 1 | 15 | 26 | 2 | 362 | 683 | 3 | 246 | 464 |
| Dispatchers..... | 2 | 14 | 34 | 3 | 380 | 1,216 | 5 | 233 | 743 |
| Driller..... | 1 | 286 | 429 | | | | 1 | 286 | 429 |
| Engineers..... | 2 | 61 | 128 | 5 | 309 | 892 | 7 | 302 | 674 |
| Engineers..... | (a) | (a) | (a) | (a) | (a) | (a) | 44 | (a) | 923 |
| Engineer, stationary..... | | | | 1 | 350 | 700 | 1 | 350 | 700 |
| Engineman..... | | | | 1 | 368 | 643 | 1 | 368 | 643 |
| Firemen..... | 33 | 38 | 42 | 3 | 375 | 539 | 36 | 66 | 84 |
| Firemen..... | (a) | (a) | (a) | (a) | (a) | (a) | 47 | (a) | 506 |
| Fitters..... | 21 | 122 | 270 | 4 | 356 | 797 | 25 | 159 | 355 |
| Fitters' helpers..... | 8 | 112 | 134 | 1 | 441 | 882 | 9 | 149 | 218 |
| Flagmen..... | 2 | 124 | 122 | 4 | 332 | 276 | 6 | 263 | 225 |
| Flue caulker..... | | | | 1 | 317 | 554 | 1 | 317 | 554 |
| Foremen..... | 1 | 10 | 19 | 6 | 361 | 885 | 7 | 181 | 762 |
| Foremen, car cleaners..... | 2 | 184 | 414 | | | | 2 | 184 | 414 |
| Foremen, carpenters..... | 2 | 161 | 443 | 1 | 310 | 852 | 3 | 211 | 579 |
| Foremen, fence gang..... | 2 | 151 | 263 | | | | 2 | 151 | 263 |
| Foreman, shop..... | | | | 1 | 366 | 1,080 | 1 | 366 | 1,080 |
| Foremen, switchmen..... | 2 | 170 | 382 | 2 | 329 | 742 | 4 | 249 | 562 |
| Foremen, track laborers..... | 18 | 133 | 200 | 29 | 320 | 489 | 47 | 248 | 378 |
| Foreman, warehouse..... | 1 | 277 | 639 | | | | 1 | 277 | 639 |
| Foremen, yard..... | 1 | 23 | 37 | 2 | 327 | 524 | 3 | 226 | 361 |
| Freight truckers..... | 123 | 96 | 114 | 19 | 345 | 414 | 142 | 128 | 154 |
| Gatemen..... | 1 | 56 | 83 | 1 | 347 | 478 | 2 | 201 | 260 |
| Greasers..... | 4 | 154 | 162 | | | | 4 | 154 | 162 |
| Hostlers..... | 2 | 35 | 53 | 3 | 417 | 706 | 5 | 264 | 451 |
| Hostlers..... | (a) | (a) | (a) | (a) | (a) | (a) | 5 | (a) | 373 |
| Inspector, bridge..... | | | | 1 | 366 | 1,320 | 1 | 366 | 1,320 |
| Inspectors, car..... | 11 | 171 | 268 | 15 | 404 | 644 | 26 | 305 | 485 |
| Janitors..... | 3 | 112 | 112 | | | | 3 | 112 | 112 |
| Laborers..... | 77 | 58 | 80 | 5 | 329 | 460 | 82 | 75 | 103 |
| Laborers, fence..... | 30 | 48 | 60 | | | | 30 | 48 | 60 |
| Laborers, gravel train..... | 174 | 18 | 22 | | | | 174 | 18 | 22 |
| Laborers, switch..... | 70 | 52 | 68 | 2 | 312 | 390 | 72 | 59 | 77 |
| Laborers, track..... | 184 | 118 | 132 | 40 | 315 | 336 | 224 | 153 | 172 |
| Laborers, yard..... | 33 | 65 | 87 | 9 | 319 | 427 | 42 | 119 | 160 |
| Lampmen..... | 6 | 80 | 71 | 1 | 335 | 418 | 7 | 116 | 120 |
| Light tenders..... | 2 | 61 | 60 | 1 | 366 | 72 | 3 | 163 | 64 |
| Machineman..... | | | | 1 | 301 | 631 | 1 | 301 | 631 |
| Machinists..... | 5 | 123 | 236 | | | | 5 | 123 | 236 |
| Mail carrier..... | | | | 1 | 366 | 144 | 1 | 366 | 144 |
| Mail weighers..... | 6 | 31 | 39 | | | | 6 | 31 | 39 |
| Masons..... | 8 | 40 | 151 | | | | 8 | 40 | 151 |
| Matron..... | | | | 1 | 366 | 366 | 1 | 366 | 366 |
| Messengers..... | 4 | 98 | 48 | 4 | 354 | 201 | 8 | 226 | 124 |
| Oilers..... | 7 | 174 | 239 | 2 | 389 | 539 | 9 | 221 | 305 |
| Painters..... | 26 | 67 | 129 | | | | 26 | 67 | 129 |
| Pattermaker..... | | | | 1 | 305 | 1,068 | 1 | 305 | 1,068 |
| Plumbers..... | 2 | 1 | 2 | | | | 2 | 1 | 2 |
| Policemen..... | 2 | 139 | 223 | | | | 2 | 139 | 223 |
| Porters..... | 112 | 78 | 90 | 19 | 338 | 378 | 131 | 115 | 122 |
| Porters and pumpers..... | 2 | 157 | 235 | | | | 2 | 157 | 235 |
| Pumpers..... | 4 | 58 | 115 | 4 | 350 | 424 | 8 | 201 | 270 |
| Repairers, car..... | 25 | 88 | 123 | 8 | 337 | 489 | 33 | 149 | 212 |
| Repairer, tank..... | | | | 1 | 319 | 957 | 1 | 319 | 957 |

a Paid by the mile; hence time, and earnings based on time, cannot be stated.

TABLE V.—AVERAGE TIME AND EARNINGS—Continued.

RAILROAD NO. 18—Concluded.

| Occupation. | Working less than 301 days. | | | Working 301 days and over. | | | Preceding periods combined. | | |
|--------------------------------|-----------------------------|-----------------|-----------------------|----------------------------|-----------------|-----------------------|-----------------------------|-----------------|-----------------------|
| | Num-ber. | Aver- age days. | Aver- age earn- ings. | Num-ber. | Aver- age days. | Aver- age earn- ings. | Num-ber. | Aver- age days. | Aver- age earn- ings. |
| Riveters | 2 | 52 | \$182 | ----- | ----- | ----- | 2 | 52 | \$182 |
| Riveters' helpers | 2 | 78 | 145 | ----- | ----- | ----- | 2 | 78 | 145 |
| Roadmasters | ----- | ----- | ----- | 3 | 366 | \$1,104 | 3 | 366 | 1,104 |
| Sealers | 9 | 81 | 100 | 2 | 366 | 459 | 11 | 133 | 165 |
| Slaters | 2 | 9 | 25 | ----- | ----- | ----- | 2 | 9 | 25 |
| Stenographer | ----- | ----- | ----- | 1 | 313 | 391 | 1 | 313 | 391 |
| Stvedores | 662 | 40 | 76 | 7 | 332 | 498 | 669 | 43 | 81 |
| Switchmen | 26 | 17 | 29 | 2 | 310 | 465 | 28 | 38 | 61 |
| Targetmen | ----- | ----- | ----- | 6 | 347 | 455 | 6 | 347 | 455 |
| Telegraph operators | 48 | 85 | 108 | 12 | 360 | 448 | 60 | 140 | 176 |
| Timekeepers | 3 | 135 | 199 | 2 | 336 | 666 | 5 | 215 | 386 |
| Tinsmiths | 9 | 69 | 137 | ----- | ----- | ----- | 9 | 69 | 137 |
| Transport tug employés: | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Cabin boys | 5 | 22 | 12 | ----- | ----- | ----- | 5 | 22 | 12 |
| Captain | 1 | 122 | 610 | ----- | ----- | ----- | 1 | 122 | 610 |
| Cooks | 13 | 73 | 88 | ----- | ----- | ----- | 13 | 73 | 88 |
| Deck hands | 81 | 16 | 8 | ----- | ----- | ----- | 81 | 16 | 8 |
| Engineers | 3 | 187 | 475 | 1 | 824 | 1,271 | 4 | 222 | 674 |
| Look-out man | 1 | 214 | 143 | ----- | ----- | ----- | 1 | 214 | 143 |
| Mates | 5 | 162 | 355 | ----- | ----- | ----- | 5 | 162 | 355 |
| Mates' helpers | 7 | 17 | 23 | ----- | ----- | ----- | 7 | 17 | 23 |
| Pantrymen | 4 | 28 | 17 | ----- | ----- | ----- | 4 | 28 | 17 |
| Sailors | 11 | 42 | 21 | ----- | ----- | ----- | 11 | 42 | 21 |
| Sheeters | 3 | 92 | 104 | 1 | 366 | 360 | 4 | 160 | 168 |
| Shipkeeper | 1 | 152 | 152 | ----- | ----- | ----- | 1 | 152 | 152 |
| Shipmasters | 1 | 51 | 255 | 1 | 366 | 1,830 | 2 | 209 | 1,043 |
| Shipwright | ----- | ----- | ----- | 1 | 366 | 916 | 1 | 366 | 916 |
| Steward | 1 | 236 | 472 | ----- | ----- | ----- | 1 | 236 | 472 |
| Steward's helpers | 5 | 7 | 7 | ----- | ----- | ----- | 5 | 7 | 7 |
| Stewardess | 1 | 213 | 144 | ----- | ----- | ----- | 1 | 213 | 144 |
| Wheelmen | 6 | 74 | 81 | 1 | 328 | 363 | 7 | 110 | 121 |
| Tubers | 2 | 125 | 219 | ----- | ----- | ----- | 2 | 125 | 219 |
| Turners | 4 | 223 | 557 | 2 | 354 | 793 | 6 | 267 | 636 |
| Upholsterer | ----- | ----- | ----- | 1 | 315 | 708 | 1 | 315 | 708 |
| Upholsterer's apprentice | 1 | 157 | 79 | ----- | ----- | ----- | 1 | 157 | 79 |
| Upholsterer's helpers | 2 | 73 | 91 | ----- | ----- | ----- | 2 | 73 | 91 |
| Waiters | 32 | 39 | 22 | ----- | ----- | ----- | 32 | 39 | 22 |
| Warehousemen | 2 | 17 | 36 | 1 | 327 | 491 | 3 | 120 | 188 |
| Watchmen | 79 | 80 | 107 | 30 | 336 | 405 | 109 | 157 | 189 |
| Weigher | ----- | ----- | ----- | 1 | 366 | 600 | 1 | 366 | 600 |
| Yardman | ----- | ----- | ----- | 1 | 366 | 480 | 1 | 366 | 480 |
| Yardmasters | 12 | 93 | 233 | 1 | 355 | 1,065 | 13 | 113 | 297 |

RAILROAD NO. 19.

| | | | | | | | | | |
|--------------------------------|-------|-------|-------|-------|-------|-------|----|-----|-------|
| Accountants | ----- | ----- | ----- | 2 | 365 | \$610 | 2 | 365 | \$610 |
| Agents | 1 | 71 | \$77 | 8 | 365 | 385 | 9 | 332 | 351 |
| Agents, ticket | 3 | 220 | 203 | ----- | ----- | ----- | 3 | 220 | 203 |
| Blacksmiths | 2 | 298 | 484 | 2 | 354 | 618 | 4 | 326 | 551 |
| Boilermakers | 1 | 172 | 412 | 1 | 330 | 803 | 2 | 251 | 608 |
| Boilermakers' apprentice | ----- | ----- | ----- | 1 | 301 | 238 | 1 | 301 | 238 |
| Brakemen | 8 | 24 | 30 | 6 | 338 | 412 | 14 | 159 | 194 |
| Carpenters | 10 | 191 | 300 | 3 | 302 | 445 | 13 | 217 | 333 |
| Cleaners, brick | 4 | 11 | 6 | ----- | ----- | ----- | 4 | 11 | 6 |
| Cleaner, car | ----- | ----- | ----- | 1 | 365 | 120 | 1 | 365 | 120 |
| Clerks | 4 | 183 | 186 | ----- | ----- | ----- | 4 | 183 | 186 |
| Conductors | 2 | 22 | 44 | 5 | 350 | 642 | 7 | 256 | 471 |
| Engineers | 4 | 13 | 35 | 6 | 345 | 808 | 10 | 212 | 499 |
| Engineer, shop | ----- | ----- | ----- | 1 | 313 | 382 | 1 | 313 | 382 |
| Firemen | 13 | 66 | 88 | 3 | 352 | 426 | 21 | 107 | 135 |
| Foremen, track laborers | ----- | ----- | ----- | 10 | 360 | 410 | 10 | 360 | 410 |
| Helpers | 3 | 63 | 70 | 1 | 311 | 417 | 4 | 125 | 157 |
| Inspectors | ----- | ----- | ----- | 2 | 309 | 414 | 2 | 309 | 414 |
| Laborers | 14 | 13 | 14 | ----- | ----- | ----- | 14 | 13 | 14 |
| Laborers, shop | 4 | 93 | 111 | ----- | ----- | ----- | 4 | 93 | 111 |
| Laborers, track | 95 | 94 | 101 | 2 | 302 | 325 | 97 | 98 | 106 |
| Laborers, yard | 33 | 121 | 130 | 2 | 317 | 364 | 35 | 132 | 143 |
| Machinists | 2 | 171 | 349 | 4 | 309 | 696 | 6 | 263 | 580 |

TABLE V.—AVERAGE TIME AND EARNINGS—Continued.

RAILROAD NO. 19—Concluded.

| Occupation. | Working less than 301 days. | | | Working 301 days and over. | | | Preceding periods combined. | | |
|------------------------------|-----------------------------|---------------|-------------------|----------------------------|---------------|-------------------|-----------------------------|---------------|-------------------|
| | Number. | Average days. | Average earnings. | Number. | Average days. | Average earnings. | Number. | Average days. | Average earnings. |
| Machinists' apprentices..... | 1 | 11 | \$9 | 2 | 310 | \$288 | 3 | 210 | \$195 |
| Mail carrier..... | | | | 1 | 365 | 48 | 1 | 365 | 48 |
| Masons..... | 20 | 8 | 21 | | | | 20 | 8 | 21 |
| Master mechanic..... | | | | 1 | 365 | 809 | 1 | 365 | 809 |
| Miner..... | 1 | 4 | 8 | | | | 1 | 4 | 8 |
| Moulder..... | 1 | 295 | 648 | | | | 1 | 295 | 648 |
| Moulder's apprentice..... | 1 | 293 | 225 | | | | 1 | 293 | 225 |
| Painter..... | 1 | 200 | 390 | | | | 1 | 200 | 390 |
| Plasterers..... | 4 | 5 | 10 | | | | 4 | 5 | 10 |
| Pumper..... | | | | 1 | 365 | 234 | 1 | 365 | 234 |
| Shop hand..... | 1 | 265 | 359 | | | | 1 | 265 | 359 |
| Slaters..... | 2 | 5 | 8 | | | | 2 | 5 | 8 |
| Snow ploughers..... | 3 | 1 | 2 | | | | 3 | 1 | 2 |
| Supervisor..... | | | | 1 | 365 | 585 | 1 | 365 | 585 |
| Watchmen..... | 7 | 103 | 110 | 6 | 385 | 387 | 13 | 233 | 238 |

RAILROAD NO. 20.

| | | | | | | | | | |
|---------------------------------|-----|-----|-------|-----|-----|-------|-----|-----|-------|
| Accountants, car..... | 3 | 157 | \$459 | 1 | 362 | \$612 | 4 | 208 | \$494 |
| Agents..... | 45 | 170 | 360 | 50 | 332 | 556 | 95 | 255 | 463 |
| Agents, assistant..... | 2 | 209 | 366 | | | | 2 | 209 | 366 |
| Agents, claim..... | 1 | 21 | 81 | 1 | 312 | 1,071 | 2 | 167 | 576 |
| Agents, freight..... | 3 | 147 | 659 | 3 | 312 | 716 | 6 | 230 | 688 |
| Agent, special..... | | | | 1 | 312 | 1,073 | 1 | 312 | 1,073 |
| Agents, ticket..... | 6 | 137 | 410 | 8 | 325 | 734 | 14 | 244 | 595 |
| Agents, transfer..... | 8 | 92 | 151 | 1 | 355 | 568 | 9 | 121 | 193 |
| Baggagemasters..... | 48 | 153 | 282 | 39 | 328 | 611 | 87 | 232 | 430 |
| Baggagemasters, assistant..... | 2 | 114 | 179 | | | | 2 | 114 | 179 |
| Baggagemaster and clerk..... | | | | 1 | 312 | 599 | 1 | 312 | 599 |
| Baggagemen..... | 3 | 144 | 255 | 5 | 313 | 540 | 8 | 250 | 433 |
| Blacksmiths..... | 33 | 196 | 495 | 6 | 308 | 846 | 39 | 213 | 549 |
| Blacksmiths' helpers..... | 21 | 178 | 294 | 9 | 309 | 517 | 30 | 218 | 301 |
| Boilermakers..... | 3 | 284 | 780 | 8 | 323 | 649 | 11 | 312 | 685 |
| Bolt cutter..... | 1 | 251 | 428 | | | | 1 | 251 | 428 |
| Bookkeeper..... | | | | 1 | 347 | 738 | 1 | 347 | 738 |
| Brakemen..... | 84 | 60 | 124 | 6 | 322 | 582 | 90 | 86 | 154 |
| Brakemen, freight..... | 416 | 95 | 171 | 73 | 320 | 612 | 489 | 180 | 237 |
| Brakemen, freight yard..... | 50 | 88 | 156 | 6 | 332 | 623 | 56 | 114 | 206 |
| Brakemen, passenger..... | 83 | 87 | 155 | 30 | 324 | 608 | 113 | 150 | 276 |
| Brakemen, shifting..... | 2 | 10 | 16 | | | | 2 | 10 | 16 |
| Brakemen, work train..... | 12 | 155 | 283 | 6 | 307 | 571 | 18 | 206 | 379 |
| Brakemen, yard..... | 163 | 60 | 107 | 6 | 323 | 609 | 169 | 69 | 125 |
| Bricklayers..... | 4 | 49 | 128 | | | | 4 | 49 | 128 |
| Bridgemen..... | 33 | 98 | 177 | | | | 33 | 98 | 177 |
| Callers..... | 2 | 81 | 139 | | | | 2 | 81 | 139 |
| Car reporters..... | 2 | 138 | 228 | | | | 2 | 138 | 228 |
| Carder..... | | | | 1 | 389 | 675 | 1 | 389 | 675 |
| Carpenters..... | 57 | 114 | 256 | 15 | 323 | 754 | 72 | 157 | 360 |
| Cashiers..... | 2 | 135 | 450 | 5 | 312 | 877 | 7 | 261 | 756 |
| Cashiers, assistant..... | 4 | 144 | 323 | 1 | 312 | 721 | 5 | 178 | 402 |
| Checker..... | | | | 1 | 333 | 648 | 1 | 333 | 648 |
| Civil engineers, assistant..... | 1 | 12 | 46 | 1 | 311 | 1,140 | 2 | 162 | 593 |
| Cleaners, car..... | 23 | 140 | 183 | 24 | 326 | 447 | 47 | 235 | 318 |
| Cleaners, office..... | 2 | 98 | 132 | 1 | 359 | 538 | 3 | 185 | 267 |
| Clerks..... | 270 | 127 | 220 | 142 | 328 | 649 | 412 | 194 | 368 |
| Coal shovellers..... | 81 | 51 | 78 | 14 | 341 | 512 | 95 | 94 | 142 |
| Collectors..... | 2 | 190 | 483 | | | | 2 | 190 | 483 |
| Conductors..... | 10 | 130 | 318 | 4 | 327 | 769 | 14 | 186 | 447 |
| Conductors, freight..... | 44 | 160 | 410 | 39 | 336 | 877 | 83 | 243 | 630 |
| Conductors, passenger..... | 22 | 196 | 579 | 31 | 325 | 939 | 53 | 272 | 790 |
| Conductors, yard..... | 18 | 93 | 206 | 6 | 330 | 773 | 24 | 152 | 348 |
| Coopers..... | 1 | 155 | 268 | 1 | 313 | 522 | 2 | 234 | 410 |
| Coppersmiths..... | 1 | 295 | 738 | 1 | 322 | 724 | 2 | 309 | 731 |
| Coppersmiths' apprentice..... | 1 | 16 | 16 | | | | 1 | 16 | 16 |
| Copyist..... | 1 | 11 | 21 | | | | 1 | 11 | 21 |
| Cranemen..... | 1 | 88 | 249 | 2 | 308 | 1,001 | 3 | 235 | 750 |
| Crossing tenders..... | 14 | 194 | 255 | 16 | 359 | 454 | 30 | 282 | 361 |
| Crossing tender, boss..... | | | | 1 | 364 | 1,365 | 1 | 364 | 1,365 |

TABLE V.—AVERAGE TIME AND EARNINGS—Continued.

RAILROAD NO. 20—Continued.

| Occupation. | Working less than 301 days. | | | Working 301 days and over. | | | Preceding periods combined. | | |
|----------------------------------|-----------------------------|-----------------|-----------------------|----------------------------|-----------------|-----------------------|-----------------------------|-----------------|-----------------------|
| | Num-ber. | Aver- age days. | Aver- age earn- ings. | Num-ber. | Aver- age days. | Aver- age earn- ings. | Num-ber. | Aver- age days. | Aver- age earn- ings. |
| Depotmaster..... | 1 | 210 | \$809 | | | | 1 | 210 | \$809 |
| Dispatchers..... | 4 | 144 | 400 | 6 | 327 | \$836 | 10 | 254 | 661 |
| Dispatcher, chief..... | | | | 1 | 312 | 1,730 | 1 | 312 | 1,730 |
| Draw tenders..... | | | | 2 | 340 | 546 | 2 | 340 | 546 |
| Electric light tenders..... | 3 | 106 | 147 | | | | 3 | 106 | 147 |
| Electricians..... | 4 | 102 | 228 | | | | 4 | 102 | 228 |
| Engineers..... | 78 | 206 | 578 | 103 | 340 | 1,115 | 181 | 282 | 883 |
| Engineers, assistant..... | 7 | 137 | 229 | 1 | 311 | 437 | 8 | 159 | 255 |
| Engineers, hydraulic..... | 2 | 83 | 311 | | | | 2 | 83 | 311 |
| Engineers, stationary..... | 14 | 133 | 302 | 1 | 315 | 710 | 15 | 145 | 329 |
| Engineers, stationary..... | (a) | (a) | (a) | (a) | (a) | (a) | 7 | (a) | 597 |
| Firemen..... | 164 | 133 | 249 | 82 | 348 | 666 | 246 | 205 | 388 |
| Flagmen..... | 46 | 119 | 125 | 13 | 323 | 252 | 59 | 164 | 153 |
| Foremen..... | 7 | 140 | 378 | 7 | 334 | 922 | 14 | 237 | 650 |
| Foreman, blacksmiths..... | | | | 1 | 305 | 1,062 | 1 | 305 | 1,062 |
| Foremen, car cleaners..... | | | | 2 | 339 | 749 | 2 | 339 | 749 |
| Foreman, car repairers..... | | | | 1 | 392 | 1,176 | 1 | 392 | 1,176 |
| Foremen, carpenters..... | 1 | 104 | 286 | 4 | 325 | 947 | 5 | 281 | 815 |
| Foremen, freighthandlers..... | 2 | 130 | 249 | 1 | 308 | 590 | 3 | 189 | 363 |
| Foreman, general..... | | | | 1 | 311 | 1,214 | 1 | 311 | 1,214 |
| Foreman, machine shop..... | 1 | 206 | 722 | 2 | 357 | 1,291 | 3 | 307 | 1,101 |
| Foreman, machinists..... | 1 | 259 | 712 | | | | 1 | 259 | 712 |
| Foreman, masons..... | 1 | 197 | 541 | | | | 1 | 197 | 541 |
| Foremen, painters..... | 1 | 16 | 41 | 2 | 307 | 938 | 3 | 210 | 639 |
| Foremen, pier laborers..... | 12 | 114 | 268 | | | | 12 | 114 | 268 |
| Foremen, roundhouse..... | 1 | 234 | 819 | 1 | 319 | 1,243 | 2 | 276 | 1,031 |
| Foremen, shop..... | 2 | 208 | 372 | 1 | 312 | 1,498 | 3 | 243 | 780 |
| Foreman, stonecutters..... | 1 | 101 | 303 | | | | 1 | 101 | 303 |
| Foreman, tin shop..... | 1 | 219 | 525 | | | | 1 | 219 | 525 |
| Foremen, track laborers..... | 32 | 173 | 477 | 44 | 316 | 829 | 76 | 256 | 681 |
| Foremen, yard..... | 5 | 134 | 308 | 2 | 337 | 808 | 7 | 192 | 451 |
| Freighthandlers..... | 21 | 78 | 119 | 2 | 312 | 505 | 23 | 98 | 152 |
| Gatemen..... | 27 | 124 | 169 | 40 | 345 | 398 | 67 | 256 | 306 |
| Helpers..... | 42 | 70 | 112 | 1 | 312 | 122 | 43 | 76 | 112 |
| Hostlers..... | 3 | 46 | 105 | | | | 3 | 46 | 105 |
| Inspectors..... | 3 | 39 | 78 | 7 | 331 | 691 | 10 | 243 | 507 |
| Inspector, bridge..... | 1 | 294 | 734 | | | | 1 | 294 | 734 |
| Inspectors, car..... | 18 | 116 | 210 | 9 | 349 | 712 | 27 | 194 | 378 |
| Inspectors, freight..... | | | | 2 | 332 | 573 | 2 | 332 | 573 |
| Inspectors and oilers, car..... | 3 | 196 | 376 | 7 | 321 | 649 | 10 | 284 | 567 |
| Inspector and repairer, car..... | | | | 1 | 334 | 668 | 1 | 334 | 668 |
| Janitors..... | 4 | 110 | 187 | 3 | 309 | 455 | 7 | 196 | 302 |
| Jobbers..... | 2 | 300 | 637 | 1 | 304 | 608 | 3 | 301 | 627 |
| Laborers..... | 116 | 69 | 103 | 7 | 322 | 515 | 123 | 83 | 127 |
| Laborers, coal dump..... | 45 | 46 | 75 | 5 | 330 | 592 | 50 | 74 | 127 |
| Laborers, pier..... | 124 | 72 | 122 | | | | 124 | 72 | 122 |
| Laborers, shop..... | 53 | 108 | 161 | 14 | 319 | 503 | 67 | 152 | 233 |
| Laborers, track..... | 1,385 | 87 | 131 | 156 | 325 | 511 | 1,541 | 111 | 169 |
| Laborers, water works..... | 11 | 16 | 24 | 2 | 309 | 733 | 13 | 61 | 133 |
| Laborers, yard..... | 128 | 56 | 103 | | | | 128 | 56 | 103 |
| Lamp lighters..... | 5 | 45 | 38 | 2 | 307 | 204 | 7 | 120 | 86 |
| Ledgemen..... | 73 | 103 | 164 | | | | 73 | 103 | 164 |
| Linemen..... | 3 | 70 | 162 | | | | 3 | 70 | 162 |
| Machinists..... | 98 | 163 | 369 | 44 | 320 | 715 | 142 | 212 | 476 |
| Masons..... | 11 | 22 | 68 | | | | 11 | 22 | 68 |
| Masons' helpers..... | 14 | 22 | 42 | | | | 2 | 22 | 42 |
| Messengers..... | 14 | 131 | 126 | 1 | 308 | 475 | 15 | 143 | 149 |
| Mill hands..... | 5 | 167 | 383 | 1 | 307 | 535 | 6 | 190 | 409 |
| Miners..... | 6 | 187 | 268 | | | | 6 | 187 | 268 |
| Number takers..... | 4 | 60 | 107 | 4 | 336 | 625 | 8 | 198 | 366 |
| Office boys..... | 15 | 106 | 116 | | | | 15 | 106 | 116 |
| Oilers..... | 2 | 294 | 441 | 14 | 337 | 536 | 16 | 332 | 524 |
| Paint cleaners..... | 25 | 128 | 186 | 2 | 304 | 452 | 27 | 141 | 205 |
| Painters..... | 68 | 134 | 274 | 8 | 310 | 659 | 76 | 152 | 315 |
| Patternmakers..... | 1 | 38 | 113 | 2 | 311 | 793 | 3 | 220 | 566 |
| Piper..... | | | | 1 | 314 | 627 | 1 | 314 | 627 |
| Porters..... | | | | 2 | 318 | 325 | 2 | 318 | 325 |
| Repairers, car..... | 191 | 159 | 316 | 52 | 324 | 655 | 243 | 194 | 388 |
| Roadmasters..... | 1 | 204 | 839 | 3 | 312 | 1,394 | 4 | 285 | 1,255 |
| Sealer..... | | | | 1 | 374 | 647 | 1 | 374 | 647 |

a Paid by the ton, discharging coal; hence time, and earnings based on time, cannot be stated.

TABLE V.—AVERAGE TIME AND EARNINGS—Continued.

RAILROAD NO. 20—Concluded.

| Occupation. | Working less than 301 days. | | | Working 301 days and over. | | | Preceding periods combined. | | |
|----------------------------|-----------------------------|-----------------|-----------------------|----------------------------|-----------------|-----------------------|-----------------------------|-----------------|-----------------------|
| | Num-ber. | Aver- age days. | Aver- age earn- ings. | Num-ber. | Aver- age days. | Aver- age earn- ings. | Num-ber. | Aver- age days. | Aver- age earn- ings. |
| Signalmen..... | 25 | 126 | \$241 | 11 | 316 | \$552 | 36 | 184 | \$336 |
| Sparemen..... | 70 | 32 | 56 | ..... | ..... | ..... | 70 | 32 | 56 |
| Stenographers..... | 4 | 119 | 203 | 2 | 308 | 601 | 6 | 182 | 339 |
| Stevedores..... | 14 | 80 | 115 | 4 | 338 | 508 | 18 | 137 | 202 |
| Stonecutters..... | 14 | 166 | 404 | ..... | ..... | ..... | 14 | 166 | 404 |
| Stonemasons..... | 52 | 172 | 345 | ..... | ..... | ..... | 52 | 172 | 345 |
| Storekeepers..... | 6 | 159 | 250 | 1 | 306 | 632 | 7 | 180 | 304 |
| Switch lamp tender..... | 1 | 236 | 354 | ..... | ..... | ..... | 1 | 236 | 354 |
| Switchmen..... | 41 | 152 | 269 | 24 | 329 | 542 | 65 | 217 | 370 |
| Tallymen..... | 9 | 170 | 303 | 1 | 338 | 541 | 10 | 187 | 327 |
| Telegraph operators..... | 68 | 105 | 155 | 20 | 339 | 430 | 88 | 158 | 217 |
| Timekeepers..... | 1 | 29 | 73 | 4 | 342 | 779 | 5 | 280 | 638 |
| Tinsmiths..... | 7 | 169 | 330 | 1 | 304 | 589 | 8 | 186 | 362 |
| Tinsmiths' apprentice..... | 1 | 52 | 52 | ..... | ..... | ..... | 1 | 52 | 52 |
| Track drillers..... | 3 | 23 | 40 | ..... | ..... | ..... | 3 | 23 | 40 |
| Tunnel door tenders..... | 2 | 68 | 122 | ..... | ..... | ..... | 2 | 68 | 122 |
| Upholsters..... | 8 | 108 | 236 | 1 | 304 | 761 | 9 | 130 | 205 |
| Warehousemen..... | 24 | 131 | 198 | ..... | ..... | ..... | 24 | 131 | 198 |
| Watchmen..... | 21 | 104 | 159 | 21 | 357 | 606 | 42 | 230 | 382 |
| Watchmen, bridge..... | 2 | 30 | 54 | ..... | ..... | ..... | 2 | 30 | 54 |
| Watchmen, dock..... | 5 | 142 | 224 | ..... | ..... | ..... | 5 | 142 | 224 |
| Watchmen, engine..... | 2 | 194 | 332 | 1 | 360 | 612 | 3 | 229 | 426 |
| Water boys..... | 19 | 53 | 54 | ..... | ..... | ..... | 19 | 53 | 54 |
| Weighers..... | 8 | 127 | 276 | 1 | 312 | 661 | 9 | 147 | 319 |
| Wharfingers..... | 2 | 157 | 576 | 2 | 312 | 1,050 | 4 | 235 | 813 |
| Wipers..... | 38 | 93 | 140 | 22 | 336 | 508 | 60 | 182 | 275 |
| Yardmasters..... | 5 | 91 | 260 | 8 | 355 | 1,001 | 13 | 283 | 716 |
| Yardmaster, assistant..... | ..... | ..... | ..... | 1 | 365 | 810 | 1 | 365 | 810 |
| Yardmen..... | 15 | 144 | 286 | 4 | 326 | 694 | 19 | 182 | 372 |

RAILROAD NO. 21.

| | | | | | | | | | |
|-------------------------------------|-------|-------|-------|-------|-------|---------|-----|-----|---------|
| Accountant, car..... | ..... | ..... | ..... | 1 | 356 | \$1,425 | 1 | 365 | \$1,425 |
| Agents..... | 17 | 133 | \$230 | 22 | 362 | 665 | 39 | 262 | 475 |
| Agents..... | (a) | (a) | (a) | (a) | (a) | (a) | 12 | (a) | 904 |
| Agents and telegraph operators..... | 8 | 161 | 237 | 15 | 357 | 611 | 23 | 289 | 481 |
| Baggagemasters..... | 20 | 126 | 180 | 4 | 339 | 417 | 24 | 161 | 220 |
| Baggagemen..... | 25 | 45 | 64 | ..... | ..... | ..... | 25 | 45 | 64 |
| Blacksmiths..... | 10 | 114 | 327 | 1 | 316 | 700 | 11 | 133 | 369 |
| Blacksmiths' helpers..... | 10 | 102 | 122 | 1 | 313 | 392 | 11 | 122 | 147 |
| Boilermakers..... | 3 | 83 | 249 | 1 | 306 | 841 | 4 | 139 | 397 |
| Boilermakers' helpers..... | 7 | 87 | 84 | 1 | 349 | 458 | 8 | 120 | 131 |
| Bolt cutter..... | 1 | 234 | 117 | ..... | ..... | ..... | 1 | 234 | 117 |
| Bookkeepers..... | 4 | 133 | 413 | ..... | ..... | ..... | 4 | 133 | 413 |
| Brakemen..... | 19 | 36 | 52 | ..... | ..... | ..... | 19 | 36 | 52 |
| Brakemen, freight..... | 146 | 54 | 68 | 3 | 322 | 380 | 149 | 60 | 75 |
| Brakemen, passenger..... | 61 | 56 | 74 | 2 | 332 | 414 | 63 | 64 | 85 |
| Brakemen, work train..... | 2 | 129 | 181 | ..... | ..... | ..... | 2 | 129 | 181 |
| Carpenters..... | 45 | 124 | 271 | 1 | 373 | 1,026 | 46 | 129 | 287 |
| Carpenters, bridge..... | 3 | 163 | 246 | 1 | 313 | 518 | 4 | 201 | 321 |
| Carpenters' helpers..... | 6 | 71 | 68 | ..... | ..... | ..... | 6 | 71 | 68 |
| Cashiers..... | 2 | 99 | 186 | 1 | 332 | 914 | 3 | 176 | 429 |
| Cleaners, car..... | 15 | 80 | 77 | 8 | 350 | 815 | 23 | 174 | 160 |
| Clerks..... | 65 | 104 | 217 | 33 | 353 | 802 | 98 | 188 | 414 |
| Clerks and telegraph operators..... | 14 | 81 | 147 | 5 | 341 | 535 | 19 | 149 | 249 |
| Clerk and telegraph operator..... | (a) | (a) | (a) | (a) | (a) | (a) | 1 | (a) | 423 |
| Climbers..... | 4 | 25 | 28 | ..... | ..... | ..... | 4 | 25 | 28 |
| Collectors..... | 2 | 183 | 378 | ..... | ..... | ..... | 2 | 183 | 378 |
| Conductors..... | 6 | 24 | 64 | ..... | ..... | ..... | 6 | 24 | 64 |
| Conductors, freight..... | 34 | 96 | 244 | 2 | 335 | 845 | 36 | 109 | 278 |
| Conductors, passenger..... | 15 | 122 | 350 | 8 | 337 | 898 | 23 | 197 | 540 |
| Conductors, work train..... | 1 | 236 | 613 | 1 | 352 | 726 | 2 | 294 | 670 |
| Cooks..... | 13 | 44 | 28 | ..... | ..... | ..... | 13 | 44 | 28 |
| Coppersmith..... | 1 | 210 | 631 | ..... | ..... | ..... | 1 | 210 | 631 |
| Coppersmiths' helpers..... | 2 | 135 | 142 | ..... | ..... | ..... | 2 | 135 | 142 |
| Craneman..... | ..... | ..... | ..... | 1 | 324 | 491 | 1 | 324 | 491 |

a Paid by the day and received commission; hence time, and earnings based on time, cannot be stated.

TABLE V.—AVERAGE TIME AND EARNINGS—Continued.

RAILROAD NO. 21—Concluded.

| Occupation. | Working less than 301 days. | | | Working 301 days and over. | | | Preceding periods combined. | | |
|---------------------------------|-----------------------------|---------------|-------------------|----------------------------|---------------|-------------------|-----------------------------|---------------|-------------------|
| | Number. | Average days. | Average earnings. | Number. | Average days. | Average earnings. | Number. | Average days. | Average earnings. |
| Dispatchers | 1 | 233 | \$701 | 3 | 365 | \$1,200 | 3 | 321 | \$1,034 |
| Engineers | 51 | 137 | 445 | 9 | 322 | 1,136 | 60 | 165 | 549 |
| Engineers, assistant | 2 | 95 | 310 | ..... | ..... | ..... | 2 | 95 | 310 |
| Engineers, shifting | 16 | 154 | 274 | ..... | ..... | ..... | 16 | 154 | 274 |
| Engineers, stationary | 8 | 96 | 133 | 1 | 317 | 320 | 9 | 120 | 184 |
| Engineers, steam shovel | 1 | 275 | 822 | 1 | 334 | 555 | 2 | 305 | 689 |
| Engineers, work train | 1 | 257 | 468 | 1 | 326 | 547 | 2 | 291 | 508 |
| Engineer and hostler | 1 | 218 | 536 | ..... | ..... | ..... | 1 | 218 | 536 |
| Firemen | 143 | 81 | 106 | 6 | 331 | 413 | 149 | 91 | 119 |
| Firemen, steam shovel | 6 | 63 | 95 | ..... | ..... | ..... | 6 | 68 | 95 |
| Flagmen | 3 | 47 | 42 | ..... | ..... | ..... | 3 | 47 | 42 |
| Foremen ..... | ..... | ..... | ..... | 2 | 351 | 502 | 2 | 351 | 502 |
| Foreman, blacksmiths | 1 | 251 | 814 | ..... | ..... | ..... | 1 | 251 | 814 |
| Foremen, bridge gang | 3 | 50 | 142 | 5 | 361 | 824 | 8 | 248 | 568 |
| Foremen, carpenters ..... | ..... | ..... | ..... | 3 | 360 | 1,010 | 3 | 360 | 1,010 |
| Foremen, painters | 1 | 276 | 827 | ..... | ..... | ..... | 1 | 276 | 827 |
| Foremen, shop | 2 | 173 | 568 | 1 | 365 | 1,200 | 3 | 237 | 779 |
| Foremen, track laborers | 38 | 122 | 176 | 42 | 349 | 508 | 80 | 241 | 350 |
| Foremen, work train | 2 | 30 | 36 | 1 | 308 | 727 | 3 | 123 | 287 |
| Gatemen, bridge | 1 | 129 | 193 | 1 | 366 | 444 | 2 | 247 | 318 |
| Greasers | 11 | 41 | 57 | 4 | 356 | 382 | 15 | 125 | 144 |
| Hostlers | 9 | 113 | 155 | 2 | 343 | 562 | 11 | 155 | 229 |
| Inspector ..... | ..... | ..... | ..... | 1 | 304 | 535 | 1 | 304 | 535 |
| Inspectors, car | 11 | 92 | 142 | 6 | 364 | 571 | 17 | 188 | 294 |
| Inspectors', car, helpers | 3 | 88 | 107 | 2 | 335 | 418 | 5 | 187 | 292 |
| Inspectors' helpers | 3 | 28 | 31 | 1 | 360 | 360 | 4 | 111 | 113 |
| Jackmen, steam shovel | 13 | 47 | 47 | ..... | ..... | ..... | 13 | 47 | 47 |
| Janitor ..... | ..... | ..... | ..... | 1 | 349 | 375 | 1 | 349 | 375 |
| Laborers | 113 | 67 | 59 | 7 | 341 | 250 | 120 | 83 | 70 |
| Laborers, bridge | 149 | 82 | 87 | 5 | 307 | 313 | 154 | 89 | 94 |
| Laborers, track | 1,074 | 60 | 48 | 21 | 311 | 229 | 1,095 | 65 | 52 |
| Laborers, warehouse | 125 | 38 | 47 | 5 | 326 | 390 | 130 | 50 | 61 |
| Laborers, work train | 97 | 62 | 50 | 2 | 307 | 236 | 99 | 67 | 54 |
| Ladies' maids | 3 | 123 | 65 | ..... | ..... | ..... | 3 | 123 | 65 |
| Machinists | 25 | 120 | 324 | 3 | 320 | 879 | 28 | 141 | 383 |
| Machinists' apprentices | 10 | 236 | 282 | ..... | ..... | ..... | 10 | 236 | 282 |
| Machinists' helpers | 4 | 119 | 164 | 1 | 316 | 415 | 5 | 159 | 214 |
| Mail carriers | 3 | 44 | 15 | 3 | 365 | 100 | 6 | 204 | 57 |
| Mason | 1 | 15 | 45 | ..... | ..... | ..... | 1 | 15 | 45 |
| Master carpenter ..... | ..... | ..... | ..... | 1 | 305 | 1,050 | 1 | 305 | 1,050 |
| Messengers | 8 | 64 | 15 | 1 | 365 | 72 | 9 | 93 | 22 |
| Moulders | 6 | 106 | 252 | ..... | ..... | ..... | 6 | 106 | 252 |
| Moulders' helpers | 8 | 80 | 85 | ..... | ..... | ..... | 8 | 80 | 85 |
| Office boy | 1 | 8 | 4 | ..... | ..... | ..... | 1 | 8 | 4 |
| Painters | 17 | 38 | 78 | ..... | ..... | ..... | 17 | 38 | 78 |
| Painters' helpers | 5 | 245 | 306 | 1 | 364 | 397 | 6 | 265 | 321 |
| Patternmaker | 1 | 241 | 845 | ..... | ..... | ..... | 1 | 241 | 845 |
| Paymaster ..... | ..... | ..... | ..... | 1 | 365 | 1,800 | 1 | 365 | 1,800 |
| Policeman, depot ..... | ..... | ..... | ..... | 1 | 365 | 600 | 1 | 365 | 600 |
| Porters | 12 | 48 | 41 | 8 | 351 | 819 | 20 | 169 | 153 |
| Pumpers | 13 | 123 | 96 | 11 | 357 | 282 | 24 | 230 | 182 |
| Roadmasters ..... | ..... | ..... | ..... | 2 | 365 | 1,725 | 2 | 365 | 1,725 |
| Roadmasters, assistant | 2 | 194 | 587 | 2 | 365 | 1,200 | 4 | 279 | 893 |
| Stenographers | 5 | 88 | 217 | 2 | 350 | 933 | 7 | 163 | 421 |
| Storekeepers, assistant | 1 | 176 | 438 | 1 | 335 | 489 | 2 | 255 | 463 |
| Surveyors, lumber | 2 | 51 | 54 | ..... | ..... | ..... | 2 | 51 | 54 |
| Switchmen | 20 | 59 | 62 | 8 | 355 | 406 | 28 | 144 | 160 |
| Telegraph operators | 44 | 91 | 126 | 7 | 338 | 580 | 51 | 125 | 188 |
| Timekeeper ..... | ..... | ..... | ..... | 1 | 336 | 552 | 1 | 336 | 552 |
| Tinsmiths | 2 | 176 | 387 | ..... | ..... | ..... | 2 | 176 | 387 |
| Trainmasters ..... | ..... | ..... | ..... | 2 | 365 | 1,500 | 2 | 365 | 1,500 |
| Upholsterer | 1 | 250 | 686 | ..... | ..... | ..... | 1 | 250 | 686 |
| Warehousemen | 22 | 105 | 60 | 15 | 361 | 248 | 37 | 209 | 136 |
| Watchmen | 85 | 113 | 133 | 5 | 361 | 395 | 49 | 144 | 166 |
| Watchmen and wipers | 2 | 55 | 65 | ..... | ..... | ..... | 2 | 55 | 65 |
| Wheelpressman | 1 | 269 | 739 | ..... | ..... | ..... | 1 | 269 | 739 |
| Wheelpressmen's helpers | 3 | 161 | 161 | ..... | ..... | ..... | 3 | 161 | 161 |
| Wipers | 36 | 89 | 86 | 5 | 334 | 314 | 41 | 119 | 114 |
| Yardmasters | 15 | 70 | 117 | 2 | 336 | 797 | 17 | 101 | 197 |

TABLE V.—AVERAGE TIME AND EARNINGS—Continued.

RAILROAD NO. 22.

| Occupation. | Working less than 301 days. | | | Working 301 days and over. | | | Preceding periods combined. | | |
|--|-----------------------------|-----------------|-----------------------|----------------------------|-----------------|-----------------------|-----------------------------|-----------------|-----------------------|
| | Num. ber. | Aver- age days. | Aver- age earn- ings. | Num. ber. | Aver- age days. | Aver- age earn- ings. | Num. ber. | Aver- age days. | Aver- age earn- ings. |
| Agents | | | | 9 | 356 | \$640 | 9 | 356 | \$640 |
| Agent, assistant | 1 | 31 | \$30 | | | | 1 | 31 | 30 |
| Baggagemaster | | | | 1 | 313 | 360 | 1 | 313 | 360 |
| Baggagemen | | | | 3 | 314 | 541 | 3 | 314 | 541 |
| Blacksmiths | 3 | 138 | 348 | 1 | 314 | 717 | 4 | 132 | 587 |
| Blacksmiths' helpers | 4 | 129 | 184 | 1 | 305 | 431 | 5 | 164 | 233 |
| Boilermakers | 1 | 234 | 667 | 1 | 306 | 947 | 2 | 270 | 807 |
| Boilermakers' helper | 1 | 171 | 342 | | | | 1 | 171 | 342 |
| Brakemen | 43 | 88 | 140 | 7 | 320 | 500 | 50 | 121 | 191 |
| Brakemen, freight | 1 | 182 | 280 | 2 | 355 | 544 | 3 | 297 | 456 |
| Carpenters | 12 | 149 | 316 | 2 | 311 | 678 | 14 | 173 | 368 |
| Carpenters' helpers | 3 | 91 | 147 | 1 | 318 | 438 | 4 | 148 | 220 |
| Cleaner, car | | | | 1 | 315 | 473 | 1 | 315 | 473 |
| Clerks | 5 | 126 | 173 | 1 | 313 | 550 | 6 | 157 | 240 |
| Conductors | 4 | 115 | 303 | 6 | 329 | 841 | 10 | 244 | 626 |
| Craneman | 1 | 5 | 11 | | | | 1 | 5 | 11 |
| Dockmaster | | | | 1 | 313 | 600 | 1 | 313 | 600 |
| Engineers | 4 | 91 | 280 | 3 | 323 | 960 | 7 | 191 | 571 |
| Engineer, dock | | | | 1 | 314 | 461 | 1 | 314 | 461 |
| Engineers, freight and passenger | 4 | 155 | 382 | 2 | 322 | 993 | 6 | 211 | 586 |
| Engineers, passenger | | | | 2 | 300 | 994 | 2 | 306 | 994 |
| Firemen | 4 | 149 | 263 | 2 | 347 | 596 | 6 | 215 | 374 |
| Firemen, freight and passenger | 4 | 100 | 174 | 3 | 314 | 516 | 7 | 192 | 333 |
| Firemen, passenger | 2 | 243 | 419 | | | | 2 | 243 | 419 |
| Flagmen | | | | 4 | 344 | 250 | 4 | 344 | 250 |
| Foreman, carpenters | | | | 1 | 323 | 763 | 1 | 323 | 763 |
| Foreman, machine shop | 1 | 177 | 487 | | | | 1 | 177 | 487 |
| Foreman, masons | 1 | 17 | 60 | | | | 1 | 17 | 60 |
| Foreman, quarrymen | 1 | 9 | 18 | | | | 1 | 9 | 18 |
| Foreman, section hands | | | | 1 | 314 | 534 | 1 | 314 | 534 |
| Foreman, shop | 1 | 167 | 477 | | | | 1 | 167 | 477 |
| Foremen, track laborers | 8 | 162 | 287 | 14 | 315 | 573 | 22 | 260 | 469 |
| Gatemmen | 8 | 10 | 13 | | | | 8 | 10 | 13 |
| Inspectors, car | | | | 2 | 312 | 545 | 2 | 312 | 545 |
| Laborers | 3 | 52 | 75 | | | | 3 | 52 | 75 |
| Laborers, dock | 35 | 28 | 34 | | | | 35 | 28 | 34 |
| Laborers, freight | 5 | 114 | 153 | 1 | 313 | 420 | 6 | 148 | 202 |
| Laborers, masons | 6 | 18 | 36 | | | | 6 | 18 | 36 |
| Laborers, shop | 13 | 64 | 88 | 2 | 368 | 520 | 15 | 105 | 146 |
| Laborers, track | 130 | 111 | 146 | 28 | 317 | 413 | 158 | 148 | 193 |
| Laborers, yard | 2 | 170 | 255 | 1 | 313 | 420 | 3 | 213 | 310 |
| Lister | | | | 1 | 364 | 665 | 1 | 364 | 665 |
| Machinists | 2 | 150 | 327 | 5 | 316 | 688 | 7 | 268 | 585 |
| Painters | 6 | 138 | 303 | | | | 6 | 138 | 303 |
| Pumpers | 1 | 5 | 3 | 1 | 313 | 391 | 2 | 159 | 197 |
| Quarrymen | 2 | 9 | 17 | | | | 2 | 9 | 17 |
| Roadmasters | 4 | 83 | 225 | | | | 4 | 83 | 225 |
| Signalmen | 1 | 212 | 140 | 1 | 305 | 360 | 2 | 289 | 250 |
| Switchmen | 3 | 67 | 100 | | | | 3 | 67 | 100 |
| Upholsterer | 1 | 232 | 499 | | | | 1 | 232 | 499 |
| Watchmen | 3 | 137 | 172 | 2 | 340 | 463 | 5 | 218 | 288 |
| Wipers | 34 | 108 | 188 | 4 | 354 | 471 | 14 | 156 | 209 |
| Yardmaster | 1 | 2 | 6 | 1 | 313 | 665 | 1 | 313 | 665 |

RAILROAD NO. 23.

| | | | | | | | | | |
|--------------------------------------|----|-----|-------|---|-----|-------|----|-----|-------|
| Agents | 2 | 183 | \$150 | 5 | 365 | \$243 | 7 | 313 | \$216 |
| Agent, freight | | | | 1 | 365 | 840 | 1 | 365 | 840 |
| Agent and dispatcher | | | | 1 | 365 | 1,200 | 1 | 365 | 1,200 |
| Agents and telegraph operators | | | | 5 | 365 | 419 | 5 | 365 | 449 |
| Baggagemasters | 8 | 43 | 67 | 1 | 308 | 472 | 9 | 73 | 112 |
| Blacksmiths | 3 | 285 | 722 | | | | 3 | 285 | 722 |
| Blacksmiths' helpers | 4 | 217 | 303 | | | | 4 | 217 | 303 |
| Boiler washer | | | | 1 | 358 | 501 | 1 | 358 | 501 |
| Boilermakers | 4 | 71 | 208 | 1 | 308 | 686 | 5 | 118 | 303 |
| Boilermakers' helpers | 5 | 131 | 154 | | | | 5 | 131 | 154 |
| Brakemen, freight | 34 | 108 | 188 | 1 | 316 | 553 | 35 | 113 | 199 |
| Bricklayer | 1 | 2 | 6 | | | | 1 | 2 | 6 |

TABLE V.—AVERAGE TIME AND EARNINGS—Continued.

RAILROAD NO. 23—Concluded.

| Occupation. | Working less than 301 days. | | | Working 301 days and over. | | | Preceding periods combined. | | |
|----------------------------------|-----------------------------|---------------|-------------------|----------------------------|---------------|-------------------|-----------------------------|---------------|-------------------|
| | Number. | Average days. | Average earnings. | Number. | Average days. | Average earnings. | Number. | Average days. | Average earnings. |
| Carpenters | 26 | 168 | \$287 | 5 | 311 | \$563 | 31 | 191 | \$332 |
| Clerks | 4 | 96 | 159 | 5 | 313 | 598 | 9 | 217 | 403 |
| Conductors, freight | 19 | 113 | 272 | 1 | 468 | ..... | 20 | 123 | 282 |
| Conductors, passenger | 2 | 13 | 36 | 2 | 304 | 915 | 4 | 164 | 475 |
| Dispatcher and weighmaster ..... | ..... | ..... | ..... | 1 | 365 | 640 | 1 | 365 | 640 |
| Engineers, freight | 12 | 137 | 397 | 2 | 324 | 956 | 14 | 164 | 477 |
| Engineers, passenger | 1 | 299 | 896 | 1 | 313 | 938 | 2 | 306 | 917 |
| Engineers, stationary | 4 | 1 | 2 | 1 | 321 | 481 | 5 | 65 | 97 |
| Firemen | 6 | 23 | 40 | ..... | ..... | ..... | 6 | 23 | 40 |
| Firemen, freight | 21 | 101 | 177 | ..... | ..... | ..... | 21 | 101 | 177 |
| Firemen, passenger | 3 | 105 | 183 | 1 | 311 | 544 | 4 | 156 | 274 |
| Foremen, carpenters | 1 | 105 | 205 | 1 | 316 | 617 | 2 | 211 | 411 |
| Foremen, track laborers | 3 | 145 | 209 | 15 | 311 | 414 | 18 | 233 | 380 |
| Foreman, work train | 1 | 175 | 305 | ..... | ..... | ..... | 1 | 175 | 305 |
| Hostlers | 3 | 13 | 16 | 3 | 355 | 468 | 6 | 184 | 242 |
| Inspectors, car | 3 | 177 | 204 | ..... | ..... | ..... | 3 | 177 | 204 |
| Laborers | 11 | 100 | 94 | 3 | 331 | 355 | 14 | 149 | 150 |
| Laborers, track | 163 | 77 | 80 | 3 | 305 | 314 | 166 | 81 | 84 |
| Machinists | 5 | 205 | 467 | 5 | 318 | 711 | 10 | 261 | 589 |
| Machinists' helpers | 3 | 262 | 231 | 1 | 307 | 424 | 4 | 273 | 279 |
| Mailcarrier ..... | ..... | ..... | ..... | 1 | 365 | 120 | 1 | 365 | 120 |
| Masons | 11 | 11 | 27 | ..... | ..... | ..... | 11 | 11 | 27 |
| Masons' helpers | 2 | 22 | 31 | ..... | ..... | ..... | 2 | 22 | 31 |
| Master carpenter ..... | ..... | ..... | ..... | 1 | 365 | 1,200 | 1 | 365 | 1,200 |
| Master mechanic ..... | ..... | ..... | ..... | 1 | 365 | 1,200 | 1 | 365 | 1,200 |
| Moulders | 1 | 161 | 323 | 1 | 305 | 823 | 2 | 233 | 573 |
| Moulders' helpers | 1 | 46 | 55 | 1 | 307 | 368 | 2 | 176 | 212 |
| Painters | 1 | 202 | 364 | 1 | 314 | 723 | 2 | 258 | 543 |
| Telegraph operators | 2 | 180 | 190 | 2 | 365 | 433 | 4 | 273 | 311 |
| Warehousemen | 6 | 107 | 142 | ..... | ..... | ..... | 6 | 107 | 142 |
| Watchmen | 7 | 112 | 77 | 7 | 329 | 303 | 14 | 220 | 190 |
| Weighmaster ..... | ..... | ..... | ..... | 1 | 365 | 720 | 1 | 365 | 720 |
| Well digger | 1 | 13 | 22 | ..... | ..... | ..... | 1 | 13 | 22 |
| Wipers | 2 | 187 | 224 | 2 | 325 | 374 | 4 | 256 | 299 |

RAILROAD NO. 24.

| | | | | | | | | | |
|-------------------------------|-------|-------|-------|-------|-------|-------|----|-----|-------|
| Agents | 3 | 77 | \$116 | 1 | 365 | \$580 | 4 | 149 | \$232 |
| Brakemen | 4 | 89 | 89 | ..... | ..... | ..... | 4 | 89 | 89 |
| Carpenters | 3 | 68 | 126 | ..... | ..... | ..... | 3 | 68 | 126 |
| Cleaner | 1 | 76 | 77 | ..... | ..... | ..... | 1 | 76 | 77 |
| Clerk | 1 | 181 | 480 | ..... | ..... | ..... | 1 | 181 | 480 |
| Conductors | 1 | 84 | 178 | 1 | 304 | 750 | 2 | 194 | 464 |
| Engineers | 2 | 87 | 253 | 1 | 409 | 1,186 | 3 | 195 | 564 |
| Engineer, chief | 1 | 273 | 900 | ..... | ..... | ..... | 1 | 273 | 900 |
| Firemen | 2 | 107 | 133 | 1 | 410 | 512 | 3 | 208 | 260 |
| Foreman, machinists ..... | ..... | ..... | ..... | 1 | 314 | 810 | 1 | 314 | 810 |
| Foremen, track laborers | 2 | 31 | 45 | 2 | 335 | 495 | 4 | 183 | 270 |
| Inspector, car ..... | ..... | ..... | ..... | 1 | 345 | 431 | 1 | 345 | 431 |
| Laborers | 34 | 85 | 85 | ..... | ..... | ..... | 34 | 85 | 85 |
| Mule driver | 1 | 61 | 60 | ..... | ..... | ..... | 1 | 61 | 60 |
| Office boys | 3 | 91 | 29 | ..... | ..... | ..... | 3 | 91 | 29 |
| Policeman | 1 | 122 | 220 | ..... | ..... | ..... | 1 | 122 | 220 |
| Porters | 2 | 103 | 102 | ..... | ..... | ..... | 2 | 103 | 102 |
| Pumper ..... | ..... | ..... | ..... | 1 | 316 | 316 | 1 | 216 | 316 |
| Scavenger | 1 | 222 | 101 | ..... | ..... | ..... | 1 | 222 | 101 |
| Watchman | 1 | 4 | 3 | ..... | ..... | ..... | 1 | 4 | 3 |
| Wipers | 5 | 71 | 87 | ..... | ..... | ..... | 5 | 71 | 87 |

TABLE V.—AVERAGE TIME AND EARNINGS—Continued.

RAILROAD NO. 25.

| Occupation. | Working less than 301 days. | | | Working 301 days and over. | | | Preceding periods combined. | | |
|-------------------------------|-----------------------------|----------------|---------------------|----------------------------|----------------|---------------------|-----------------------------|----------------|---------------------|
| | Num-ber. | Aver-age days. | Aver-age earn-ings. | Num-ber. | Aver-age days. | Aver-age earn-ings. | Num-ber. | Aver-age days. | Aver-age earn-ings. |
| Blacksmiths | 2 | 65 | \$94 | ..... | ..... | ..... | 2 | 65 | \$94 |
| Blacksmiths' helpers | 4 | 5 | 4 | ..... | ..... | ..... | 4 | 5 | 4 |
| Brakemen | 4 | 78 | 82 | ..... | ..... | ..... | 4 | 78 | 82 |
| Carpenters | 3 | 79 | 91 | ..... | ..... | ..... | 3 | 79 | 91 |
| Engineers, work train | 2 | 37 | 46 | ..... | ..... | ..... | 2 | 37 | 46 |
| Fireman ..... | ..... | ..... | ..... | 1 | 313 | \$475 | 1 | 313 | 475 |
| Firemen | 2 | 157 | 171 | ..... | ..... | ..... | 2 | 157 | 171 |
| Firemen, work train | 2 | 38 | 21 | ..... | ..... | ..... | 2 | 38 | 21 |
| Foremen, track laborers ..... | ..... | ..... | ..... | 2 | 334 | 392 | 2 | 334 | 392 |
| Laborers | 5 | 16 | 15 | ..... | ..... | ..... | 5 | 16 | 15 |
| Laborers, track | 29 | 73 | 58 | ..... | ..... | ..... | 29 | 73 | 58 |
| Laborers, work train | 7 | 45 | 36 | ..... | ..... | ..... | 7 | 45 | 36 |

RAILROAD NO. 26.

| | | | | | | | | | |
|-----------------------|---|-----|-------|-------|-------|-------|---|-----|-------|
| Engineers | 2 | 188 | \$310 | ..... | ..... | ..... | 2 | 188 | \$310 |
| Firemen | 5 | 54 | 68 | ..... | ..... | ..... | 5 | 54 | 68 |
| Laborers, track | 3 | 163 | 189 | ..... | ..... | ..... | 3 | 163 | 189 |

RAILROAD NO. 27.

| | | | | | | | | | |
|-------------------------------|-------|-------|-------|-------|-------|-------|----|-----|-------|
| Brakeman ..... | ..... | ..... | ..... | 1 | 365 | \$570 | 1 | 365 | \$570 |
| Clerks ..... | ..... | ..... | ..... | 2 | 365 | 450 | 2 | 365 | 450 |
| Conductor ..... | ..... | ..... | ..... | 1 | 365 | 660 | 1 | 365 | 660 |
| Engineer ..... | ..... | ..... | ..... | 1 | 365 | 960 | 1 | 365 | 960 |
| Fireman ..... | ..... | ..... | ..... | 1 | 365 | 630 | 1 | 365 | 630 |
| Foremen, track laborers | 1 | ..... | \$5 | 1 | 365 | 480 | 2 | 185 | 243 |
| Laborer | 1 | 40 | 35 | ..... | ..... | ..... | 1 | 40 | 35 |
| Laborers, track | 20 | 103 | 130 | 1 | 316 | 398 | 21 | 113 | 143 |
| Masons | 3 | 30 | 75 | ..... | ..... | ..... | 3 | 30 | 75 |
| Masons' helper | 1 | 22 | 28 | ..... | ..... | ..... | 1 | 22 | 28 |

RAILROAD NO. 28.

| | | | | | | | | | |
|------------------------------|-------|-------|-------|-------|-------|-------|---|-----|-------|
| Blacksmith | 1 | 255 | \$637 | ..... | ..... | ..... | 1 | 255 | \$637 |
| Blacksmiths' helper | 1 | 268 | 348 | ..... | ..... | ..... | 1 | 268 | 348 |
| Brakemen | 2 | 57 | 86 | 1 | 302 | \$468 | 3 | 139 | 213 |
| Brakeman, tipple | 1 | 299 | 413 | ..... | ..... | ..... | 1 | 299 | 413 |
| Carpenters | 6 | 229 | 392 | ..... | ..... | ..... | 6 | 229 | 392 |
| Coal heavers | 3 | 292 | 413 | 2 | 302 | 415 | 5 | 296 | 414 |
| Conductor ..... | ..... | ..... | ..... | 1 | 393 | 708 | 1 | 393 | 708 |
| Engineers | 2 | 160 | 400 | 1 | 307 | 767 | 3 | 209 | 522 |
| Firemen | 1 | 216 | 353 | 1 | 318 | 518 | 2 | 267 | 436 |
| Hostler ..... | ..... | ..... | ..... | 1 | 310 | 465 | 1 | 310 | 465 |
| Inspector, car ..... | ..... | ..... | ..... | 1 | 324 | 518 | 1 | 324 | 518 |
| Machinist | 1 | 284 | 766 | ..... | ..... | ..... | 1 | 284 | 766 |
| Machinists' apprentice | 1 | 198 | 222 | ..... | ..... | ..... | 1 | 198 | 222 |
| Roadmen | 2 | 192 | 275 | ..... | ..... | ..... | 2 | 192 | 275 |
| Truckman ..... | ..... | ..... | ..... | 1 | 303 | 485 | 1 | 303 | 485 |
| Yardman ..... | ..... | ..... | ..... | 1 | 307 | 644 | 1 | 307 | 644 |

TABLE V.—AVERAGE TIME AND EARNINGS—Continued.

RAILROAD NO. 29.

| Occupation. | Working less than 301 days. | | | Working 301 days and over. | | | Preceding periods combined. | | |
|--------------------------------------|-----------------------------|---------------|-------------------|----------------------------|---------------|-------------------|-----------------------------|---------------|-------------------|
| | Number. | Average days. | Average earnings. | Number. | Average days. | Average earnings. | Number. | Average days. | Average earnings. |
| Agents | 12 | 117 | \$150 | 8 | 335 | \$270 | 20 | 204 | \$198 |
| Agents | (a) | (a) | (a) | (a) | (a) | (a) | 12 | (a) | 83 |
| Agent and dispatcher | | | | 1 | 308 | 659 | 1 | 308 | 659 |
| Baggagemasters | 11 | | 124 | 1 | 312 | 500 | 12 | .97 | 155 |
| Blacksmiths | 2 | 151 | 302 | | | | 2 | 151 | 302 |
| Blacksmiths' helper | | | | 1 | 357 | 450 | 1 | 357 | 450 |
| Brakemen, freight | 6 | 64 | 94 | 1 | 315 | 473 | 7 | 100 | 148 |
| Brakemen, passenger | 16 | 74 | 111 | | | | 16 | 74 | 111 |
| Carpenters | 13 | 110 | 189 | 2 | 307 | 499 | 15 | 136 | 231 |
| Cashier | 1 | 52 | 68 | | | | 1 | 52 | 68 |
| Cleaners, car | 8 | 118 | 65 | | | | 8 | 118 | 65 |
| Clerks | 8 | 111 | 140 | | | | 8 | 111 | 140 |
| Conductors | 6 | 101 | 292 | 2 | 354 | 708 | 8 | 165 | 329 |
| Conductors, freight | 2 | 75 | 167 | | | | 2 | 75 | 167 |
| Conductors, passenger | 3 | 66 | 131 | | | | 3 | 66 | 131 |
| Conductor, work train | 1 | 165 | 311 | | | | 1 | 165 | 311 |
| Conductors, yard | 1 | 2 | 3 | 1 | 372 | 491 | 2 | 187 | 247 |
| Engineer | 1 | 168 | 482 | | | | 1 | 168 | 482 |
| Engineer, assistant | 1 | 240 | 376 | | | | 1 | 240 | 376 |
| Engineer, assistant, and clerk | 1 | 258 | 340 | | | | 1 | 258 | 340 |
| Enginemen | 4 | 157 | 355 | 4 | 344 | 776 | 8 | 251 | 566 |
| Firemen | 10 | 81 | 121 | 3 | 342 | 513 | 13 | 141 | 212 |
| Flagmen | | | | 4 | 359 | 359 | 4 | 359 | 359 |
| Foreman, carpenters | | | | 1 | 328 | 863 | 1 | 328 | 863 |
| Foremen, track laborers | 4 | 92 | 121 | 7 | 361 | 475 | 11 | 263 | 346 |
| Foremen, shop | 2 | 11 | 16 | | | | 2 | 11 | 16 |
| Hostlers | 11 | 64 | 97 | 2 | 371 | 465 | 13 | 112 | 154 |
| Inspectors, car | 4 | 101 | 125 | | | | 4 | 101 | 125 |
| Laborers | 7 | 114 | 143 | | | | 7 | 114 | 143 |
| Laborers, track | 54 | 141 | 155 | 14 | 309 | 340 | 68 | 176 | 193 |
| Laborers, work train | 68 | 44 | 55 | | | | 68 | 44 | 55 |
| Machinists | | | | 2 | 381 | 672 | 2 | 381 | 672 |
| Machinists' apprentice | | | | 1 | 402 | 204 | 1 | 402 | 204 |
| Mail carriers | 1 | 31 | 4 | 1 | 334 | 48 | 2 | 183 | 26 |
| Masons | 3 | 25 | 64 | | | | 3 | 25 | 64 |
| Master mechanic | | | | 1 | 365 | 960 | 1 | 365 | 960 |
| Painter | 1 | 14 | 27 | | | | 1 | 14 | 27 |
| Porters | 5 | 62 | 61 | | | | 5 | 62 | 61 |
| Quarrymen | 8 | 146 | 230 | | | | 8 | 146 | 230 |
| Supervisor, road | | | | 1 | 365 | 720 | 1 | 365 | 720 |
| Telegraph operators | 4 | 100 | 105 | 1 | 355 | 329 | 5 | 151 | 150 |
| Tinner | 1 | 9 | 18 | | | | 1 | 9 | 18 |
| Warehousemen | 2 | 189 | 220 | | | | 2 | 189 | 220 |
| Watchmen | 5 | 73 | 96 | | | | 5 | 73 | 96 |
| Water boy | 1 | 102 | 77 | | | | 1 | 102 | 77 |

RAILROAD NO. 30.

| | | | | | | | | | |
|--------------------------------|----|-----|------|---|-----|-------|----|-----|-------|
| Agents | | | | 2 | 365 | \$540 | 2 | 365 | \$540 |
| Baggagemen | 2 | 183 | \$90 | | | | 2 | 183 | 90 |
| Brakemen | 3 | 107 | 159 | | | | 3 | 107 | 159 |
| Carpenters | 4 | 21 | 43 | | | | 4 | 21 | 43 |
| Conductors | 3 | 115 | 190 | | | | 3 | 115 | 190 |
| Conductor and roadmaster | | | | 1 | 365 | 720 | 1 | 365 | 720 |
| Enginemen | | | | 2 | 365 | 915 | 2 | 365 | 915 |
| Firemen | | | | 2 | 365 | 440 | 2 | 365 | 440 |
| Foremen, track laborers | 3 | 102 | 213 | 1 | 365 | 480 | 4 | 213 | 280 |
| Laborers, track | 36 | 59 | 74 | 3 | 307 | 384 | 39 | 78 | 98 |
| Mail carriers | 1 | 184 | 35 | 2 | 365 | 105 | 3 | 305 | 82 |
| Warehouseman | | | | 1 | 365 | 480 | 1 | 365 | 480 |
| Watchmen | 3 | 95 | 49 | | | | 3 | 95 | 49 |
| Wipers | 1 | 2 | 3 | 1 | 376 | 469 | 2 | 189 | 236 |

α Received commission; hence time, and earnings based on time, cannot be stated.

TABLE V.—AVERAGE TIME AND EARNINGS—Continued.

RAILROAD NO. 31.

| Occupation. | Working less than 301 days. | | | Working 301 days and over. | | | Preceding periods combined. | | |
|--------------------------------------|-----------------------------|----------------|---------------------|----------------------------|----------------|---------------------|-----------------------------|----------------|---------------------|
| | Num-ber. | Aver-age days. | Aver-age earn-ings. | Num-ber. | Aver-age days. | Aver-age earn-ings. | Num-ber. | Aver-age days. | Aver-age earn-ings. |
| Agents..... | 25 | 67 | \$149 | 7 | 359 | \$1,287 | 32 | 131 | \$395 |
| Agents..... | (a) | (a) | (a) | (a) | (a) | (a) | 115 | (a) | 338 |
| Agents, assistant..... | 1 | 151 | 375 | 2 | 365 | 900 | 3 | 294 | 725 |
| Agent, baggage..... | 1 | ..... | ..... | 1 | 365 | 2,400 | 1 | 365 | 2,400 |
| Agents, claim..... | 6 | 91 | 322 | ..... | ..... | ..... | 6 | 91 | 322 |
| Agents, commercial..... | 3 | 204 | 1,083 | 2 | 365 | 2,200 | 5 | 268 | 1,530 |
| Agents, contracting..... | 4 | 142 | 460 | 2 | 365 | 1,500 | 6 | 217 | 807 |
| Agents, freight..... | 4 | 69 | 293 | 5 | 365 | 1,835 | 9 | 234 | 1,150 |
| Agents, loading..... | 16 | 66 | 138 | ..... | ..... | ..... | 16 | 66 | 138 |
| Agents, passenger..... | ..... | ..... | ..... | 2 | 365 | 780 | 2 | 365 | 780 |
| Agent, passenger and ticket..... | 1 | 236 | 771 | ..... | ..... | ..... | 1 | 236 | 771 |
| Agents, special..... | 5 | 156 | 535 | 4 | 350 | 1,451 | 9 | 246 | 942 |
| Agents, ticket..... | 1 | 129 | 429 | 7 | 349 | 983 | 8 | 321 | 896 |
| Agents, ticket..... | (a) | (a) | (a) | (a) | (a) | (a) | 6 | (a) | 248 |
| Agents and telegraph operators..... | 62 | 31 | 46 | ..... | ..... | ..... | 62 | 31 | 46 |
| Agents and telegraph operators..... | (a) | (a) | (a) | (a) | (a) | (a) | 353 | (a) | 300 |
| Baggagemasters..... | 12 | 62 | 63 | 5 | 359 | 407 | 17 | 149 | 164 |
| Baggagemen..... | 119 | 75 | 93 | 41 | 354 | 580 | 160 | 146 | 218 |
| Blacksmiths..... | 89 | 92 | 241 | 16 | 331 | 902 | 105 | 128 | 342 |
| Blacksmiths' apprentices..... | 10 | 122 | 167 | ..... | ..... | ..... | 10 | 122 | 167 |
| Blacksmiths' helpers..... | 141 | 100 | 167 | 23 | 329 | 570 | 164 | 132 | 223 |
| Boilermakers..... | 76 | 96 | 252 | 11 | 358 | 943 | 87 | 129 | 340 |
| Boilermakers' apprentices..... | 12 | 136 | 127 | 1 | 349 | 349 | 13 | 152 | 144 |
| Boilermakers' helpers..... | 82 | 107 | 176 | 17 | 335 | 564 | 99 | 146 | 242 |
| Bolt cutters..... | 2 | 139 | 157 | ..... | ..... | ..... | 2 | 139 | 157 |
| Bookkeepers..... | 1 | 59 | 250 | 1 | 365 | 1,510 | 2 | 212 | 880 |
| Brakemen, freight..... | 1,302 | 56 | 111 | 77 | 373 | 744 | 1,379 | 74 | 147 |
| Brakemen, freight..... | (b) | (b) | (b) | (b) | (b) | (b) | 487 | (b) | 114 |
| Brakemen, passenger..... | 200 | 44 | 75 | 15 | 341 | 563 | 215 | 65 | 110 |
| Brakemen, passenger..... | (b) | (b) | (b) | (b) | (b) | (b) | 4 | (b) | 80 |
| Brakemen, work train..... | 32 | 26 | 52 | ..... | ..... | ..... | 32 | 26 | 52 |
| Brassmoulders..... | 4 | 68 | 153 | 1 | 383 | 860 | 5 | 131 | 294 |
| Brassmoulders' apprentice..... | ..... | ..... | ..... | 1 | 382 | 611 | 1 | 382 | 611 |
| Brassmoulders' helpers..... | 1 | 202 | 324 | 1 | 399 | 743 | 2 | 301 | 533 |
| Bricklayers..... | 13 | 4 | 11 | ..... | ..... | ..... | 13 | 4 | 11 |
| Cabinetmakers..... | 7 | 159 | 412 | 4 | 308 | 840 | 11 | 213 | 567 |
| Callers..... | 65 | 114 | 141 | 6 | 342 | 437 | 71 | 133 | 166 |
| Car tracers..... | 5 | 144 | 430 | 2 | 365 | 885 | 7 | 207 | 560 |
| Carders..... | ..... | ..... | ..... | 2 | 365 | 660 | 2 | 365 | 660 |
| Carpenters..... | 337 | 71 | 162 | 16 | 336 | 806 | 353 | 83 | 191 |
| Carpenters, bridge and building..... | 143 | 109 | 246 | 20 | 315 | 744 | 163 | 134 | 307 |
| Carpenters, car works..... | 57 | 138 | 332 | 22 | 326 | 759 | 79 | 190 | 451 |
| Carpenters' helpers..... | 27 | 71 | 108 | 1 | 315 | 473 | 28 | 80 | 121 |
| Carpenters, locomotive works..... | 21 | 108 | 253 | 3 | 317 | 827 | 24 | 134 | 325 |
| Carpenters, machine shop..... | 9 | 119 | 285 | 7 | 311 | 763 | 16 | 203 | 496 |
| Cashiers..... | 4 | 120 | 301 | 5 | 352 | 1,024 | 9 | 249 | 703 |
| Cashier, assistant..... | ..... | ..... | ..... | 1 | 323 | 914 | 1 | 323 | 914 |
| Chainmen..... | 6 | 9 | 14 | ..... | ..... | ..... | 6 | 9 | 14 |
| Civil engineers..... | 4 | 65 | 244 | 2 | 330 | 1,332 | 6 | 153 | 606 |
| Civil engineers, assistant..... | 5 | 161 | 500 | 1 | 365 | 1,200 | 6 | 195 | 617 |
| Cleaners, car..... | 183 | 100 | 145 | 34 | 349 | 503 | 217 | 139 | 201 |
| Clerks..... | 758 | 114 | 208 | 512 | 357 | 815 | 1,270 | 212 | 453 |
| Clerks and telegraph operators..... | 60 | 71 | 119 | 9 | 355 | 598 | 69 | 108 | 181 |
| Coal handlers..... | 139 | 45 | 57 | 7 | 348 | 443 | 146 | 60 | 75 |
| Coal heavers..... | 136 | 40 | 51 | ..... | ..... | ..... | 136 | 40 | 51 |
| Collectors..... | 6 | 124 | 177 | 1 | 365 | 540 | 7 | 159 | 229 |
| Conductors, freight..... | 253 | 80 | 227 | 48 | 391 | 1,101 | 301 | 130 | 366 |
| Conductors, freight..... | (b) | (b) | (b) | (b) | (b) | (b) | 118 | (b) | 314 |
| Conductors, passenger..... | 93 | 81 | 247 | 37 | 342 | 1,102 | 130 | 156 | 490 |
| Conductors, passenger..... | (b) | (b) | (b) | (b) | (b) | (b) | 4 | (b) | 325 |
| Conductors, work train..... | 12 | 64 | 176 | ..... | ..... | ..... | 12 | 64 | 176 |
| Cooks..... | 22 | 73 | 69 | 1 | 365 | 600 | 23 | 86 | 92 |
| Coopers..... | 1 | 31 | 50 | 1 | 365 | 600 | 2 | 198 | 325 |
| Copyists..... | 2 | 142 | 191 | ..... | ..... | ..... | 2 | 142 | 191 |
| Craneman..... | 1 | 177 | 533 | ..... | ..... | ..... | 1 | 177 | 533 |
| Custodians, depot..... | 5 | 72 | 12 | 7 | 361 | 59 | 12 | 241 | 40 |
| Depotmaster..... | ..... | ..... | ..... | 1 | 356 | 761 | 1 | 356 | 761 |
| Defectives..... | 25 | 100 | 244 | 8 | 357 | 1,019 | 33 | 163 | 432 |
| Dispatchers..... | 24 | 103 | 317 | 6 | 362 | 1,172 | 30 | 155 | 488 |

a Received commission; hence time, and earnings based on time, cannot be stated.

b Paid by the mile; hence time, and earnings based on time, cannot be stated.

TABLE V.—AVERAGE TIME AND EARNINGS—Continued.

RAILROAD NO. 31—Continued.

| Occupation. | Working less than 301 days. | | | Working 301 days and over. | | | Preceding periods combined. | | |
|------------------------------------|-----------------------------|----------------|---------------------|----------------------------|----------------|---------------------|-----------------------------|----------------|---------------------|
| | Num-ber. | Aver-age days. | Aver-age earn-ings. | Num-ber. | Aver-age days. | Aver-age earn-ings. | Num-ber. | Aver-age days. | Aver-age earn-ings. |
| Dispatchers, assistant..... | 7 | 180 | \$581 | 4 | 356 | \$1,166 | 11 | 244 | \$704 |
| Dispatchers, chief..... | 3 | 169 | 533 | 7 | 356 | 1,339 | 10 | 300 | 1,098 |
| Draughtsmen..... | 5 | 168 | 474 | 2 | 365 | 1,313 | 7 | 225 | 716 |
| Drillers..... | 8 | 103 | 134 | 1 | 304 | 531 | 9 | 126 | 178 |
| Engineers..... | 378 | 108 | 383 | 179 | 398 | 1,408 | 557 | 201 | 714 |
| Engineers, assistant..... | 2 | 62 | 87 | ..... | ..... | ..... | 2 | 62 | 87 |
| Engineers, stationary..... | 5 | 145 | 251 | 2 | 364 | 627 | 7 | 210 | 359 |
| Engineer and hostler..... | 1 | 5 | 12 | ..... | ..... | ..... | 1 | 5 | 12 |
| Firemen..... | 802 | 84 | 172 | 113 | 376 | 759 | 915 | 120 | 245 |
| Fireman, stationary..... | ..... | ..... | ..... | 1 | 323 | 565 | 1 | 323 | 565 |
| Foremen..... | 16 | 58 | 114 | 2 | 353 | 640 | 18 | 91 | 137 |
| Foremen, blacksmiths..... | 7 | 123 | 373 | 3 | 348 | 1,232 | 10 | 190 | 630 |
| Foremen, boilermakers..... | 2 | 168 | 618 | 1 | 365 | 1,080 | 3 | 234 | 772 |
| Foreman, brassmoulders..... | ..... | ..... | ..... | 1 | 385 | 1,117 | 1 | 385 | 1,117 |
| Foremen, bridge gang..... | 8 | 72 | 190 | ..... | ..... | ..... | 8 | 72 | 190 |
| Foremen, car repairers..... | 3 | 136 | 481 | 3 | 365 | 1,068 | 6 | 250 | 775 |
| Foremen, carpenters..... | 30 | 133 | 377 | 14 | 338 | 1,017 | 44 | 108 | 580 |
| Foremen, coal heavers..... | 17 | 113 | 145 | 8 | 354 | 503 | 25 | 190 | 259 |
| Foremen, construction gang..... | 4 | 157 | 483 | ..... | ..... | ..... | 4 | 157 | 483 |
| Foremen, enginehouse..... | 4 | 95 | 279 | ..... | ..... | ..... | 4 | 95 | 279 |
| Foremen, extra gang..... | 28 | 104 | 182 | 5 | 353 | 659 | 33 | 142 | 254 |
| Foremen, fence gang..... | 30 | 114 | 181 | 1 | 365 | 575 | 31 | 123 | 194 |
| Foremen, freighthandlers..... | 4 | 62 | 169 | 2 | 336 | 1,103 | 6 | 153 | 480 |
| Foreman, fuel preparers..... | 1 | 33 | 46 | ..... | ..... | ..... | 1 | 33 | 46 |
| Foremen, general..... | 5 | 138 | 562 | 4 | 365 | 1,455 | 9 | 239 | 959 |
| Foreman, ice gang..... | 1 | 99 | 179 | ..... | ..... | ..... | 1 | 99 | 179 |
| Foremen, linemen..... | 9 | 133 | 284 | 2 | 362 | 773 | 11 | 175 | 373 |
| Foremen, locomotive works..... | 7 | 69 | 212 | 2 | 405 | 896 | 9 | 144 | 361 |
| Foreman, machine shop..... | 1 | 120 | 330 | ..... | ..... | ..... | 1 | 120 | 330 |
| Foremen, machinists..... | 32 | 121 | 379 | 6 | 362 | 1,110 | 38 | 159 | 495 |
| Foremen, masons..... | 2 | 140 | 414 | ..... | ..... | ..... | 2 | 140 | 414 |
| Foremen, painters..... | 1 | 245 | 880 | 2 | 316 | 816 | 3 | 293 | 837 |
| Foremen, roundhouse..... | 5 | 80 | 223 | 1 | 306 | 1,250 | 6 | 118 | 394 |
| Foremen, section hands..... | 584 | 95 | 144 | 143 | 355 | 531 | 727 | 146 | 220 |
| Foremen, stock yard..... | 12 | 107 | 235 | 2 | 231 | 840 | 14 | 139 | 322 |
| Foremen, switchmen..... | 63 | 112 | 296 | 12 | 345 | 854 | 75 | 150 | 385 |
| Foremen, tanners..... | ..... | ..... | ..... | 2 | 364 | 1,099 | 2 | 364 | 1,099 |
| Foremen, track laborers..... | 51 | 68 | 114 | 3 | 313 | 568 | 54 | 82 | 140 |
| Foreman, upholsterers..... | ..... | ..... | ..... | 1 | 317 | 1,030 | 1 | 317 | 1,030 |
| Foremen, work train..... | 2 | 44 | 100 | ..... | ..... | ..... | 2 | 44 | 100 |
| Foreman, yard..... | 14 | 120 | 250 | 13 | 334 | 769 | 27 | 223 | 500 |
| Freighthandlers..... | 112 | 81 | 108 | 2 | 326 | 424 | 114 | 86 | 114 |
| Hospital force..... | 15 | 128 | 87 | 11 | 356 | 434 | 26 | 228 | 334 |
| Hostlers..... | 138 | 86 | 190 | 16 | 342 | 768 | 154 | 112 | 260 |
| Hostlers and firemen..... | 3 | 204 | 458 | 4 | 880 | 747 | 7 | 304 | 623 |
| Inspectors..... | 4 | 151 | 304 | 3 | 354 | 931 | 7 | 238 | 573 |
| Inspectors, ballast..... | 4 | 30 | 47 | ..... | ..... | ..... | 4 | 30 | 47 |
| Inspectors, bridge..... | 3 | 201 | 545 | 1 | 302 | 831 | 4 | 226 | 616 |
| Inspectors, car..... | 91 | 91 | 193 | 32 | 359 | 714 | 123 | 161 | 336 |
| Inspectors, engine..... | 1 | 45 | 78 | 1 | 368 | 673 | 2 | 206 | 376 |
| Inspectors, masonry..... | 3 | 57 | 160 | ..... | ..... | ..... | 3 | 57 | 160 |
| Inspectors, pump..... | 2 | 28 | 42 | ..... | ..... | ..... | 2 | 28 | 42 |
| Inspectors, rail..... | 4 | 84 | 275 | ..... | ..... | ..... | 4 | 84 | 275 |
| Inspectors, scale..... | 2 | 26 | 45 | 1 | 335 | 1,173 | 3 | 129 | 421 |
| Inspectors, tie and wood..... | 13 | 121 | 316 | ..... | ..... | ..... | 13 | 121 | 316 |
| Inspector, track..... | 1 | 23 | 55 | ..... | ..... | ..... | 1 | 23 | 55 |
| Janitors..... | 7 | 102 | 67 | 5 | 356 | 165 | 12 | 208 | 108 |
| Laborers, bridge and building..... | 562 | 34 | 51 | 1 | 306 | 533 | 563 | 34 | 52 |
| Laborers, car works..... | 35 | 72 | 108 | 1 | 310 | 449 | 36 | 78 | 118 |
| Laborers, coal dump..... | 200 | 38 | 48 | 5 | 338 | 405 | 205 | 45 | 57 |
| Laborers, construction gang..... | 143 | 45 | 65 | ..... | ..... | ..... | 143 | 45 | 65 |
| Laborers, extra gang..... | 45 | 54 | 72 | ..... | ..... | ..... | 45 | 54 | 72 |
| Laborers, fence..... | 282 | 36 | 47 | ..... | ..... | ..... | 282 | 36 | 47 |
| Laborers, fuel..... | 459 | 26 | 33 | 2 | 363 | 468 | 461 | 28 | 35 |
| Laborers, ice gang..... | 8 | 67 | 101 | ..... | ..... | ..... | 8 | 67 | 101 |
| Laborers, machine shop..... | 7 | 52 | 73 | ..... | ..... | ..... | 7 | 52 | 73 |
| Laborers, shop..... | 639 | 54 | 78 | 26 | 354 | 508 | 665 | 65 | 95 |
| Laborers, track..... | 8,488 | 52 | 61 | 157 | 327 | 368 | 8,645 | 57 | 66 |
| Laborers, warehouse..... | 81 | 79 | 113 | 5 | 327 | 464 | 86 | 94 | 133 |
| Laborers, work train..... | 161 | 36 | 50 | ..... | ..... | ..... | 161 | 36 | 50 |
| Laborers, yard..... | 140 | 53 | 70 | 3 | 327 | 387 | 143 | 58 | 76 |
| Laborers and firemen..... | 2 | 124 | 231 | ..... | ..... | ..... | 2 | 124 | 231 |

TABLE V.—AVERAGE TIME AND EARNINGS—Continued.

RAILROAD NO. 31—Concluded.

| Occupation. | Working less than 301 days. | | | Working 301 days and over. | | | Preceding periods combined. | | |
|---|-----------------------------|---------------|-------------------|----------------------------|---------------|-------------------|-----------------------------|---------------|-------------------|
| | Num-ber. | Average days. | Average earnings. | Num-ber. | Average days. | Average earnings. | Num-ber. | Average days. | Average earnings. |
| Lamp lighters..... | 46 | 98 | \$27 | 13 | 342 | \$84 | 59 | 152 | \$40 |
| Lamp tenders..... | 43 | 103 | 48 | 5 | 353 | 142 | 48 | 129 | 58 |
| Levelmen..... | 10 | 85 | 212 | ..... | ..... | ..... | 10 | 85 | 212 |
| Levermen..... | 4 | 71 | 83 | 5 | 359 | 495 | 9 | 231 | 312 |
| Linemen..... | 283 | 52 | 67 | 7 | 347 | 720 | 290 | 60 | 83 |
| Loaders, car..... | 7 | 70 | 109 | 1 | 316 | 490 | 8 | 101 | 156 |
| Machinists..... | 424 | 79 | 211 | 60 | 351 | 956 | 484 | 113 | 304 |
| Machinists' apprentices..... | 24 | 153 | 210 | 7 | 331 | 469 | 31 | 193 | 268 |
| Machinists' helpers..... | 132 | 90 | 145 | 15 | 338 | 602 | 147 | 116 | 192 |
| Mail carriers..... | 24 | 119 | 32 | 11 | 357 | 208 | 35 | 194 | 87 |
| Masons..... | 17 | 35 | 89 | ..... | ..... | ..... | 17 | 35 | 89 |
| Masons' helpers..... | 9 | 21 | 37 | ..... | ..... | ..... | 9 | 21 | 37 |
| Master mechanics, assistant..... | 2 | 183 | 900 | 2 | 350 | 1,875 | 4 | 266 | 1,388 |
| Messengers..... | 136 | 107 | 56 | 24 | 355 | 234 | 160 | 144 | 83 |
| Messengers and telegraph operators..... | 7 | 68 | 18 | ..... | ..... | ..... | 7 | 68 | 18 |
| Office boys..... | 4 | 130 | 57 | 1 | 365 | 242 | 5 | 177 | 94 |
| Oilers..... | 11 | 94 | 168 | 6 | 348 | 633 | 17 | 184 | 332 |
| Oilhouseman..... | 1 | 154 | 228 | ..... | ..... | ..... | 1 | 154 | 228 |
| Painters..... | 53 | 127 | 312 | 7 | 322 | 760 | 60 | 150 | 364 |
| Painters' helpers..... | 40 | 82 | 126 | 6 | 330 | 494 | 46 | 115 | 174 |
| Patternmakers..... | 3 | 55 | 147 | 3 | 318 | 878 | 6 | 186 | 512 |
| Paymaster, assistant..... | ..... | ..... | ..... | 1 | 365 | 1,500 | 1 | 365 | 1,500 |
| Pilots, passenger..... | 4 | 26 | 57 | 1 | 327 | 700 | 5 | 86 | 185 |
| Plasterer..... | 1 | 60 | 150 | ..... | ..... | ..... | 1 | 60 | 150 |
| Policemen..... | 8 | 92 | 151 | 7 | 364 | 599 | 15 | 219 | 360 |
| Porters..... | 156 | 73 | 79 | 40 | 352 | 391 | 196 | 130 | 143 |
| Porters, station..... | 14 | 136 | 123 | 7 | 354 | 407 | 21 | 209 | 219 |
| Pumpers..... | 167 | 87 | 93 | 55 | 356 | 398 | 222 | 154 | 168 |
| Repairers, line..... | 23 | 32 | 65 | 1 | 352 | 811 | 24 | 45 | 96 |
| Repairers, pump..... | ..... | ..... | ..... | 4 | 328 | 874 | 4 | 328 | 874 |
| Repairers, truck..... | 260 | 98 | 179 | 44 | 343 | 648 | 304 | 134 | 247 |
| Roadmasters..... | 10 | 111 | 376 | 2 | 365 | 1,320 | 12 | 153 | 533 |
| Roadmasters, assistant..... | 5 | 63 | 62 | ..... | ..... | ..... | 5 | 60 | 52 |
| Roadmasters, division..... | 11 | 120 | 490 | 9 | 365 | 1,304 | 20 | 230 | 857 |
| Rodmen..... | 15 | 63 | 101 | 2 | 340 | 685 | 17 | 95 | 169 |
| Sandmen..... | 2 | 77 | 100 | ..... | ..... | ..... | 2 | 77 | 100 |
| Sealers..... | 32 | 97 | 131 | 5 | 347 | 546 | 37 | 131 | 187 |
| Silverplaters..... | 3 | 69 | 222 | 1 | 310 | 869 | 4 | 151 | 383 |
| Spikers..... | 8 | 68 | 126 | ..... | ..... | ..... | 8 | 68 | 126 |
| Stenographers..... | 50 | 113 | 245 | 29 | 360 | 899 | 79 | 204 | 485 |
| Stonemasons..... | 3 | 5 | 13 | ..... | ..... | ..... | 3 | 5 | 13 |
| Storekeepers..... | 5 | 74 | 83 | 3 | 345 | 802 | 8 | 176 | 353 |
| Storekeepers, assistant..... | 4 | 69 | 132 | 3 | 345 | 739 | 7 | 187 | 392 |
| Strappers..... | 3 | 35 | 61 | ..... | ..... | ..... | 3 | 35 | 61 |
| Sweepers..... | 3 | 48 | 69 | ..... | ..... | ..... | 3 | 48 | 69 |
| Switchmen..... | 1,001 | 53 | 128 | 37 | 339 | 755 | 1,038 | 64 | 151 |
| Switch tenders..... | 16 | 77 | 124 | 10 | 350 | 532 | 26 | 182 | 281 |
| Telegraph operators..... | 1,008 | 55 | 91 | 57 | 350 | 624 | 1,065 | 71 | 119 |
| Tinners..... | 29 | 113 | 284 | 6 | 339 | 897 | 35 | 152 | 389 |
| Tinners' helpers..... | 11 | 104 | 154 | 1 | 339 | 423 | 12 | 123 | 177 |
| Trainmasters..... | 3 | 111 | 500 | ..... | ..... | ..... | 3 | 111 | 500 |
| Train starters..... | 2 | 31 | 98 | ..... | ..... | ..... | 2 | 31 | 98 |
| Transitmen..... | 3 | 106 | 312 | ..... | ..... | ..... | 3 | 106 | 312 |
| Truckmen..... | 30 | 106 | 157 | 2 | 362 | 522 | 32 | 122 | 180 |
| Upholsterers..... | 7 | 117 | 286 | 1 | 312 | 781 | 8 | 141 | 348 |
| Upholsterers' helpers..... | 2 | 130 | 189 | ..... | ..... | ..... | 2 | 130 | 189 |
| Warehouse stowers..... | 6 | 96 | 139 | ..... | ..... | ..... | 10 | 185 | 285 |
| Warehousemen..... | 7 | 55 | 72 | 3 | 319 | 494 | 10 | 140 | 177 |
| Watchmen..... | 138 | 86 | 107 | 57 | 348 | 424 | 195 | 163 | 199 |
| Watchmen, crossing..... | 18 | 73 | 86 | 3 | 350 | 470 | 21 | 113 | 141 |
| Watchmen, engine..... | 2 | 42 | 64 | ..... | ..... | ..... | 2 | 42 | 64 |
| Watchmen, track..... | ..... | ..... | ..... | 5 | 364 | 300 | 5 | 364 | 360 |
| Watchman, work train..... | 1 | 11 | 15 | ..... | ..... | ..... | 1 | 11 | 15 |
| Water boys..... | 6 | 36 | 38 | ..... | ..... | ..... | 6 | 36 | 38 |
| Weighmasters..... | 4 | 50 | 78 | 1 | 334 | 550 | 5 | 107 | 172 |
| Wipers..... | 572 | 75 | 104 | 42 | 344 | 491 | 614 | 94 | 131 |
| Wreckers..... | 2 | 183 | 494 | ..... | ..... | ..... | 2 | 183 | 494 |
| Yardmasters..... | 45 | 79 | 214 | 9 | 343 | 1,025 | 54 | 123 | 349 |
| Yardmasters, assistant..... | 15 | 123 | 373 | 8 | 348 | 1,070 | 23 | 202 | 615 |
| Yardmasters, general..... | 3 | 142 | 600 | ..... | ..... | ..... | 3 | 142 | 600 |
| Yardmen..... | 46 | 31 | 43 | 1 | 351 | 462 | 47 | 39 | 52 |

TABLE V.—AVERAGE TIME AND EARNINGS—Continued.

RAILROAD NO. 32.

| Occupation. | Working less than 301 days. | | | Working 301 days and over. | | | Preceding periods combined. | | |
|-------------------------------|-----------------------------|-----------------|---------------------|----------------------------|----------------|---------------------|-----------------------------|----------------|---------------------|
| | Num-ber. | Aver-age days.] | Aver-age earn-ings. | Num-ber. | Aver-age days. | Aver-age earn-ings. | Num-ber. | Aver-age days. | Aver-age earn-ings. |
| Brakemen | 2 | 160 | \$240 | 1 | 320 | \$480 | 3 | 213 | \$320 |
| Conductor | | | | 1 | 365 | 1,200 | 1 | 365 | 1,200 |
| Engineer | | | | 1 | 332 | 1,078 | 1 | 332 | 1,078 |
| Fireman | | | | 1 | 332 | 581 | 1 | 332 | 581 |
| Foremen, track laborers | 1 | 278 | 361 | 3 | 309 | 433 | 4 | 301 | 415 |
| Laborers, track | 59 | 80 | 88 | | | | 59 | 80 | 88 |
| Trackmaster | 1 | 299 | 493 | | | | 1 | 299 | 493 |
| Watchman and repairer | | | | 1 | 324 | 649 | 1 | 324 | 649 |

RAILROAD NO. 33.

| | | | | | | | | | |
|---|-----|-----|-------|----|-----|-------|-----|-----|-------|
| Agents | 9 | 141 | \$144 | 24 | 360 | \$389 | 33 | 300 | \$322 |
| Agent, freight | 1 | 50 | 81 | | | | 1 | 50 | 81 |
| Agents, ticket | 2 | 183 | 158 | 1 | 365 | 420 | 3 | 243 | 245 |
| Baggagemen | 11 | 114 | 197 | 3 | 313 | 120 | 14 | 157 | 181 |
| Blacksmith | | | | 1 | 302 | 708 | 1 | 302 | 708 |
| Brakemen, freight | 24 | 65 | 114 | | | | 24 | 65 | 114 |
| Brakemen, passenger | 24 | 52 | 75 | | | | 24 | 52 | 75 |
| Carpenters | 12 | 153 | 313 | | | | 12 | 153 | 313 |
| Cashier | | | | 1 | 365 | 1,320 | 1 | 365 | 1,320 |
| Cleaners, car | 3 | 82 | 99 | 3 | 319 | 333 | 6 | 201 | 241 |
| Clerks | 3 | 132 | 158 | 4 | 365 | 735 | 7 | 265 | 488 |
| Clerks and telegraph operators | 2 | 126 | 203 | 1 | 365 | 720 | 3 | 205 | 376 |
| Conductors, freight and passenger | 2 | 213 | 633 | | | | 2 | 213 | 633 |
| Conductors, passenger | 4 | 8 | 22 | 5 | 327 | 947 | 9 | 185 | 536 |
| Engineer, freight | 1 | 241 | 781 | | | | 1 | 241 | 781 |
| Engineers, freight and passenger | 1 | 162 | 486 | 1 | 350 | 1,063 | 2 | 256 | 774 |
| Engineers | | | | | | | | | |
| Engineers, passenger | 5 | 83 | 249 | 3 | 330 | 965 | 8 | 176 | 518 |
| Firemen, freight | 3 | 112 | 231 | 1 | 316 | 604 | 4 | 163 | 324 |
| Firemen, freight and passenger | 2 | 89 | 76 | | | | 2 | 89 | 76 |
| Firemen, passenger | 12 | 26 | 48 | 3 | 341 | 595 | 15 | 89 | 157 |
| Flagmen | 2 | 29 | 35 | 1 | 365 | 420 | 3 | 141 | 163 |
| Foremen, track laborers | 5 | 209 | 338 | 3 | 313 | 501 | 8 | 248 | 399 |
| Freighthandlers | 2 | 47 | 79 | 1 | 310 | 527 | 3 | 134 | 228 |
| Inspector, car | | | | 1 | 308 | 606 | 1 | 308 | 606 |
| Laborers | 4 | 102 | 122 | 1 | 313 | 376 | 5 | 144 | 173 |
| Laborers, track | 115 | 77 | 91 | 2 | 322 | 380 | 117 | 81 | 96 |
| Machinists | 5 | 87 | 213 | 2 | 311 | 886 | 7 | 151 | 405 |
| Machinists' apprentice | | | | 1 | 311 | 232 | 1 | 311 | 232 |
| Mail carrier | | | | 1 | 319 | 158 | 1 | 319 | 158 |
| Painters | 10 | 153 | 318 | | | | 10 | 153 | 318 |
| Roadmaster | 1 | 227 | 732 | | | | 1 | 227 | 732 |
| Tinner | 1 | 281 | 422 | | | | 1 | 281 | 422 |
| Watchmen | 16 | 76 | 94 | 3 | 334 | 436 | 19 | 116 | 148 |

RAILROAD NO. 34.

| | | | | | | | | | |
|--------------------------------------|-----|-----|-------|-----|-----|---------|-----|-----|---------|
| Accountants, car | 1 | 59 | \$258 | 1 | 306 | \$2,000 | 2 | 183 | \$1,129 |
| Agents | 32 | 138 | 258 | 193 | 363 | 629 | 225 | 331 | 576 |
| Agents, advertising | 4 | 121 | 68 | 10 | 365 | 463 | 14 | 295 | 350 |
| Agents, assistant | 14 | 125 | 161 | 10 | 363 | 594 | 24 | 224 | 341 |
| Agents, freight | 10 | 141 | 424 | 20 | 364 | 1,139 | 30 | 290 | 901 |
| Agents, ticket | 34 | 171 | 408 | 51 | 361 | 721 | 85 | 285 | 536 |
| Agents and telegraph operators | 9 | 171 | 255 | 49 | 364 | 571 | 58 | 334 | 522 |
| Apprentices | 2 | 165 | 221 | | | | 2 | 165 | 221 |
| Ashpanmaker | | | | 1 | 302 | 559 | 1 | 302 | 559 |
| Ashpit men | 10 | 64 | 74 | 9 | 391 | 407 | 19 | 219 | 232 |
| Attendants, waiting room | 1 | 258 | 255 | 4 | 352 | 282 | 5 | 333 | 277 |
| Axle lathemen | | | | 4 | 309 | 547 | 4 | 309 | 547 |
| Baggagemasters | 8 | 108 | 123 | 43 | 362 | 475 | 51 | 323 | 421 |
| Baggagemen | 127 | 136 | 196 | 196 | 366 | 538 | 323 | 275 | 404 |
| Batterymen | 1 | 247 | 823 | 2 | 353 | 652 | 3 | 317 | 542 |

TABLE V.—AVERAGE TIME AND EARNINGS—Continued.

RAILROAD NO. 34—Continued.

| Occupation. | Working less than 301 days. | | | Working 301 days and over. | | | Preceding periods combined. | | |
|--------------------------------|-----------------------------|----------------|---------------------|----------------------------|----------------|---------------------|-----------------------------|----------------|---------------------|
| | Num-ber. | Aver-age days. | Aver-age earn-ings. | Num-ber. | Aver-age days. | Aver-age earn-ings. | Num-ber. | Aver-age days. | Aver-age earn-ings. |
| Billposters | | | | 2 | 365 | \$840 | 2 | 365 | \$840 |
| Blacksmiths | 109 | 184 | \$384 | 77 | 316 | 684 | 186 | 239 | 508 |
| Blacksmiths' helpers | 183 | 151 | 214 | 62 | 317 | 446 | 251 | 196 | 277 |
| Boiler washers | 11 | 110 | 150 | 10 | 363 | 528 | 21 | 231 | 330 |
| Boilermakers | 42 | 232 | 531 | 39 | 340 | 753 | 81 | 284 | 638 |
| Boilermakers' apprentice | 1 | 111 | 125 | | | | 1 | 111 | 125 |
| Boilermakers' helpers | 46 | 144 | 190 | 17 | 334 | 452 | 63 | 196 | 261 |
| Bolt changers | 1 | 119 | 119 | 5 | 352 | 352 | 6 | 314 | 314 |
| Bolt cutters | 40 | 125 | 137 | 5 | 313 | 328 | 45 | 145 | 158 |
| Bolters | | | | 2 | 303 | 409 | 2 | 303 | 409 |
| Boltmakers | 6 | 151 | 289 | 6 | 309 | 575 | 12 | 230 | 432 |
| Brakemen | 192 | 119 | 191 | 109 | 362 | 579 | 301 | 207 | 332 |
| Brakemen, avenue | 3 | 83 | 123 | 10 | 355 | 548 | 13 | 292 | 450 |
| Brakemen, freight | 783 | 141 | 270 | 255 | 326 | 617 | 1,038 | 187 | 355 |
| Brakemen, freight yard | 22 | 124 | 197 | 13 | 358 | 585 | 85 | 209 | 341 |
| Brakemen, head | 47 | 114 | 212 | 37 | 352 | 659 | 84 | 219 | 409 |
| Brakemen, work train | 30 | 119 | 168 | 12 | 365 | 492 | 42 | 189 | 261 |
| Brakemen, yard | 403 | 83 | 135 | 100 | 353 | 606 | 503 | 137 | 231 |
| Branchmen | 3 | 31 | 44 | | | | 3 | 31 | 44 |
| Brassmoulders | 7 | 138 | 242 | 2 | 328 | 577 | 9 | 180 | 316 |
| Bridge tenders | 9 | 157 | 192 | 15 | 364 | 492 | 24 | 285 | 380 |
| Bridgemen | 54 | 100 | 197 | 2 | 366 | 454 | 56 | 110 | 207 |
| Cab builders | 1 | 287 | 660 | 2 | 311 | 684 | 2 | 303 | 676 |
| Cabinetmakers | 9 | 276 | 614 | 6 | 308 | 662 | 15 | 287 | 633 |
| Cabinmen | 8 | 179 | 248 | 30 | 363 | 509 | 38 | 324 | 454 |
| Callers | 18 | 116 | 150 | 14 | 398 | 455 | 32 | 240 | 283 |
| Captains of watch | 7 | 73 | 129 | 2 | 391 | 776 | 9 | 144 | 273 |
| Car checkers | 6 | 156 | 214 | 5 | 363 | 510 | 11 | 250 | 349 |
| Car markers | | | | 2 | 361 | 593 | 2 | 361 | 593 |
| Car recorders | 7 | 84 | 131 | 10 | 364 | 551 | 17 | 249 | 378 |
| Car reporters | 1 | 83 | 139 | 13 | 365 | 600 | 14 | 345 | 567 |
| Carpenters | 395 | 154 | 281 | 202 | 339 | 641 | 597 | 217 | 403 |
| Carpenters, car works | 78 | 210 | 408 | 23 | 308 | 623 | 101 | 232 | 457 |
| Carpenters' helpers | 5 | 197 | 273 | 2 | 306 | 436 | 7 | 228 | 320 |
| Cashiers | 1 | 18 | 58 | 13 | 364 | 1,376 | 14 | 359 | 1,281 |
| Cashiers, assistant | | | | 2 | 365 | 840 | 2 | 365 | 840 |
| Caulkers | 1 | 268 | 482 | 1 | 303 | 575 | 2 | 285 | 528 |
| Chainmen | 1 | 61 | 80 | 2 | 350 | 460 | 3 | 253 | 333 |
| Chalkers | 1 | 31 | 50 | 1 | 365 | 600 | 2 | 198 | 325 |
| Checkers | 26 | 122 | 192 | 22 | 363 | 625 | 48 | 232 | 391 |
| Civil engineers, assistant | 3 | 89 | 328 | 4 | 357 | 1,195 | 7 | 242 | 823 |
| Cleaners | 25 | 107 | 114 | 15 | 361 | 377 | 40 | 202 | 212 |
| Cleaners, car | 74 | 112 | 133 | 29 | 369 | 419 | 103 | 184 | 214 |
| Cleaners, office | 2 | 183 | 120 | 1 | 365 | 120 | 3 | 243 | 120 |
| Cleaners, shop | 3 | 84 | 106 | 6 | 365 | 368 | 9 | 271 | 281 |
| Cleaners, station | 1 | 120 | 90 | 1 | 365 | 274 | 2 | 243 | 182 |
| Cleaners, waiting room | 2 | 40 | 40 | 9 | 362 | 202 | 11 | 304 | 173 |
| Clerks | 487 | 115 | 181 | 506 | 361 | 700 | 993 | 240 | 445 |
| Clerks and telegraph operators | 1 | 59 | 100 | 4 | 357 | 632 | 5 | 298 | 526 |
| Coalers | 2 | 234 | 315 | 3 | 393 | 526 | 5 | 329 | 442 |
| Coal handlers | 26 | 88 | 111 | 5 | 352 | 503 | 31 | 135 | 174 |
| Conductors | 18 | 78 | 161 | 16 | 352 | 722 | 34 | 207 | 425 |
| Conductors, freight | 231 | 178 | 486 | 144 | 332 | 902 | 375 | 237 | 646 |
| Conductors, passenger | 62 | 148 | 410 | 123 | 365 | 1,454 | 185 | 293 | 831 |
| Conductors, work train | 12 | 109 | 236 | 20 | 362 | 754 | 82 | 267 | 559 |
| Conductors, yard | 73 | 120 | 238 | 71 | 353 | 701 | 144 | 295 | 466 |
| Coopers | 10 | 142 | 215 | 13 | 371 | 583 | 23 | 271 | 423 |
| Coppersmiths | 1 | 131 | 294 | 6 | 326 | 740 | 7 | 298 | 676 |
| Coppersmiths' helpers | 2 | 133 | 173 | 2 | 338 | 448 | 4 | 236 | 309 |
| Coremakers | 5 | 228 | 314 | 3 | 315 | 447 | 8 | 261 | 364 |
| Couplers | 2 | 205 | 285 | 6 | 361 | 581 | 8 | 322 | 507 |
| Cranemen | | | | 3 | 347 | 912 | 3 | 347 | 912 |
| Crossing tenders | | | | 3 | 362 | 409 | 3 | 362 | 409 |
| Deliverymen | 4 | 109 | 142 | 7 | 358 | 473 | 11 | 268 | 353 |
| Depotmasters | | | | 11 | 365 | 1,009 | 11 | 365 | 1,009 |
| Dispatchers | 18 | 136 | 300 | 31 | 359 | 902 | 49 | 277 | 681 |
| Dispatchers, assistant | 6 | 183 | 495 | 3 | 344 | 697 | 9 | 286 | 562 |
| Doormen | 11 | 115 | 170 | 30 | 359 | 513 | 50 | 305 | 438 |
| Dopers | 3 | 157 | 188 | 5 | 355 | 502 | 8 | 281 | 384 |
| Draughtsmen | 3 | 218 | 629 | 7 | 347 | 1,079 | 10 | 308 | 944 |
| Drillers | 25 | 157 | 230 | 6 | 327 | 496 | 31 | 190 | 281 |

TABLE V.—AVERAGE TIME AND EARNINGS—Continued.

RAILROAD NO. 34—Continued.

| Occupation. | Working less than 301 days. | | | Working 301 days and over. | | | Preceding periods combined. | | |
|---------------------------------|-----------------------------|----------------|---------------------|----------------------------|----------------|---------------------|-----------------------------|----------------|---------------------|
| | Num-ber. | Aver-age days. | Aver-age earn-ings. | Num-ber. | Aver-age days. | Aver-age earn-ings. | Num-ber. | Aver-age days. | Aver-age earn-ings. |
| Drivers | 4 | 90 | \$126 | 10 | 353 | \$533 | 14 | 277 | \$417 |
| Dummy boys | 12 | 103 | 85 | 5 | 347 | 285 | 17 | 175 | 144 |
| Dumpmen | 9 | 160 | 218 | 8 | 407 | 516 | 17 | 276 | 358 |
| Electric light engineers | | | | 2 | 365 | 900 | 2 | 365 | 900 |
| Electricians | 1 | 61 | 190 | 1 | 365 | 1,000 | 2 | 213 | 595 |
| Engineers | 72 | 159 | 480 | 228 | 352 | 1,176 | 300 | 306 | 1,009 |
| Engineers | (a) | (a) | (a) | (a) | (a) | (a) | 477 | (a) | 1,096 |
| Engineers, bridge | 2 | 173 | 437 | 9 | 361 | 1,026 | 11 | 327 | 919 |
| Engineers, dummy | 1 | 20 | 42 | 10 | 364 | 866 | 11 | 332 | 791 |
| Engineers, freight | 2 | 122 | 195 | 2 | 390 | 1,181 | 4 | 256 | 688 |
| Engineers, freight | (a) | (a) | (a) | (a) | (a) | (a) | 71 | (a) | 1,082 |
| Engineers, hoisting | 1 | 217 | 433 | 1 | 366 | 549 | 2 | 291 | 491 |
| Engineer, passenger | | | | 1 | 414 | 1,440 | 1 | 414 | 1,449 |
| Engineers, passenger | (a) | (a) | (a) | (a) | (a) | (a) | 39 | (a) | 1,673 |
| Engineer, pumping | | | | 1 | 365 | 480 | 1 | 365 | 480 |
| Engineers, shop | 1 | 239 | 359 | 9 | 388 | 809 | 10 | 373 | 764 |
| Engineers, stationary | 2 | 183 | 270 | 16 | 363 | 723 | 18 | 343 | 672 |
| Engineers, steam shovel | | | | 3 | 353 | 1,331 | 3 | 353 | 1,331 |
| Engineers, switching | 6 | 140 | 391 | 30 | 358 | 1,182 | 36 | 322 | 1,050 |
| Engineers, switching | (a) | (a) | (a) | (a) | (a) | (a) | 13 | (a) | 1,097 |
| Examiners | 68 | 134 | 210 | 24 | 359 | 548 | 92 | 193 | 298 |
| Fence builders | 3 | 62 | 84 | | | | 3 | 62 | 84 |
| Fenders, machine shop | 4 | 170 | 268 | 3 | 340 | 569 | 7 | 243 | 397 |
| Firemen | 148 | 114 | 193 | 202 | 355 | 613 | 350 | 253 | 435 |
| Firemen | (a) | (a) | (a) | (a) | (a) | (a) | 661 | (a) | 434 |
| Firemen, dummy | | | | 6 | 359 | 590 | 6 | 359 | 590 |
| Firemen, freight | 22 | 86 | 150 | 27 | 357 | 621 | 49 | 235 | 409 |
| Firemen, freight | (a) | (a) | (a) | (a) | (a) | (a) | 115 | (a) | 522 |
| Firemen, passenger | (a) | (a) | (a) | (a) | (a) | (a) | 46 | (a) | 710 |
| Firemen, shop | 1 | 253 | 342 | 3 | 414 | 662 | 4 | 374 | 582 |
| Firemen, stationary | 2 | 76 | 122 | 1 | 365 | 324 | 3 | 172 | 190 |
| Flagmen | 138 | 112 | 116 | 178 | 358 | 363 | 316 | 250 | 255 |
| Flagmen, crossing | 5 | 168 | 166 | 14 | 362 | 403 | 19 | 311 | 341 |
| Flangers | 1 | 299 | 942 | 1 | 313 | 720 | 2 | 306 | 831 |
| Float captains | 8 | 144 | 213 | 1 | 373 | 552 | 9 | 169 | 250 |
| Float tenders | 2 | 175 | 258 | 2 | 373 | 591 | 4 | 274 | 425 |
| Floormen | | | | 4 | 362 | 620 | 4 | 362 | 620 |
| Flue caulkers | 5 | 188 | 282 | 16 | 367 | 602 | 21 | 324 | 571 |
| Flue cleaners | 5 | 151 | 206 | 4 | 389 | 460 | 9 | 256 | 319 |
| Flue cutters | 1 | 290 | 457 | 2 | 310 | 491 | 3 | 303 | 480 |
| Flue punchers | 3 | 73 | 91 | | | | 3 | 73 | 91 |
| Flue setters | 6 | 149 | 255 | 10 | 327 | 608 | 10 | 260 | 475 |
| Flue testers | | | | 1 | 302 | 453 | 1 | 302 | 453 |
| Flue welders | 5 | 245 | 470 | | | | 5 | 245 | 470 |
| Foremen | 19 | 132 | 273 | 43 | 362 | 802 | 62 | 303 | 665 |
| Foremen, assistant | | | | 2 | 359 | 770 | 2 | 359 | 770 |
| Foremen, blacksmiths | | | | 3 | 365 | 1,060 | 3 | 365 | 1,060 |
| Foremen, boiler-makers | | | | 1 | 365 | 1,200 | 1 | 365 | 1,200 |
| Foremen, bridge gang | 1 | 212 | 635 | 2 | 337 | 838 | 3 | 295 | 803 |
| Foremen, cabinet-makers | 1 | 181 | 570 | | | | 1 | 181 | 570 |
| Foremen, car works | 3 | 115 | 370 | 14 | 363 | 939 | 17 | 319 | 838 |
| Foremen, carpenters | 1 | 170 | 595 | 12 | 413 | 1,037 | 13 | 894 | 1,003 |
| Foremen, coal heavers | 2 | 33 | 46 | | | | 2 | 33 | 46 |
| Foreman, elevator hands | | | | 1 | 365 | 1,000 | 1 | 365 | 1,000 |
| Foreman, enginehouse | | | | 1 | 327 | 573 | 1 | 327 | 573 |
| Foremen, fence gang | 3 | 208 | 309 | 6 | 331 | 590 | 9 | 290 | 497 |
| Foremen, freight handlers | 6 | 99 | 178 | 30 | 362 | 855 | 36 | 318 | 742 |
| Foremen, inspectors | 1 | 275 | 540 | 1 | 351 | 627 | 2 | 313 | 583 |
| Foremen, laborers | 4 | 210 | 338 | 2 | 365 | 540 | 6 | 262 | 404 |
| Foremen, machine shop | 2 | 183 | 600 | 21 | 364 | 1,040 | 23 | 348 | 1,002 |
| Foremen, masons | 1 | 220 | 768 | 4 | 350 | 888 | 5 | 331 | 864 |
| Foremen, painters | 1 | 287 | 718 | 4 | 382 | 944 | 5 | 363 | 890 |
| Foremen, pavers | | | | 5 | 394 | 778 | 5 | 394 | 778 |
| Foremen, porters | | | | 2 | 363 | 656 | 2 | 363 | 656 |
| Foremen, stone quarry | 1 | 277 | 443 | 1 | 365 | 540 | 2 | 321 | 492 |
| Foremen, switchmen | 2 | 160 | 376 | 6 | 365 | 859 | 8 | 314 | 738 |
| Foreman, tallymen | | | | 1 | 365 | 1,100 | 1 | 365 | 1,100 |

α Paid by the day and mile; hence time, and earnings based on time, cannot be stated.

TABLE V.—AVERAGE TIME AND EARNINGS—Continued.

RAILROAD NO. 34—Continued.

| Occupation. | Working less than 301 days. | | | Working 301 days and over. | | | Preceding periods combined. | | |
|-----------------------------------|-----------------------------|----------------|---------------------|----------------------------|----------------|---------------------|-----------------------------|----------------|---------------------|
| | Num-ber. | Aver-age days. | Aver-age earn-ings. | Num-ber. | Aver-age days. | Aver-age earn-ings. | Num-ber. | Aver-age days. | Aver-age earn-ings. |
| Foreman, tinsmiths..... | | | | 1 | 498 | \$996 | 1 | 498 | \$996 |
| Foremen, track laborers..... | 54 | 151 | \$235 | 255 | 362 | 543 | 309 | 325 | 489 |
| Foremen, work train..... | 4 | 78 | 166 | 8 | 355 | 662 | 12 | 263 | 497 |
| Foremen, yard..... | 2 | 71 | 120 | 5 | 347 | 963 | 7 | 268 | 722 |
| Freight checkers..... | 1 | 289 | 376 | 3 | 357 | 488 | 4 | 340 | 460 |
| Gasfitter..... | | | | 1 | 350 | 769 | 1 | 350 | 769 |
| Gasman..... | | | | 1 | 365 | 600 | 1 | 365 | 600 |
| Gasman, assistant..... | | | | 1 | 365 | 420 | 1 | 365 | 420 |
| Gatemen..... | 88 | 141 | 177 | 116 | 359 | 432 | 204 | 265 | 322 |
| Gatemen, crossing..... | 1 | 21 | 26 | 2 | 362 | 453 | 3 | 248 | 310 |
| Gate tenders..... | 1 | 30 | 40 | 3 | 355 | 467 | 4 | 274 | 360 |
| Hammermen..... | 2 | 147 | 565 | 3 | 310 | 524 | 5 | 244 | 540 |
| Hay checkers..... | 11 | 151 | 213 | 7 | 353 | 495 | 18 | 230 | 323 |
| Heaters..... | 4 | 155 | 288 | 1 | 309 | 773 | 5 | 186 | 385 |
| Helpers..... | 10 | 134 | 186 | 1 | 358 | 448 | 11 | 154 | 210 |
| Hose couplers..... | 3 | 131 | 193 | 2 | 351 | 519 | 5 | 219 | 323 |
| Hostlers..... | 26 | 144 | 274 | 14 | 371 | 649 | 40 | 223 | 405 |
| Ice tender..... | | | | 1 | 365 | 480 | 1 | 365 | 480 |
| Indicators..... | 12 | 152 | 162 | 16 | 363 | 402 | 28 | 273 | 299 |
| Inspectors..... | 20 | 153 | 252 | 11 | 380 | 551 | 31 | 234 | 358 |
| Inspector, brake..... | 1 | 197 | 391 | | | | 1 | 197 | 391 |
| Inspector, bridge..... | 1 | 275 | 810 | | | | 1 | 275 | 810 |
| Inspectors, car..... | 12 | 143 | 211 | 18 | 365 | 577 | 30 | 276 | 431 |
| Inspectors, car works..... | 5 | 110 | 165 | 23 | 376 | 563 | 28 | 329 | 492 |
| Inspectors, engine..... | | | | 2 | 339 | 960 | 2 | 339 | 960 |
| Inspector, masonry..... | 1 | 190 | 478 | | | | 1 | 190 | 478 |
| Inspector, rail..... | 1 | 71 | 142 | | | | 1 | 71 | 142 |
| Inspectors, seal..... | | | | 4 | 350 | 575 | 4 | 350 | 575 |
| Inspectors, tie..... | 1 | 38 | 62 | 2 | 356 | 648 | 3 | 250 | 452 |
| Jacketman..... | | | | 1 | 311 | 714 | 1 | 311 | 714 |
| Janitors..... | 5 | 100 | 207 | 2 | 357 | 433 | 7 | 174 | 272 |
| Laborers..... | 366 | 92 | 123 | 49 | 332 | 451 | 415 | 121 | 162 |
| Laborers, bridge..... | 30 | 89 | 118 | 12 | 342 | 467 | 42 | 162 | 218 |
| Laborers, car works..... | 224 | 115 | 144 | 44 | 326 | 411 | 268 | 149 | 188 |
| Laborers, coal dump..... | 89 | 30 | 38 | 5 | 363 | 476 | 94 | 47 | 61 |
| Laborers, coal wharf..... | 43 | 83 | 103 | 11 | 360 | 442 | 54 | 140 | 157 |
| Laborers, fence..... | 74 | 125 | 166 | 10 | 334 | 492 | 84 | 150 | 204 |
| Laborers, freight..... | 2,697 | 102 | 152 | 710 | 339 | 481 | 3,407 | 152 | 221 |
| Laborers, machine shop..... | 58 | 140 | 183 | 46 | 349 | 476 | 104 | 232 | 312 |
| Laborers, shop..... | 20 | 94 | 116 | 6 | 317 | 396 | 26 | 146 | 181 |
| Laborers, steam shovel..... | 37 | 77 | 102 | | | | 37 | 77 | 102 |
| Laborers, track..... | 2,430 | 122 | 161 | 1,214 | 331 | 446 | 3,644 | 192 | 256 |
| Laborers, waterhouse..... | 2 | 146 | 185 | 12 | 355 | 413 | 14 | 326 | 380 |
| Laborers, work train..... | 591 | 115 | 151 | 239 | 321 | 430 | 830 | 174 | 231 |
| Laborers, yard..... | 70 | 36 | 48 | 3 | 340 | 397 | 73 | 49 | 62 |
| Lamp fillers..... | 3 | 129 | 196 | 4 | 365 | 552 | 7 | 264 | 400 |
| Lampmen..... | 1 | 31 | 53 | 7 | 356 | 516 | 8 | 316 | 434 |
| Lathemen..... | 43 | 258 | 566 | 33 | 326 | 697 | 76 | 287 | 623 |
| Linemen..... | 2 | 4 | 11 | 1 | 306 | 951 | 3 | 104 | 324 |
| Machine runners..... | 25 | 234 | 368 | 17 | 315 | 572 | 42 | 267 | 451 |
| Machine runners' helpers..... | 36 | 118 | 159 | 5 | 316 | 439 | 41 | 142 | 193 |
| Machinists..... | 206 | 199 | 431 | 171 | 338 | 733 | 377 | 262 | 568 |
| Machinists' apprentices..... | 36 | 177 | 229 | 12 | 311 | 436 | 48 | 211 | 281 |
| Machinists' helpers..... | 71 | 180 | 258 | 58 | 332 | 469 | 129 | 248 | 353 |
| Mail carriers..... | 2 | 136 | 136 | 7 | 364 | 369 | 9 | 313 | 317 |
| Masons..... | 57 | 94 | 224 | 21 | 324 | 605 | 78 | 156 | 350 |
| Masons' helpers..... | 44 | 113 | 174 | 7 | 329 | 484 | 51 | 143 | 217 |
| Master mechanics..... | | | | 4 | 365 | 2,475 | 4 | 365 | 2,475 |
| Melter..... | 1 | 297 | 505 | | | | 1 | 297 | 505 |
| Messengers..... | 50 | 132 | 93 | 25 | 355 | 295 | 75 | 206 | 160 |
| Milk deliverers..... | 2 | 189 | 283 | 8 | 359 | 539 | 10 | 325 | 488 |
| Moulders..... | 35 | 244 | 567 | 5 | 309 | 727 | 40 | 252 | 587 |
| Moulders..... | (a) | (a) | (a) | (a) | (a) | (a) | 7 | (a) | 936 |
| Moulders' helpers..... | 8 | 258 | 361 | 8 | 308 | 431 | 16 | 283 | 396 |
| Nightmen..... | 13 | 139 | 157 | 12 | 367 | 465 | 25 | 248 | 305 |
| Notice boys..... | 6 | 160 | 131 | | | | 6 | 160 | 131 |
| Notice couriers..... | 1 | 31 | 30 | 2 | 322 | 337 | 3 | 225 | 234 |
| Nut tappers..... | 6 | 196 | 258 | 3 | 310 | 418 | 9 | 234 | 312 |
| Nut tappers and bolt cutters..... | 2 | 237 | 335 | 4 | 322 | 507 | 6 | 294 | 450 |
| Oilers..... | 45 | 146 | 194 | 57 | 368 | 484 | 102 | 270 | 356 |

a Paid by the piece; hence time, and earnings based on time, cannot be stated.

TABLE V.—AVERAGE TIME AND EARNINGS—Continued.

RAILROAD NO. 34—Continued.

| Occupation. | Working less than 301 days. | | | Working 301 days and over. | | | Preceding periods combined. | | |
|---|-----------------------------|----------------|---------------------|----------------------------|----------------|---------------------|-----------------------------|----------------|---------------------|
| | Num-ber. | Aver-age days. | Aver-age earn-ings. | Num-ber. | Aver-age days. | Aver-age earn-ings. | Num-ber. | Aver-age days. | Aver-age earn-ings. |
| Oilers and flagmen..... | 1 | 225 | \$308 | 3 | 339 | \$464 | 4 | 312 | \$425 |
| Oilers and wastemen..... | | | | 5 | 380 | 526 | 5 | 380 | 526 |
| Paint cleaner..... | | | | 1 | 329 | 518 | 1 | 329 | 518 |
| Painters..... | 91 | 206 | 381 | 52 | 331 | 618 | 143 | 252 | 467 |
| Painter, car..... | 1 | 9 | 10 | | | | 1 | 9 | 10 |
| Painters' helpers..... | 1 | 128 | 172 | | | | 1 | 128 | 172 |
| Patternmakers..... | 3 | 239 | 569 | 4 | 324 | 776 | 7 | 288 | 687 |
| Pavers..... | 4 | 138 | 257 | 9 | 354 | 663 | 13 | 287 | 538 |
| Pin pullers..... | 1 | 283 | 466 | 2 | 353 | 579 | 3 | 329 | 541 |
| Pipers..... | | | | 3 | 309 | 570 | 3 | 309 | 570 |
| Pipefitters..... | 5 | 115 | 314 | | | | 5 | 115 | 314 |
| Pipefitters' helpers..... | 5 | 60 | 78 | | | | 5 | 60 | 78 |
| Pitmen..... | 28 | 101 | 128 | 11 | 372 | 472 | 39 | 178 | 225 |
| Pitmen's helpers..... | 2 | 227 | 257 | | | | 2 | 227 | 257 |
| Planers..... | 11 | 138 | 297 | 8 | 351 | 744 | 19 | 228 | 485 |
| Planing mill machine hands..... | 5 | 268 | 621 | 2 | 304 | 692 | 7 | 279 | 641 |
| Plumbers..... | 1 | 58 | 174 | 4 | 325 | 636 | 5 | 272 | 583 |
| Plumbers' helpers..... | 4 | 155 | 235 | | | | 4 | 155 | 235 |
| Policemen..... | 11 | 114 | 275 | 12 | 365 | 863 | 23 | 245 | 582 |
| Policemen, special..... | | | | 2 | 365 | 630 | 2 | 365 | 630 |
| Polisher..... | | | | 1 | 304 | 457 | 1 | 304 | 457 |
| Porters..... | 49 | 101 | 140 | 41 | 356 | 502 | 90 | 217 | 305 |
| Pressmen..... | 9 | 161 | 243 | 4 | 320 | 502 | 13 | 210 | 323 |
| Pumpers..... | 11 | 114 | 145 | 23 | 361 | 441 | 34 | 281 | 345 |
| Pumpmen..... | 6 | 97 | 114 | 8 | 364 | 513 | 14 | 250 | 339 |
| Repairers..... | 167 | 91 | 126 | 13 | 353 | 575 | 180 | 110 | 158 |
| Repairers, car..... | 309 | 141 | 194 | 129 | 336 | 478 | 438 | 193 | 278 |
| Repairers, pump..... | 4 | 63 | 145 | | | | 4 | 63 | 145 |
| Repairers, signal..... | 3 | 163 | 306 | 3 | 362 | 687 | 6 | 262 | 496 |
| Repairers, tool..... | | | | 2 | 324 | 730 | 2 | 324 | 730 |
| Rivet boys..... | 4 | 147 | 132 | 1 | 310 | 264 | 5 | 180 | 158 |
| Riveters..... | 27 | 126 | 313 | 1 | 307 | 768 | 28 | 183 | 330 |
| Riveters, bridge..... | 7 | 161 | 362 | 1 | 304 | 730 | 8 | 179 | 408 |
| Roadmasters..... | | | | 12 | 365 | 1,368 | 12 | 365 | 1,368 |
| Roadmasters, assistant..... | | | | 6 | 360 | 818 | 6 | 360 | 818 |
| Rodmen..... | 5 | 63 | 114 | 2 | 365 | 720 | 7 | 150 | 287 |
| Roofers..... | 1 | 31 | 52 | 4 | 310 | 620 | 5 | 254 | 506 |
| Roundhousemen..... | 5 | 194 | 377 | 8 | 347 | 653 | 13 | 288 | 547 |
| Roundsmen..... | 11 | 132 | 193 | | | | 11 | 132 | 193 |
| Sand driers..... | 2 | 147 | 199 | 6 | 412 | 498 | 8 | 346 | 423 |
| Sandhouse keeper..... | | | | 1 | 365 | 432 | 1 | 365 | 432 |
| Sandman..... | | | | 1 | 346 | 450 | 1 | 346 | 450 |
| Scaleman..... | 1 | 123 | 196 | | | | 1 | 123 | 196 |
| Scrubbers..... | 15 | 81 | 74 | | | | 15 | 81 | 74 |
| Sealers..... | 17 | 95 | 135 | 10 | 364 | 508 | 27 | 195 | 273 |
| Shearmen..... | | | | 1 | 311 | 540 | 1 | 311 | 540 |
| Signalmen..... | 23 | 137 | 176 | 39 | 359 | 426 | 61 | 279 | 336 |
| Signal tender..... | 2 | 260 | 149 | | | | 2 | 260 | 149 |
| Slaters..... | | | | 2 | 386 | 656 | 2 | 386 | 656 |
| Springmakers..... | 5 | 219 | 527 | 2 | 302 | 687 | 7 | 242 | 572 |
| Stablemen..... | | | | 3 | 353 | 511 | 3 | 353 | 511 |
| Stationmaster..... | | | | 3 | 365 | 1,540 | 3 | 365 | 1,540 |
| Stationmen..... | 1 | 214 | 280 | 4 | 364 | 476 | 5 | 334 | 437 |
| Steam hammer hands..... | 1 | 176 | 243 | 3 | 349 | 563 | 4 | 306 | 487 |
| Steam hammer hands' helpers..... | 9 | 128 | 178 | | | | 9 | 128 | 178 |
| Stenographers..... | 5 | 125 | 349 | 2 | 365 | 900 | 7 | 193 | 524 |
| Stenographer and typewriter..... | 1 | 160 | 366 | | | | 1 | 160 | 366 |
| Storekeepers..... | 8 | 183 | 300 | 8 | 354 | 502 | 16 | 269 | 431 |
| Storekeepers, assistant..... | 1 | 298 | 336 | | | | 1 | 298 | 336 |
| Sweepers..... | 24 | 186 | 237 | 15 | 346 | 419 | 39 | 248 | 307 |
| Swinging gate tenders..... | 4 | 119 | 119 | 11 | 358 | 378 | 15 | 294 | 309 |
| Switchmen..... | 230 | 112 | 150 | 280 | 357 | 477 | 510 | 247 | 330 |
| Switchmen and signalmen..... | 1 | 247 | 293 | 2 | 364 | 458 | 3 | 325 | 403 |
| Switch tenders..... | 225 | 186 | 145 | 463 | 379 | 498 | 687 | 316 | 383 |
| Stablemen..... | 34 | 122 | 151 | 17 | 385 | 474 | 51 | 210 | 253 |
| Tallymen..... | 63 | 126 | 194 | 137 | 363 | 626 | 200 | 288 | 400 |
| Telegraph operators..... | 96 | 133 | 177 | 109 | 360 | 505 | 205 | 253 | 352 |
| Telegraph operators and dis-patchers..... | 1 | 202 | 335 | 4 | 354 | 599 | 5 | 324 | 546 |
| Telegraph operators and switch-men..... | 8 | 132 | 164 | 10 | 361 | 446 | 18 | 208 | 321 |

TABLE V.—AVERAGE TIME AND EARNINGS—Continued.

RAILROAD NO. 34—Concluded.

| Occupation. | Working less than 301 days. | | | Working 301 days and over. | | | Preceding periods combined. | | |
|------------------------------|-----------------------------|----------------|---------------------|----------------------------|----------------|---------------------|-----------------------------|----------------|---------------------|
| | Num-ber. | Aver-age days. | Aver-age earn-ings. | Num-ber. | Aver-age days. | Aver-age earn-ings. | Num-ber. | Aver-age days. | Aver-age earn-ings. |
| Timekeepers | 1 | 220 | \$329 | 7 | 352 | \$593 | 8 | 335 | \$560 |
| Tinsmiths | 14 | 205 | 440 | 15 | 347 | 700 | 29 | 278 | 575 |
| Tinsmiths' helpers | | | | 2 | 307 | 605 | 2 | 307 | 605 |
| Tool dressers | 1 | 263 | 605 | | | | 1 | 263 | 605 |
| Tool grinder | | | | 1 | 308 | 643 | 1 | 306 | 643 |
| Towermen | 5 | 192 | 320 | 16 | 357 | 660 | 21 | 318 | 579 |
| Trackmasters | | | | 10 | 376 | 885 | 10 | 376 | 885 |
| Trackmen | 17 | 200 | 276 | 5 | 347 | 477 | 22 | 254 | 322 |
| Track walkers | | | | 10 | 135 | 389 | 10 | 135 | 389 |
| Trainmasters | | | | 2 | 365 | 1,900 | 2 | 365 | 1,900 |
| Trainmen | 44 | 123 | 174 | 76 | 376 | 568 | 120 | 283 | 424 |
| Trainmen, freight | 51 | 134 | 264 | 10 | 325 | 650 | 61 | 165 | 328 |
| Trainmen, passenger | 86 | 137 | 200 | 123 | 379 | 566 | 209 | 279 | 415 |
| Trimmers | 7 | 205 | 433 | 2 | 303 | 637 | 9 | 227 | 478 |
| Truckmen | 22 | 178 | 284 | 17 | 318 | 498 | 39 | 239 | 377 |
| Turners | | | | 2 | 306 | 611 | 2 | 306 | 611 |
| Ushers | 4 | 187 | 306 | 2 | 365 | 545 | 6 | 246 | 386 |
| Watchmen | 309 | 103 | 139 | 208 | 364 | 483 | 517 | 208 | 277 |
| Watchmen, crossing | | | | 4 | 365 | 471 | 4 | 365 | 471 |
| Watchmen, engine | 1 | 161 | 240 | 4 | 365 | 484 | 5 | 324 | 435 |
| Watchman, track | | | | 1 | 365 | 493 | 1 | 365 | 493 |
| Watchmen, work train | 3 | 189 | 264 | 1 | 364 | 491 | 4 | 233 | 321 |
| Watchmen and flagmen | | | | 2 | 369 | 545 | 2 | 369 | 545 |
| Water boys | 3 | 132 | 155 | 1 | 365 | 300 | 4 | 190 | 191 |
| Weighers | 4 | 125 | 191 | 6 | 377 | 614 | 10 | 276 | 445 |
| Weighmasters | 2 | 183 | 420 | 1 | 365 | 840 | 3 | 243 | 560 |
| Wheel borers | 5 | 219 | 345 | 6 | 330 | 563 | 11 | 279 | 464 |
| Wheelmen | 7 | 139 | 156 | 14 | 415 | 483 | 21 | 323 | 374 |
| Wheelpressmen | 6 | 181 | 268 | 4 | 310 | 462 | 10 | 233 | 345 |
| Wipers | 122 | 124 | 145 | 38 | 352 | 411 | 160 | 178 | 208 |
| Yardmasters | 7 | 113 | 301 | 26 | 362 | 992 | 33 | 309 | 845 |
| Yardmasters, assistant | 7 | 102 | 227 | 24 | 360 | 916 | 32 | 303 | 765 |
| Yardmen | 8 | 77 | 89 | 4 | 357 | 430 | 12 | 171 | 209 |
| Yardmen, lumber | 1 | 279 | 363 | 2 | 335 | 444 | 3 | 316 | 417 |

RAILROAD NO. 35.

| | | | | | | | | | |
|--------------------------------------|-----|-----|-------|-----|-----|---------|-----|-----|---------|
| Accountant | | | | 1 | 365 | \$1,080 | 1 | 365 | \$1,080 |
| Agents | 39 | 151 | \$221 | 129 | 361 | 663 | 168 | 312 | 560 |
| Agents, assistant | 12 | 157 | 128 | 5 | 353 | 516 | 17 | 214 | 243 |
| Agents, freight | | | | 4 | 365 | 922 | 4 | 365 | 922 |
| Agents, ticket | 5 | 149 | 265 | 11 | 360 | 1,059 | 16 | 294 | 811 |
| Agents and telegraph operators | 5 | 112 | 157 | 3 | 341 | 529 | 8 | 197 | 296 |
| Air-brake and steam fitters | 3 | 255 | 640 | 1 | 315 | 608 | 4 | 270 | 632 |
| Apprentices | 4 | 293 | 398 | | | | 4 | 293 | 398 |
| Attendants, enginehouse | | | | 2 | 316 | 553 | 2 | 316 | 553 |
| Axemen | 3 | 57 | 143 | | | | 3 | 57 | 143 |
| Baggagemasters | 69 | 163 | 275 | 71 | 342 | 588 | 140 | 254 | 434 |
| Baggagemasters | (a) | (a) | (a) | (a) | (a) | (a) | 1 | (a) | 568 |
| Baggagemasters and clerks | 2 | 88 | 137 | | | | 2 | 88 | 137 |
| Baggagemen | 16 | 151 | 264 | 11 | 345 | 544 | 27 | 230 | 376 |
| Baggageman and bridge tender | 1 | 156 | 178 | | | | 1 | 156 | 178 |
| Blacksmiths | 38 | 238 | 564 | 10 | 306 | 724 | 48 | 247 | 605 |
| Blacksmiths | (b) | (b) | (b) | (b) | (b) | (b) | 1 | (b) | 1,001 |
| Blacksmiths' helpers | 12 | 187 | 269 | 4 | 303 | 455 | 16 | 216 | 315 |
| Boilermakers | 35 | 175 | 352 | 6 | 320 | 847 | 41 | 197 | 424 |
| Bolt cutters | 3 | 292 | 404 | 2 | 308 | 509 | 5 | 299 | 446 |
| Brakemen | 668 | 122 | 202 | 186 | 323 | 563 | 854 | 166 | 281 |
| Brakemen, freight | 22 | 83 | 142 | 1 | 313 | 540 | 23 | 93 | 160 |
| Brakemen, passenger | 6 | 102 | 159 | | | | 6 | 102 | 159 |
| Brakemen, work train | 3 | 98 | 168 | | | | 3 | 98 | 168 |
| Brakemen, yard | 10 | 107 | 182 | | | | 10 | 107 | 182 |
| Brassworkers | 2 | 96 | 157 | | | | 2 | 96 | 157 |
| Bridge tenders | 1 | 106 | 104 | 4 | 357 | 608 | 5 | 306 | 507 |
| Bridge tenders' helpers | 2 | 147 | 192 | 3 | 365 | 500 | 5 | 278 | 377 |

a Paid by the trip; hence time, and earnings based on time, cannot be stated.

b Paid by the piece; hence time, and earnings based on time, cannot be stated.

TABLE V.—AVERAGE TIME AND EARNINGS—Continued.

RAILROAD NO. 35—Continued.

| Occupation. | Working less than 301 days. | | | Worked 301 days and over. | | | Preceding periods combined. | | |
|---|-----------------------------|----------------|---------------------|---------------------------|----------------|---------------------|-----------------------------|----------------|---------------------|
| | Num-ber. | Aver-age days. | Aver-age earn-ings. | Num-ber. | Aver-age days. | Aver-age earn-ings. | Num-ber. | Aver-age days. | Aver-age earn-ings. |
| Bridgemen | 1 | 61 | \$106 | 6 | 353 | \$629 | 7 | 311 | \$554 |
| Car tracer | 1 | 365 | 1,200 | | | | 1 | 365 | 1,200 |
| Carpenters | 268 | 193 | 429 | 95 | 317 | 720 | 363 | 225 | 505 |
| Cashiers | 2 | 236 | 657 | 5 | 313 | 904 | 7 | 291 | 833 |
| Chainmen | 2 | 107 | 281 | | | | 2 | 107 | 281 |
| Civil engineer | 1 | 123 | 600 | | | | 1 | 123 | 600 |
| Civil engineers, assistant | 2 | 172 | 758 | 1 | 365 | 660 | 3 | 236 | 725 |
| Cleaners, car | 39 | 146 | 205 | 46 | 334 | 469 | 85 | 248 | 348 |
| Cleaner, lamp | | | | 1 | 342 | 489 | 1 | 342 | 489 |
| Cleaners, station | 8 | 46 | 67 | 1 | 313 | 470 | 9 | 76 | 112 |
| Clerks | 75 | 147 | 262 | 161 | 349 | 666 | 236 | 285 | 538 |
| Clerks and telegraph operators | 3 | 200 | 365 | 10 | 312 | 593 | 13 | 286 | 541 |
| Coalers | 10 | 123 | 179 | 7 | 366 | 521 | 17 | 229 | 320 |
| Collector | 1 | 273 | 209 | | | | 1 | 273 | 209 |
| Collector, tollgate | 1 | 278 | 822 | | | | 1 | 278 | 822 |
| Conductors | 104 | 171 | 508 | 86 | 319 | 939 | 190 | 238 | 717 |
| Conductors, freight | 3 | 111 | 297 | 4 | 311 | 761 | 7 | 225 | 562 |
| Conductors, passenger | 2 | 94 | 223 | 4 | 313 | 853 | 6 | 240 | 643 |
| Conductors, work train | 2 | 217 | 499 | | | | 2 | 217 | 499 |
| Conductors, yard | 2 | 265 | 664 | 1 | 307 | 883 | 3 | 279 | 737 |
| Coppersmiths | 1 | 283 | 778 | 1 | 310 | 642 | 2 | 296 | 710 |
| Copyist | 1 | 65 | 74 | | | | 1 | 65 | 74 |
| Cranemen | 2 | 118 | 286 | | | | 2 | 118 | 286 |
| Crossing tenders | 1 | 104 | 180 | 2 | 312 | 312 | 3 | 243 | 263 |
| Crossing tenders and mail car-riers | 1 | 88 | 132 | 2 | 339 | 509 | 3 | 255 | 383 |
| Deliveryman, freight | 1 | 288 | 488 | | | | 1 | 288 | 488 |
| Depot hands | 1 | 39 | 53 | 4 | 334 | 567 | 5 | 275 | 464 |
| Dispatchers | | | | 6 | 339 | 1,307 | 6 | 339 | 1,307 |
| Dockmasters | 1 | 61 | 200 | 2 | 350 | 996 | 3 | 253 | 731 |
| Draughtsmen | 3 | 140 | 380 | 2 | 365 | 870 | 5 | 230 | 576 |
| Draw tenders | 2 | 131 | 164 | 3 | 365 | 628 | 5 | 271 | 442 |
| Engine preparers | | | | 2 | 339 | 720 | 2 | 339 | 720 |
| Engineers | 45 | 160 | 452 | 12 | 313 | 988 | 57 | 192 | 565 |
| Engineers (a) | (a) | (a) | (a) | (a) | (a) | (a) | 53 | (a) | 1,058 |
| Engineers, crane | | | | 2 | 361 | 761 | 2 | 361 | 761 |
| Engineers, dock | 13 | 120 | 267 | 7 | 308 | 634 | 20 | 186 | 396 |
| Engineers, freight | 2 | 258 | 733 | 6 | 315 | 882 | 8 | 301 | 845 |
| Engineers, freight and passenger | | | | 3 | 335 | 1,017 | 3 | 335 | 1,017 |
| Engineers, hoisting | 7 | 75 | 147 | 4 | 351 | 636 | 11 | 175 | 325 |
| Engineers, locomotive | (a) | (a) | (a) | (a) | (a) | (a) | 67 | (a) | 1,373 |
| Engineers, passenger | 2 | 233 | 652 | 5 | 319 | 1,029 | 7 | 295 | 921 |
| Engineers, stationary | | | | 3 | 344 | 816 | 3 | 344 | 816 |
| Engineers, switching | 1 | 289 | 1,012 | 2 | 318 | 1,019 | 3 | 308 | 1,016 |
| Engineers, switching (a) | (a) | (a) | (a) | (a) | (a) | (a) | 2 | (a) | 972 |
| Enginemen | 8 | 200 | 615 | 17 | 313 | 1,030 | 25 | 277 | 897 |
| Enginemen, shop | 2 | 168 | 303 | | | | 2 | 168 | 303 |
| Firemen | 64 | 132 | 230 | 28 | 329 | 561 | 92 | 192 | 331 |
| Firemen (a) | (a) | (a) | (a) | (a) | (a) | (a) | 63 | (a) | 511 |
| Firemen, freight | 2 | 207 | 423 | 4 | 320 | 613 | 6 | 282 | 550 |
| Firemen, freight and passenger | 2 | 136 | 242 | 2 | 316 | 598 | 4 | 226 | 420 |
| Firemen, locomotive | 9 | 148 | 260 | 1 | 308 | 538 | 10 | 164 | 288 |
| Firemen, locomotive (a) | (a) | (a) | (a) | (a) | (a) | (a) | 73 | (a) | 533 |
| Firemen, passenger | 1 | 28 | 52 | 4 | 318 | 609 | 5 | 260 | 498 |
| Flagmen | 16 | 165 | 227 | 14 | 356 | 419 | 30 | 254 | 317 |
| Flagmen and civil engineers | 2 | 51 | 125 | | | | 2 | 51 | 125 |
| Foremen | 12 | 182 | 452 | 40 | 346 | 840 | 52 | 309 | 754 |
| Foremen, car inspectors | 2 | 242 | 469 | | | | 2 | 242 | 469 |
| Foremen, carpenters | 2 | 144 | 413 | 4 | 316 | 1,084 | 6 | 259 | 860 |
| Foremen, dock laborers | 2 | 215 | 374 | 1 | 334 | 660 | 3 | 255 | 469 |
| Foremen, draw tenders | 3 | 138 | 201 | 4 | 358 | 740 | 7 | 264 | 509 |
| Foreman, enginehouse | | | | 1 | 365 | 864 | 1 | 365 | 864 |
| Foremen, fence gang | 2 | 168 | 308 | | | | 2 | 168 | 308 |
| Foreman, freight handlers | | | | 1 | 339 | 527 | 1 | 339 | 527 |
| Foreman, general | | | | 1 | 365 | 900 | 1 | 365 | 900 |
| Foreman, masons | | | | 1 | 311 | 1,039 | 1 | 311 | 1,039 |
| Foremen, painters | 2 | 199 | 688 | 1 | 344 | 1,025 | 3 | 247 | 801 |
| Foreman, piledrivers | 1 | 166 | 404 | | | | 1 | 166 | 404 |
| Foremen, signalmen | | | | 2 | 360 | 1,115 | 2 | 360 | 1,115 |
| Foremen, stevedores | 3 | 159 | 219 | 3 | 306 | 433 | 6 | 233 | 326 |

a Paid by the trip; hence time, and earnings based on time, cannot be stated.

TABLE V.—AVERAGE TIME AND EARNINGS—Continued.

RAILROAD NO. 35—Continued.

| Occupation. | Working less than 301 days. | | | Working 301 days and over. | | | Preceding periods combined. | | |
|------------------------------------|-----------------------------|----------------|---------------------|----------------------------|----------------|---------------------|-----------------------------|----------------|---------------------|
| | Num-ber. | Aver-age days. | Aver-age earn-ings. | Num-ber. | Aver-age days. | Aver-age earn-ings. | Num-ber. | Aver-age days. | Aver-age earn-ings. |
| Foremen, switchmen..... | | | | 2 | 365 | \$780 | 2 | 365 | \$780 |
| Foremen, track laborers..... | 20 | 144 | \$266 | 89 | 338 | 612 | 109 | 302 | 549 |
| Foremen, wipers..... | 3 | 119 | 212 | | | | 3 | 119 | 212 |
| Foremen, work train..... | 3 | 167 | 294 | 2 | 343 | 630 | 5 | 237 | 428 |
| Foremen, yard..... | 2 | 217 | 342 | 2 | 343 | 729 | 4 | 280 | 535 |
| Freighthandlers..... | 16 | 44 | 61 | 5 | 314 | 404 | 21 | 108 | 157 |
| Freightmasters..... | | | | 2 | 350 | 548 | 2 | 350 | 548 |
| Gate-men..... | 22 | 73 | 100 | 23 | 332 | 380 | 45 | 205 | 243 |
| Gate tenders..... | 13 | 94 | 118 | 31 | 350 | 501 | 44 | 274 | 388 |
| Hammerman..... | 1 | 261 | 784 | | | | 1 | 261 | 784 |
| Heater..... | | | | 1 | 332 | 471 | 1 | 332 | 471 |
| Helpers..... | 58 | 210 | 321 | 19 | 315 | 468 | 77 | 236 | 357 |
| Helpers, electric signals..... | 5 | 127 | 213 | 2 | 313 | 590 | 7 | 180 | 321 |
| Hoisters and wharf hands..... | 3 | 81 | 190 | | | | 3 | 81 | 190 |
| Hostler..... | 2 | | | 1 | 357 | 625 | 1 | 357 | 625 |
| Inspectors..... | 2 | 31 | 60 | | | | 2 | 31 | 60 |
| Inspectors, car..... | 39 | 156 | 291 | 38 | 333 | 661 | 77 | 243 | 473 |
| Inspectors, track..... | 5 | 29 | 42 | | | | 5 | 29 | 42 |
| Janitor..... | | | | 1 | 313 | 343 | 1 | 313 | 343 |
| Joiners..... | 4 | 245 | 551 | 3 | 306 | 688 | 7 | 271 | 610 |
| Laborers..... | 460 | 123 | 188 | 158 | 329 | 509 | 618 | 176 | 270 |
| Laborers, dock..... | 61 | 108 | 154 | 17 | 328 | 463 | 78 | 156 | 221 |
| Laborers, fence..... | 11 | 145 | 202 | | | | 11 | 145 | 202 |
| Laborers, freight..... | 6 | 156 | 207 | 6 | 363 | 499 | 12 | 259 | 353 |
| Laborers, masons..... | 11 | 81 | 116 | 2 | 307 | 438 | 13 | 116 | 166 |
| Laborers, quarry..... | 2 | 144 | 212 | | | | 2 | 144 | 212 |
| Laborers, station..... | 1 | 105 | 160 | 7 | 314 | 464 | 8 | 288 | 426 |
| Laborers, stone gang..... | 6 | 197 | 276 | | | | 6 | 197 | 276 |
| Laborers, track..... | 9+8 | 108 | 155 | 263 | 322 | 460 | 1,231 | 153 | 220 |
| Laborers, wood yard..... | 9 | 139 | 198 | 2 | 339 | 482 | 11 | 175 | 249 |
| Laborers, work train..... | 225 | 64 | 92 | 3 | 307 | 433 | 228 | 67 | 96 |
| Laborers, yard..... | 43 | 139 | 196 | 36 | 333 | 467 | 79 | 228 | 319 |
| Ladies' maids..... | | | | 4 | 318 | 293 | 4 | 318 | 293 |
| Levelman..... | 1 | 103 | 326 | | | | 1 | 103 | 326 |
| Machine hands..... | 4 | 259 | 629 | | | | 4 | 259 | 629 |
| Machinists..... | 107 | 206 | 433 | 88 | 323 | 728 | 195 | 259 | 566 |
| Machinists' helpers..... | 10 | 122 | 202 | 9 | 342 | 509 | 19 | 226 | 347 |
| Mail carriers..... | 4 | 135 | 52 | 2 | 339 | 693 | 6 | 203 | 266 |
| Masons..... | 37 | 131 | 319 | 2 | 313 | 875 | 39 | 141 | 347 |
| Masons' helpers..... | 2 | 118 | 210 | | | | 2 | 118 | 210 |
| Master machinists..... | | | | 2 | 365 | 1,208 | 2 | 365 | 1,208 |
| Master mechanic..... | 1 | 185 | 713 | | | | 1 | 185 | 713 |
| Messengers..... | 14 | 109 | 110 | | | | 14 | 109 | 110 |
| Oilers..... | 3 | 153 | 245 | 2 | 341 | 615 | 5 | 228 | 393 |
| Oilers and watchmen..... | | | | 2 | 353 | 640 | 2 | 353 | 640 |
| Oilroom tenders..... | 1 | 223 | 307 | 2 | 309 | 488 | 3 | 280 | 428 |
| Painters..... | 73 | 182 | 387 | 24 | 310 | 677 | 97 | 214 | 459 |
| Painters' helpers..... | 8 | 158 | 225 | | | | 8 | 158 | 225 |
| Patternmakers..... | 1 | 209 | 799 | 2 | 311 | 894 | 3 | 307 | 863 |
| Piledrivers..... | 11 | 132 | 247 | 7 | 326 | 597 | 18 | 208 | 383 |
| Platform hands..... | 10 | 150 | 291 | 4 | 336 | 699 | 14 | 203 | 407 |
| Plumbers..... | 2 | 12 | 19 | | | | 2 | 12 | 19 |
| Porters..... | 17 | 77 | 80 | 21 | 353 | 492 | 38 | 229 | 308 |
| Porters and cleaners..... | | | | 3 | 335 | 486 | 3 | 335 | 486 |
| Pumpers..... | 2 | 208 | 316 | 1 | 368 | 545 | 3 | 261 | 392 |
| Quarrymen..... | 6 | 176 | 447 | | | | 6 | 176 | 447 |
| Roadmasters..... | 1 | 52 | 150 | 5 | 314 | 1,646 | 6 | 270 | 1,397 |
| Rodmen..... | 2 | 146 | 329 | 1 | 365 | 660 | 3 | 219 | 439 |
| Scrubbers..... | 16 | 36 | 20 | 1 | 313 | 313 | 17 | 52 | 37 |
| Sealer..... | | | | 1 | 310 | 468 | 1 | 310 | 468 |
| Sectionmaster..... | | | | 1 | 360 | 828 | 1 | 360 | 828 |
| Shop hand..... | | | | 1 | 361 | 577 | 1 | 361 | 577 |
| Signalmen..... | 4 | 132 | 132 | 11 | 353 | 485 | 15 | 294 | 397 |
| Stationmasters..... | 1 | 266 | 798 | 1 | 313 | 864 | 2 | 290 | 831 |
| Steam hammer hands..... | 3 | 237 | 385 | | | | 3 | 237 | 385 |
| Steam shovel hands..... | 2 | 86 | 127 | | | | 2 | 86 | 127 |
| Stenographer..... | 1 | 26 | 50 | | | | 1 | 26 | 50 |
| Stenographers and typewriters..... | | | | 2 | 313 | 815 | 2 | 313 | 815 |
| Stevadores..... | 4 | 100 | 151 | 14 | 314 | 510 | 18 | 266 | 431 |
| Storekeepers..... | 1 | 43 | 62 | 3 | 320 | 577 | 4 | 258 | 448 |
| Supervisors..... | 2 | 200 | 901 | 3 | 313 | 1,500 | 5 | 268 | 1,260 |

TABLE V.—AVERAGE TIME AND EARNINGS—Continued.

RAILROAD NO. 35—Concluded.

| Occupation. | Working less than 301 days. | | | Working 301 days and over. | | | Preceding periods combined. | | |
|--|-----------------------------|----------------|---------------------|----------------------------|----------------|---------------------|-----------------------------|----------------|---------------------|
| | Num-ber. | Aver-age days. | Aver-age earn-ings. | Num-ber. | Aver-age days. | Aver-age earn-ings. | Num-ber. | Aver-age days. | Aver-age earn-ings. |
| Sweeper | | | | 1 | 365 | \$183 | 1 | 365 | \$183 |
| Switchmen | 76 | 143 | \$244 | 81 | 342 | 567 | 157 | 246 | 411 |
| Switch tenders..... | 2 | 190 | 298 | | | | 2 | 190 | 298 |
| Switch and draw tenders..... | | | | 3 | 382 | 514 | 3 | 382 | 514 |
| Tallymen | 20 | 216 | 406 | 26 | 315 | 614 | 46 | 272 | 523 |
| Telegraph operators | 71 | 106 | 167 | 32 | 350 | 503 | 103 | 181 | 271 |
| Tinners | 10 | 170 | 340 | 7 | 316 | 719 | 17 | 230 | 496 |
| Trackwalkers..... | 2 | 140 | 203 | | | | 2 | 140 | 203 |
| Transitman | 1 | 112 | 448 | | | | 1 | 112 | 448 |
| Truckmen | 5 | 185 | 283 | 6 | 310 | 442 | 11 | 253 | 370 |
| Typewriters | 2 | 147 | 174 | 1 | 302 | 465 | 3 | 198 | 271 |
| Upholsterers..... | 3 | 65 | 160 | 4 | 312 | 742 | 7 | 206 | 493 |
| Waiting maid, station | | | | 1 | 365 | 240 | 1 | 365 | 240 |
| Washers..... | 47 | 178 | 265 | 3 | 307 | 415 | 50 | 186 | 274 |
| Watchmen..... | 36 | 102 | 160 | 52 | 346 | 529 | 88 | 246 | 378 |
| Watchmen, bridge..... | 1 | 1 | 1 | 3 | 341 | 448 | 4 | 256 | 372 |
| Watchmen and lamp tenders..... | | | | 3 | 344 | 529 | 3 | 344 | 529 |
| Watchmen and telegraph oper-ators..... | 6 | 133 | 192 | 2 | 348 | 511 | 8 | 186 | 272 |
| Watchmen and wipers | 4 | 80 | 115 | 5 | 349 | 485 | 9 | 229 | 320 |
| Water boys..... | 65 | 113 | 82 | 14 | 323 | 228 | 79 | 151 | 108 |
| Weighers..... | 3 | 127 | 207 | | | | 3 | 127 | 207 |
| Wheel fitters | | | | 4 | 323 | 505 | 4 | 323 | 505 |
| Wipers..... | 92 | 114 | 163 | 76 | 356 | 504 | 168 | 224 | 318 |
| Woodworkers..... | 7 | 237 | 585 | 9 | 305 | 614 | 16 | 275 | 602 |
| Yardmasters..... | 5 | 179 | 467 | 16 | 324 | 903 | 21 | 289 | 799 |
| Yardmen | 83 | 91 | 160 | 12 | 334 | 616 | 95 | 122 | 218 |

RAILROAD NO. 36.

| | | | | | | | | | |
|-------------------------------------|----|-----|-------|----|-----|-------|-----|-----|-------|
| Accountants, car..... | 1 | 183 | \$210 | 2 | 365 | \$750 | 3 | 304 | \$570 |
| Agents | 5 | 112 | 86 | 35 | 364 | 421 | 40 | 295 | 379 |
| Agent, assistant..... | 1 | 126 | 92 | | | | 1 | 126 | 92 |
| Agent, freight..... | 1 | 30 | 125 | | | | 1 | 30 | 125 |
| Agents, milk | | | | 2 | 365 | 84 | 2 | 365 | 84 |
| Agent, passenger..... | 1 | 153 | 750 | | | | 1 | 153 | 750 |
| Agents, special..... | | | | 3 | 365 | 1,070 | 3 | 365 | 1,070 |
| Agents, ticket..... | 2 | 90 | 249 | 2 | 337 | 493 | 4 | 213 | 371 |
| Agents and telegraph operators..... | 26 | 166 | 183 | 66 | 363 | 426 | 92 | 307 | 357 |
| Axle turners..... | 1 | 267 | 401 | 1 | 303 | 437 | 2 | 285 | 419 |
| Axle turners' helpers..... | 6 | 170 | 219 | | | | 6 | 170 | 219 |
| Baggagemasters | 2 | 108 | 126 | 2 | 339 | 505 | 4 | 224 | 315 |
| Baggagemasters' helper..... | 1 | 66 | 43 | | | | 1 | 66 | 43 |
| Baggagemen | 31 | 111 | 193 | 14 | 339 | 521 | 45 | 182 | 295 |
| Blacksmiths..... | 15 | 213 | 458 | 6 | 325 | 753 | 21 | 245 | 542 |
| Blacksmiths' helpers | 23 | 175 | 229 | 6 | 315 | 439 | 29 | 204 | 272 |
| Boilermakers..... | 7 | 70 | 165 | 8 | 342 | 773 | 15 | 215 | 489 |
| Boilermakers' apprentice..... | 1 | 148 | 139 | | | | 1 | 148 | 139 |
| Boilermakers' helper..... | | | | 1 | 423 | 549 | 1 | 423 | 549 |
| Bookkeeper..... | | | | 1 | 365 | 1,600 | 1 | 365 | 1,600 |
| Brakemen..... | 92 | 88 | 145 | 22 | 340 | 562 | 114 | 137 | 225 |
| Bridge tenders..... | 3 | 123 | 164 | | | | 3 | 123 | 164 |
| Carpenters..... | 79 | 154 | 309 | 22 | 315 | 653 | 101 | 189 | 384 |
| Carpenters' apprentices..... | 3 | 168 | 212 | 1 | 311 | 410 | 4 | 204 | 262 |
| Carpenters' helpers..... | 5 | 25 | 81 | | | | 5 | 25 | 81 |
| Cashiers..... | | | | 2 | 365 | 1,065 | 2 | 365 | 1,065 |
| Chainmen..... | 5 | 25 | 62 | | | | 5 | 25 | 62 |
| Civil engineers..... | 2 | 26 | 125 | | | | 2 | 26 | 125 |
| Cleaners, car..... | 36 | 105 | 125 | 5 | 323 | 380 | 41 | 132 | 156 |
| Clerks..... | 31 | 109 | 173 | 45 | 355 | 693 | 76 | 255 | 481 |
| Clerks and telegraph operators..... | 3 | 99 | 147 | 2 | 360 | 506 | 5 | 203 | 291 |
| Coal dumpers..... | 19 | 53 | 63 | 6 | 329 | 395 | 25 | 119 | 143 |
| Conductors..... | 63 | 94 | 280 | 28 | 328 | 1,009 | 91 | 166 | 504 |
| Depotmaster..... | 1 | 122 | 140 | | | | 1 | 122 | 140 |
| Dispatchers..... | 2 | 183 | 480 | 3 | 365 | 1,162 | 5 | 292 | 889 |
| Dispatchers, assistant..... | | | | 2 | 365 | 840 | 2 | 365 | 840 |
| Drillers..... | 2 | 233 | 342 | | | | 2 | 233 | 342 |
| Drillers' apprentice..... | | | | 1 | 361 | 412 | 1 | 361 | 412 |
| Engineers..... | 15 | 164 | 518 | 40 | 340 | 1,179 | 85 | 247 | 820 |

TABLE V.—AVERAGE TIME AND EARNINGS—Continued.

RAILROAD NO 36—Continued.

| Occupation. | Working less than 301 days. | | | Working 301 days and over. | | | Preceding periods combined. | | |
|-------------------------------|-----------------------------|---------------|-------------------|----------------------------|---------------|-------------------|-----------------------------|---------------|-------------------|
| | Number. | Average days. | Average earnings. | Number. | Average days. | Average earnings. | Number. | Average days. | Average earnings. |
| Engineers, stationary..... | | | | 4 | 329 | \$508 | 4 | 329 | \$508 |
| Firemen..... | 88 | 111 | \$189 | 36 | 346 | 605 | 124 | 179 | 810 |
| Flagmen..... | 49 | 71 | 121 | 12 | 340 | 498 | 61 | 124 | 196 |
| Foreman, blacksmiths..... | 1 | 268 | 737 | | | | 1 | 268 | 737 |
| Foreman, car works..... | | | | 4 | 365 | 1,085 | 4 | 365 | 1,085 |
| Foreman, carpenters..... | | | | 6 | 316 | 868 | 6 | 316 | 868 |
| Foreman, general..... | | | | 1 | 365 | 1,500 | 1 | 365 | 1,500 |
| Foremen, machine shop..... | 3 | 217 | 562 | 2 | 335 | 967 | 5 | 264 | 724 |
| Foremen, masons..... | 6 | 136 | 385 | | | | 6 | 136 | 385 |
| Foreman, painters..... | | | | 1 | 320 | 879 | 1 | 320 | 879 |
| Foreman, quarrymen..... | 1 | 51 | 77 | | | | 1 | 51 | 77 |
| Foreman, roundhouse..... | | | | 1 | 343 | 951 | 1 | 343 | 951 |
| Foremen, track laborers..... | 46 | 148 | 209 | 61 | 360 | 502 | 107 | 269 | 376 |
| Gate tenders..... | | | | 3 | 342 | 335 | 3 | 342 | 335 |
| Inspectors, car..... | | | | 9 | 343 | 749 | 9 | 343 | 749 |
| Janitor and car cleaner..... | | | | 1 | 365 | 548 | 1 | 365 | 548 |
| Laborers..... | 142 | 50 | 58 | 1 | 311 | 420 | 143 | 51 | 61 |
| Laborers, coal dump..... | 18 | 97 | 118 | 2 | 364 | 455 | 20 | 123 | 152 |
| Laborers, fence..... | 8 | 51 | 76 | | | | 8 | 51 | 76 |
| Laborers, quarry..... | 13 | 40 | 60 | | | | 13 | 40 | 60 |
| Laborers, telegraph..... | 12 | 10 | 13 | | | | 12 | 10 | 13 |
| Laborers, track..... | 1,008 | 62 | 67 | 68 | 324 | 345 | 1,076 | 78 | 85 |
| Laborers, work train..... | 84 | 51 | 56 | | | | 84 | 51 | 56 |
| Lamp lighter..... | | | | 1 | 357 | 378 | 1 | 357 | 378 |
| Linemen..... | 4 | 9 | 14 | | | | 4 | 9 | 14 |
| Machinists..... | 27 | 204 | 431 | 14 | 322 | 723 | 41 | 244 | 531 |
| Machinists' apprentices..... | 7 | 183 | 196 | 2 | 304 | 410 | 9 | 210 | 243 |
| Machinists' helpers..... | 3 | 38 | 47 | 1 | 309 | 494 | 4 | 106 | 159 |
| Mail carriers..... | | | | 5 | 359 | 89 | 5 | 359 | 89 |
| Masons..... | 16 | 55 | 132 | | | | 16 | 55 | 132 |
| Masons' helpers..... | 58 | 29 | 40 | | | | 58 | 29 | 40 |
| Messengers..... | 2 | 80 | 69 | 3 | 355 | 602 | 5 | 245 | 389 |
| Messenger, telegraph..... | | | | 1 | 365 | 216 | 1 | 365 | 216 |
| Milk can collector..... | | | | 1 | 365 | 178 | 1 | 365 | 178 |
| Milk collector..... | | | | 1 | 365 | 1,380 | 1 | 365 | 1,380 |
| Milk solicitors..... | 1 | 182 | 1,350 | 1 | 365 | 360 | 2 | 274 | 855 |
| Moulder..... | 1 | 281 | 563 | | | | 1 | 281 | 563 |
| Office boys..... | | | | 2 | 365 | 375 | 2 | 365 | 375 |
| Painters..... | 41 | 133 | 250 | 5 | 323 | 644 | 46 | 153 | 293 |
| Painters' apprentices..... | | | | 2 | 323 | 376 | 2 | 323 | 376 |
| Painters' helpers..... | 13 | 85 | 106 | 4 | 324 | 436 | 17 | 141 | 184 |
| Plumber..... | 1 | 2 | 4 | | | | 1 | 2 | 4 |
| Porters..... | 1 | 3 | 3 | 1 | 365 | 560 | 2 | 184 | 282 |
| Pumpers..... | 6 | 125 | 120 | 2 | 339 | 416 | 8 | 179 | 194 |
| Repairers, car..... | 41 | 173 | 273 | 23 | 348 | 554 | 64 | 236 | 374 |
| Repairers, car, helpers..... | 27 | 152 | 192 | 5 | 320 | 415 | 32 | 173 | 227 |
| Repairers, tank..... | 3 | 185 | 319 | 1 | 317 | 476 | 4 | 218 | 358 |
| Repairers, tank, helpers..... | 1 | 295 | 369 | 1 | 317 | 396 | 2 | 306 | 383 |
| Roadmasters..... | 2 | 153 | 575 | 1 | 365 | 1,080 | 3 | 224 | 743 |
| Signalman..... | | | | 1 | 313 | 376 | 1 | 313 | 376 |
| Signal tender..... | | | | 1 | 365 | 420 | 1 | 365 | 420 |
| Stenographers..... | 3 | 179 | 426 | | | | 3 | 179 | 426 |
| Stonecutters..... | 9 | 41 | 112 | | | | 9 | 41 | 112 |
| Storekeepers..... | | | | 2 | 339 | 388 | 2 | 339 | 388 |
| Supervisors, road..... | | | | 2 | 365 | 1,080 | 2 | 365 | 1,080 |
| Switchmen..... | 3 | 94 | 115 | 1 | 365 | 270 | 4 | 161 | 154 |
| Tallymen..... | 3 | 146 | 194 | 4 | 365 | 555 | 7 | 271 | 400 |
| Telegraph operators..... | 22 | 78 | 85 | 17 | 351 | 415 | 39 | 197 | 229 |
| Tinsmiths..... | 3 | 227 | 517 | | | | 3 | 227 | 517 |
| Tinsmiths' apprentice..... | 1 | 297 | 473 | | | | 1 | 297 | 473 |
| Toolkeepers..... | 1 | 97 | 121 | 1 | 306 | 459 | 2 | 202 | 290 |
| Track walkers..... | 2 | 56 | 58 | | | | 2 | 56 | 58 |
| Trainmen..... | 112 | 94 | 157 | 14 | 318 | 524 | 126 | 119 | 198 |
| Trainmen, chief..... | 40 | 86 | 155 | 3 | 322 | 580 | 43 | 103 | 185 |
| Truckmen..... | 1 | 204 | 255 | 1 | 309 | 386 | 2 | 257 | 321 |
| Typewriter..... | | | | 1 | 365 | 648 | 1 | 365 | 648 |
| Upholsterers..... | 2 | 62 | 123 | | | | 2 | 62 | 123 |
| Warehousemen..... | 9 | 95 | 118 | | | | 9 | 95 | 118 |
| Watchmen..... | 107 | 77 | 91 | 27 | 361 | 468 | 134 | 134 | 167 |
| Watchmen, bridge..... | 5 | 148 | 160 | 15 | 342 | 362 | 20 | 294 | 312 |
| Watchmen, track..... | 2 | 56 | 62 | 1 | 323 | 340 | 3 | 145 | 155 |

TABLE V.—AVERAGE TIME AND EARNINGS—Continued.

RAILROAD NO. 36—Concluded.

| Occupation. | Working less than 301 days. | | | Working 301 days and over. | | | Preceding periods combined. | | |
|-----------------------------|-----------------------------|----------------|--------------------|----------------------------|----------------|--------------------|-----------------------------|----------------|--------------------|
| | Num-ber. | Aver-age days. | Aver-age earnings. | Num-ber. | Aver-age days. | Aver-age earnings. | Num-ber. | Aver-age days. | Aver-age earnings. |
| Watchmen, tunnel..... | | | | 3 | 346 | \$399 | 3 | 346 | \$399 |
| Water boys..... | 2 | 50 | \$25 | | | | 2 | 50 | 25 |
| Wheel grinder..... | | | | 1 | 308 | 385 | 1 | 308 | 385 |
| Wipers..... | 63 | 97 | 111 | 7 | 340 | 396 | 70 | 121 | 140 |
| Yardmasters..... | 6 | 127 | 272 | 1 | 306 | 764 | 7 | 153 | 342 |
| Yardmasters, assistant..... | 8 | 119 | 197 | | | | 8 | 119 | 197 |
| Yardmen..... | 13 | 83 | 136 | 6 | 333 | 550 | 19 | 162 | 267 |

RAILROAD NO. 37.

| | | | | | | | | | |
|-------------------------------------|-----|-----|-------|-----|-----|-------|-----|-----|-------|
| Agents..... | 10 | 170 | \$302 | 72 | 363 | \$588 | 82 | 339 | \$553 |
| Agent, advertising..... | | | | 1 | 365 | 1,675 | 1 | 365 | 1,675 |
| Agents, baggage..... | 3 | 132 | 78 | 18 | 364 | 508 | 21 | 331 | 446 |
| Agents, freight..... | 1 | 214 | 700 | 2 | 365 | 900 | 3 | 315 | 833 |
| Agents, freight..... | (a) | (a) | (a) | (a) | (a) | (a) | 5 | (a) | 908 |
| Agent, milk..... | | | | 1 | 365 | 600 | 1 | 365 | 600 |
| Agents, passenger..... | 2 | 60 | 13 | 4 | 350 | 323 | 6 | 253 | 219 |
| Agents, special..... | | | | 2 | 365 | 1,410 | 2 | 365 | 1,410 |
| Agents, ticket..... | | | | 2 | 365 | 1,470 | 2 | 365 | 1,470 |
| Agents and telegraph operators..... | | | | 24 | 362 | 582 | 24 | 362 | 582 |
| Agent and yardmaster..... | 1 | 194 | 484 | | | | 1 | 194 | 484 |
| Attendants, station..... | | | | 3 | 365 | 444 | 3 | 365 | 444 |
| Baggagemasters..... | (b) | (b) | (b) | (b) | (b) | (b) | 20 | (b) | 574 |
| Blacksmiths..... | 28 | 226 | 489 | 13 | 307 | 706 | 41 | 252 | 558 |
| Blacksmiths..... | (c) | (c) | (c) | (c) | (c) | (c) | 18 | (c) | 588 |
| Blacksmiths' apprentice..... | 1 | 45 | 45 | | | | 1 | 45 | 45 |
| Blacksmiths' helpers..... | 27 | 150 | 202 | 15 | 309 | 435 | 42 | 207 | 305 |
| Blacksmiths' helpers..... | (c) | (c) | (c) | (c) | (c) | (c) | 54 | (c) | 287 |
| Boiler washer..... | | | | 1 | 365 | 540 | 1 | 365 | 540 |
| Boilermakers..... | 4 | 184 | 382 | 11 | 337 | 758 | 15 | 296 | 658 |
| Boilermakers..... | (c) | (c) | (c) | (c) | (c) | (c) | 16 | (c) | 631 |
| Boilermakers' apprentice..... | | | | 1 | 342 | 312 | 1 | 342 | 213 |
| Boilermakers' helpers..... | 6 | 132 | 164 | 9 | 359 | 483 | 15 | 268 | 356 |
| Boilermakers' helpers..... | (d) | (d) | (d) | (d) | (d) | (d) | 15 | (d) | 361 |
| Boilerman..... | | | | 1 | 365 | 480 | 1 | 365 | 480 |
| Boilerman, assistant..... | | | | 1 | 365 | 432 | 1 | 365 | 432 |
| Bolt cutters..... | 1 | 277 | 332 | 1 | 325 | 487 | 2 | 301 | 410 |
| Bolt cutters..... | (c) | (c) | (c) | (c) | (c) | (c) | 2 | (c) | 419 |
| Brakemen..... | 31 | 55 | 88 | 8 | 343 | 530 | 39 | 114 | 179 |
| Brakemen..... | (b) | (b) | (b) | (b) | (b) | (b) | 3 | (b) | 72 |
| Brakemen, freight..... | | | | 7 | 381 | 617 | 7 | 381 | 617 |
| Brakemen, freight..... | (b) | (b) | (b) | (b) | (b) | (b) | 320 | (b) | 287 |
| Brakemen, passenger..... | 3 | 174 | 251 | 2 | 307 | 492 | 5 | 227 | 347 |
| Brakemen, passenger..... | (b) | (b) | (b) | (b) | (b) | (b) | 28 | (b) | 503 |
| Brakemen, yard..... | 48 | 88 | 136 | 57 | 364 | 557 | 105 | 237 | 365 |
| Brakeman, yard..... | (b) | (b) | (b) | (b) | (b) | (b) | 105 | (b) | 260 |
| Cabinetmakers..... | 5 | 270 | 565 | 4 | 309 | 795 | 9 | 287 | 667 |
| Cabinetmakers..... | (c) | (c) | (c) | (c) | (c) | (c) | 11 | (c) | 672 |
| Callers..... | | | | 3 | 386 | 490 | 3 | 386 | 490 |
| Car builders..... | 27 | 220 | 437 | 11 | 316 | 589 | 38 | 248 | 481 |
| Car builders..... | (c) | (c) | (c) | (c) | (c) | (c) | 81 | (c) | 546 |
| Car builders' helpers..... | 2 | 73 | 53 | | | | 2 | 73 | 53 |
| Car builders' helpers..... | (c) | (c) | (c) | (c) | (c) | (c) | 1 | (c) | 286 |
| Carpenters..... | 171 | 186 | 381 | 17 | 319 | 585 | 188 | 198 | 402 |
| Carpenters..... | (c) | (c) | (c) | (c) | (c) | (c) | 3 | (c) | 679 |
| Carvers..... | | | | (c) | (c) | (c) | 3 | (c) | 441 |
| Cashiers..... | | | | 4 | 365 | 1,035 | 4 | 365 | 1,035 |
| Civil engineer..... | | | | 1 | 365 | 1,560 | 1 | 365 | 1,560 |
| Cleaners, cars..... | 21 | 136 | 153 | 36 | 351 | 363 | 57 | 272 | 286 |
| Cleaners, engine..... | 39 | 114 | 137 | 41 | 355 | 426 | 80 | 237 | 285 |
| Cleaners, station..... | 5 | 161 | 47 | 11 | 358 | 143 | 16 | 296 | 113 |

a Time not given.

b Paid by the trip; hence time, and earnings based on time, cannot be stated.

c Paid by the piece; hence time, and earnings based on time, cannot be stated.

d Paid by the day and piece; hence time, and earnings based on time, cannot be stated.

TABLE V.—AVERAGE TIME AND EARNINGS—Continued.

RAILROAD NO. 37—Continued.

| Occupation. | Working less than 301 days. | | | Working 301 days and over. | | | Preceding periods combined. | | |
|--------------------------------|-----------------------------|----------------|---------------------|----------------------------|----------------|---------------------|-----------------------------|----------------|---------------------|
| | Num-ber. | Aver-age days. | Aver-age earn-ings. | Num-ber. | Aver-age days. | Aver-age earn-ings. | Num-ber. | Aver-age days. | Aver-age earn-ings. |
| Cleaners, waiting room | 4 | 100 | \$84 | 3 | 360 | \$299 | 7 | 212 | \$176 |
| Clerks | 56 | 139 | 204 | 155 | 363 | 651 | 211 | 304 | 533 |
| Clerks and telegraph operators | 3 | 196 | 139 | 9 | 360 | 561 | 12 | 319 | 455 |
| Climber | 1 | 23 | 46 | | | | 1 | 23 | 46 |
| Collectors | | | | 3 | 365 | 993 | 3 | 265 | 993 |
| Conductors | 3 | 4 | 10 | | | | 3 | 4 | 10 |
| Conductors | (a) | (a) | (a) | (a) | (a) | (a) | 2 | (a) | 526 |
| Conductors, freight | (a) | (a) | (a) | (a) | (a) | (a) | 82 | (a) | 873 |
| Conductors, passenger | (a) | (a) | (a) | (a) | (a) | (a) | 27 | (a) | 736 |
| Conductors, work train | 5 | 100 | 227 | 3 | 365 | 799 | 8 | 199 | 441 |
| Conductor, work train | (a) | (a) | (a) | (a) | (a) | (a) | 1 | (a) | 474 |
| Conductors, yard | 5 | 107 | 208 | 39 | 371 | 723 | 44 | 341 | 665 |
| Cooper | | | | 1 | 365 | 720 | 1 | 365 | 720 |
| Coppersmiths | 1 | 269 | 511 | 2 | 338 | 748 | 3 | 315 | 669 |
| Coppersmiths | (b) | (b) | (b) | (b) | (b) | (b) | 2 | (b) | 641 |
| Dispatchers | | | | 7 | 365 | 1,071 | 7 | 365 | 1,071 |
| Drillers | 4 | 141 | 175 | | | | 4 | 141 | 175 |
| Drillers | (b) | (b) | (b) | (b) | (b) | (b) | 8 | (b) | 205 |
| Drillers, work train | 1 | 99 | 248 | | | | 1 | 99 | 248 |
| Drivers | 6 | 255 | 403 | 6 | 324 | 601 | 12 | 290 | 547 |
| Engine preparers | 1 | 27 | 45 | 8 | 399 | 498 | 9 | 358 | 447 |
| Engineers, assistant | | | | 2 | 365 | 1,588 | 2 | 365 | 1,588 |
| Engineers, freight | (c) | (c) | (c) | (c) ^a | (c) | (c) | 37 | (c) | 1,126 |
| Engineers, passenger | (a) | (a) | (a) | (a) | (a) | (a) | 8 | (a) | 1,408 |
| Engineers, shifting | 1 | 194 | 485 | 1 | 367 | 953 | 2 | 280 | 719 |
| Engineers, shifting | (a) | (a) | (a) | (a) | (a) | (a) | 2 | (a) | 732 |
| Enginemen | 4 | 106 | 159 | 1 | 364 | 638 | 5 | 158 | 259 |
| Enginemen | (a) | (a) | (a) | (a) | (a) | (a) | 6 | (a) | 694 |
| Enginemen, freight | (a) | (a) | (a) | (a) | (a) | (a) | 57 | (a) | 886 |
| Engineman, passenger | | | | 1 | 369 | 921 | 1 | 369 | 921 |
| Enginemen, passenger | (a) | (a) | (a) | (a) | (a) | (a) | 18 | (a) | 1,181 |
| Enginemen, shifting | | | | 27 | 381 | 524 | 27 | 381 | 924 |
| Enginemen, shifting | (a) | (a) | (a) | (a) | (a) | (a) | 2 | (a) | 976 |
| Enginemen, stationary | 1 | 298 | 510 | 5 | 355 | 588 | 6 | 345 | 575 |
| Examiners, tickets | 1 | 45 | 90 | 9 | 363 | 707 | 10 | 331 | 645 |
| Firemen | 3 | 107 | 151 | | | | 3 | 107 | 151 |
| Firemen | (a) | (a) | (a) | (a) | (a) | (a) | 10 | (a) | 245 |
| Fireman, freight | (a) | (a) | (a) | (a) | (a) | (a) | 125 | (a) | 405 |
| Fireman, passenger | (a) | (a) | (a) | (a) | (a) | (a) | 30 | (a) | 519 |
| Firemen, shifting | 6 | 98 | 126 | 12 | 382 | 509 | 18 | 287 | 381 |
| Firemen, shifting | (a) | (a) | (a) | (a) | (a) | (a) | 21 | (a) | 424 |
| Firemen, stationary | 4 | 39 | 55 | 3 | 396 | 554 | 7 | 192 | 269 |
| Flagmen | 16 | 19 | 142 | 2 | 365 | 342 | 18 | 111 | 164 |
| Flagmen | (a) | (a) | (a) | (a) | (a) | (a) | 72 | (a) | 528 |
| Foremen | 3 | 232 | 449 | 6 | 363 | 641 | 9 | 319 | 577 |
| Foremen, assistant | 5 | 221 | 309 | | | | 5 | 221 | 309 |
| Foremen, blacksmiths | | | | 3 | 365 | 984 | 3 | 365 | 984 |
| Foremen, boilermakers | | | | 2 | 365 | 954 | 2 | 365 | 954 |
| Foremen, carpenters | 6 | 206 | 738 | 7 | 347 | 838 | 13 | 324 | 792 |
| Foremen, coal heavers | | | | 1 | 365 | 660 | 1 | 365 | 660 |
| Foremen, engine cleaners | | | | 2 | 365 | 840 | 2 | 365 | 840 |
| Foremen, floating gang | 4 | 168 | 276 | 2 | 336 | 541 | 6 | 234 | 365 |
| Foreman, freight car works | | | | 1 | 365 | 900 | 1 | 365 | 900 |
| Foreman, general | | | | 1 | 330 | 687 | 1 | 330 | 687 |
| Foreman, laborers | | | | 1 | 365 | 660 | 1 | 365 | 660 |
| Foremen, machinists | | | | 6 | 365 | 956 | 6 | 365 | 956 |
| Foremen, masons | 4 | 241 | 580 | 1 | 365 | 900 | 5 | 266 | 614 |
| Foremen, painters | 1 | 272 | 679 | 1 | 365 | 960 | 2 | 318 | 819 |
| Foreman, passenger car works | | | | 1 | 365 | 1,080 | 1 | 365 | 1,080 |
| Foremen, quarrymen | 2 | 96 | 151 | | | | 2 | 96 | 151 |
| Foreman, road | | | | 1 | 365 | 1,320 | 1 | 365 | 1,320 |
| Foremen, shop | | | | 7 | 365 | 1,006 | 7 | 365 | 1,006 |
| Foreman, stables | | | | 1 | 365 | 900 | 1 | 365 | 900 |
| Foreman, tanners | | | | 1 | 365 | 900 | 1 | 365 | 900 |
| Foremen, track laborers | 35 | 220 | 321 | 88 | 359 | 567 | 123 | 319 | 497 |
| Foremen, work train | 1 | 184 | 285 | 1 | 365 | 570 | 2 | 275 | 428 |
| Furnace tender | (c) | (c) | (c) | (c) | (c) | (c) | 1 | (c) | 257 |

a Paid by the trip; hence time, and earnings based on time, cannot be stated.

b Paid by the piece; hence time, and earnings based on time, cannot be stated.

c Paid by the day and trip; hence time, and earnings based on time, cannot be stated.

TABLE V.—AVERAGE TIME AND EARNINGS—Continued.

RAILROAD NO. 37—Continued.

| Occupation. | Working less than 301 days. | | | Working 301 days and over. | | | Preceding periods combined. | | |
|------------------------------|-----------------------------|---------------|-------------------|----------------------------|---------------|-------------------|-----------------------------|---------------|-------------------|
| | Number. | Average days. | Average earnings. | Number. | Average days. | Average earnings. | Number. | Average days. | Average earnings. |
| Gate-men..... | 10 | 104 | \$148 | 9 | 365 | \$365 | 19 | 227 | \$251 |
| Grinder..... | 1 | 293 | 556 | | | | 1 | 293 | 556 |
| Hammerman..... | 1 | 287 | 403 | | | | 1 | 287 | 403 |
| Hammermen..... | (a) | (a) | (a) | (a) | (a) | (a) | 3 | (a) | 443 |
| Hostlers..... | 10 | 95 | 113 | 22 | 349 | 513 | 32 | 270 | 388 |
| Hostlers' helpers..... | | | | 14 | 342 | 457 | 14 | 342 | 457 |
| Inspector..... | | | | 1 | 365 | 900 | 1 | 365 | 900 |
| Inspectors, car..... | 7 | 116 | 132 | 54 | 371 | 501 | 61 | 341 | 459 |
| Inspectors, cargo..... | | | | 4 | 360 | 520 | 4 | 360 | 520 |
| Inspector, seal..... | | | | 1 | 365 | 540 | 1 | 365 | 540 |
| Inspector, stack..... | | | | 1 | 411 | 576 | 1 | 411 | 576 |
| Inspectors, wheel..... | 1 | 158 | 189 | 1 | 379 | 458 | 2 | 269 | 323 |
| Janitors..... | 1 | 10 | 9 | 9 | 361 | 336 | 10 | 326 | 304 |
| Laborers..... | 413 | 66 | 87 | 52 | 349 | 438 | 465 | 98 | 126 |
| Laborer..... | (b) | (b) | (b) | (b) | (b) | (b) | 1 | (b) | 265 |
| Laborers, coal wharf..... | 20 | 54 | 65 | 14 | 350 | 421 | 34 | 176 | 213 |
| Laborers, floating gang..... | 93 | 86 | 106 | 1 | 305 | 365 | 94 | 89 | 108 |
| Laborer, mason..... | 1 | 195 | 290 | | | | 1 | 195 | 290 |
| Laborers, quarry..... | 7 | 35 | 42 | | | | 7 | 35 | 42 |
| Laborers, shop..... | 7 | 94 | 113 | 3 | 394 | 570 | 10 | 184 | 250 |
| Laborers, track..... | 983 | 145 | 176 | 82 | 317 | 386 | 1,065 | 158 | 193 |
| Laborers, warehouse..... | 7 | 87 | 141 | | | | 7 | 87 | 141 |
| Laborers, work train..... | 277 | 114 | 139 | 5 | 306 | 391 | 282 | 117 | 143 |
| Laborers, yard..... | 18 | 137 | 172 | 7 | 330 | 411 | 25 | 191 | 239 |
| Lampmen..... | 3 | 122 | 160 | 2 | 353 | 522 | 5 | 214 | 305 |
| Letterers..... | | | | 2 | 343 | 450 | 2 | 343 | 450 |
| Levermen..... | 1 | 27 | 39 | 6 | 358 | 571 | 7 | 311 | 495 |
| Linemen..... | 17 | 68 | 130 | 4 | 365 | 655 | 21 | 125 | 230 |
| Machine hands..... | 22 | 212 | 463 | 1 | 343 | 412 | 23 | 217 | 460 |
| Machinists..... | 38 | 245 | 519 | 31 | 327 | 697 | 69 | 282 | 599 |
| Machinists..... | (a) | (a) | (a) | (a) | (a) | (a) | 36 | (a) | 609 |
| Machinists' apprentices..... | (a) | (a) | (a) | (a) | (a) | (a) | 3 | (a) | 195 |
| Machinists' helpers..... | 6 | 183 | 134 | 1 | 305 | 183 | 7 | 201 | 141 |
| Machinists' helpers..... | (a) | (a) | (a) | (a) | (a) | (a) | 7 | (a) | 191 |
| Mail carriers..... | 4 | 133 | 19 | 8 | 358 | 105 | 12 | 283 | 76 |
| Masons..... | 60 | 173 | 427 | | | | 60 | 173 | 427 |
| Masons' helpers..... | 134 | 83 | 109 | 1 | 301 | 452 | 135 | 85 | 111 |
| Master carpenters..... | | | | 2 | 365 | 1,450 | 2 | 365 | 1,350 |
| Master mechanics..... | | | | 3 | 365 | 1,060 | 3 | 365 | 1,660 |
| Messengers..... | 28 | 125 | 50 | 17 | 355 | 251 | 45 | 212 | 132 |
| Messengers, telegraph..... | 14 | 103 | 50 | 3 | 357 | 198 | 17 | 148 | 75 |
| Messenger and janitor..... | | | | 1 | 365 | 480 | 1 | 365 | 480 |
| Oil distributors..... | 1 | 274 | 328 | 4 | 374 | 475 | 5 | 354 | 446 |
| Oilers..... | | | | 10 | 372 | 455 | 10 | 372 | 455 |
| Packers..... | | | | 3 | 328 | 504 | 3 | 328 | 504 |
| Painters..... | 25 | 251 | 459 | 5 | 305 | 641 | 30 | 260 | 490 |
| Painters..... | (a) | (a) | (a) | (a) | (a) | (a) | 19 | (a) | 502 |
| Patternmakers..... | (a) | (a) | (a) | (a) | (a) | (a) | 1 | (a) | 724 |
| Pavers..... | | | | 2 | 311 | 470 | 2 | 311 | 470 |
| Plasterer..... | 1 | 20 | 41 | | | | 1 | 20 | 41 |
| Policemen..... | | | | 7 | 361 | 538 | 7 | 361 | 538 |
| Policeman, special..... | | | | 1 | 365 | 840 | 1 | 365 | 840 |
| Porters, baggage..... | 3 | 51 | 60 | 11 | 364 | 431 | 14 | 297 | 351 |
| Pumpers..... | 7 | 3 | 8 | 6 | 352 | 567 | 13 | 169 | 266 |
| Pumpman..... | 1 | 296 | 394 | | | | 1 | 296 | 394 |
| Repairers, car..... | 16 | 157 | 244 | 11 | 371 | 417 | 27 | 245 | 315 |
| Repairers, car..... | (a) | (a) | (a) | (a) | (a) | (a) | 2 | (a) | 550 |
| Riggers..... | 4 | | | 4 | 346 | 706 | 4 | 346 | 706 |
| Sandmen..... | 1 | 280 | 336 | 3 | 325 | 423 | 4 | 314 | 401 |
| Sealer..... | | | | 1 | 365 | 492 | 1 | 365 | 492 |
| Sheet-iron workers..... | 1 | 164 | 262 | 2 | 314 | 535 | 3 | 264 | 444 |
| Shop hands..... | 20 | 146 | 197 | 14 | 340 | 509 | 34 | 226 | 325 |
| Shop hands..... | (a) | (a) | (a) | (a) | (a) | (a) | 6 | (a) | 470 |
| Stationmasters..... | 2 | 19 | 52 | 5 | 365 | 696 | 7 | 266 | 512 |
| Steamfitter..... | 1 | 294 | 616 | | | | 1 | 294 | 616 |
| Steam generator..... | 1 | 250 | 371 | | | | 1 | 250 | 371 |
| Stenographer..... | | | | 1 | 365 | 780 | 1 | 365 | 780 |
| Storekeepers..... | 1 | 295 | 649 | 2 | 365 | 906 | 3 | 342 | 820 |
| Storekeeper, assistant..... | | | | 1 | 365 | 600 | 1 | 365 | 600 |

a Paid by the piece; hence time, and earnings based on time, cannot be stated.

b Paid by the trip; hence time, and earnings based on time, cannot be stated.

TABLE V.—AVERAGE TIME AND EARNINGS—Continued.

RAILROAD NO. 37—Concluded.

| Occupation. | Working less than 301 days. | | | Working 301 days and over. | | | Preceding periods combined. | | |
|--|-----------------------------|----------------|---------------------|----------------------------|----------------|---------------------|-----------------------------|----------------|---------------------|
| | Num-ber. | Aver-age days. | Aver-age earn-ings. | Num-ber. | Aver-age days. | Aver-age earn-ings. | Num-ber. | Aver-age days. | Aver-age earn-ings. |
| Streetmaster..... | | | | 1 | 345 | \$972 | 1 | 345 | \$972 |
| Supervisors..... | | | | 5 | 365 | 1,104 | 5 | 365 | 1,104 |
| Supervisors, assistant..... | 1 | 292 | \$716 | 1 | 365 | 825 | 2 | 329 | 771 |
| Switchmen..... | 5 | 134 | 182 | 23 | 362 | 422 | 23 | 321 | 379 |
| Tallyman..... | | | | 1 | 365 | 485 | 1 | 365 | 485 |
| Tankman..... | | | | 1 | 365 | 720 | 1 | 365 | 720 |
| Telegraph operators..... | 58 | 152 | 187 | 94 | 354 | 535 | 142 | 272 | 393 |
| Telegraph operator, chief..... | | | | 1 | 365 | 1,200 | 1 | 365 | 1,200 |
| Telegraph operator and dispatcher..... | | | | 1 | 365 | 1,320 | 1 | 365 | 1,320 |
| Telegraph operators and switchmen..... | 3 | 41 | 45 | 15 | 356 | 633 | 18 | 304 | 535 |
| Ticket receivers..... | 3 | 162 | 453 | | | | 3 | 162 | 453 |
| Tinners..... | 9 | 289 | 564 | 3 | 307 | 614 | 12 | 293 | 577 |
| Tinners..... | (a) | (a) | (a) | (a) | (a) | (a) | 9 | (a) | 553 |
| Trainmasters..... | | | | 2 | 365 | 1,500 | 2 | 365 | 1,500 |
| Trainmasters, assistant..... | 2 | 183 | 600 | 1 | 365 | 1,440 | 3 | 243 | 880 |
| Upholsterers..... | 1 | 278 | 555 | 1 | 304 | 791 | 2 | 291 | 673 |
| Upholsterers..... | (a) | (a) | (a) | (a) | (a) | (a) | 2 | (a) | 476 |
| Usher..... | 1 | 120 | 200 | | | | 1 | 120 | 200 |
| Warehousemen..... | 144 | 98 | 138 | 94 | 340 | 446 | 238 | 193 | 260 |
| Watchmen..... | 37 | 126 | 120 | 60 | 365 | 400 | 97 | 274 | 293 |
| Watchmen, bridge..... | 2 | 148 | 146 | 5 | 362 | 357 | 7 | 301 | 297 |
| Watchmen, crossing..... | 18 | 106 | 96 | 45 | 355 | 329 | 63 | 294 | 263 |
| Watchmen, track..... | 24 | 98 | 96 | 2 | 361 | 386 | 26 | 119 | 118 |
| Water boy..... | 1 | 144 | 137 | | | | 1 | 144 | 137 |
| Weighmasters..... | 1 | 59 | 110 | 5 | 353 | 553 | 6 | 304 | 479 |
| Yardmasters..... | 6 | 185 | 443 | 13 | 365 | 914 | 19 | 308 | 765 |
| Yardmasters, assistant..... | 1 | 277 | 505 | 10 | 361 | 806 | 11 | 353 | 779 |
| Yardmaster, general..... | | | | 1 | 365 | 1,200 | 1 | 365 | 1,200 |
| Yardmen..... | 17 | 58 | 101 | 11 | 368 | 570 | 28 | 180 | 286 |
| Yardmen..... | (b) | (b) | (b) | (b) | (b) | (b) | 13 | (b) | 384 |

RAILROAD NO. 38.

| | | | | | | | | | |
|---------------------------------------|-----|-----|-------|----|-----|-------|-----|-----|-------|
| Accountants, car..... | 4 | 147 | \$309 | 6 | 341 | \$832 | 10 | 264 | \$623 |
| Agents..... | 10 | 189 | 568 | 15 | 347 | 1,183 | 25 | 284 | 937 |
| Agents, assistant..... | 4 | 46 | 98 | | | | 4 | 46 | 98 |
| Agent, claim..... | | | | 1 | 334 | 1,925 | 1 | 334 | 1,925 |
| Agent, contracting..... | 1 | 36 | 146 | | | | 1 | 36 | 146 |
| Agent, freight..... | 5 | 180 | 530 | 4 | 335 | 889 | 9 | 249 | 690 |
| Agents, passenger..... | 4 | 130 | 290 | | | | 4 | 130 | 290 |
| Agents, special..... | 5 | 113 | 447 | 1 | 365 | 720 | 6 | 155 | 493 |
| Agent, ticket..... | 1 | 151 | 725 | | | | 1 | 151 | 725 |
| Agent and cashier..... | | | | 1 | 365 | 1,800 | 1 | 365 | 1,800 |
| Agents and telegraph operators..... | 13 | 140 | 309 | 23 | 357 | 790 | 36 | 279 | 616 |
| Axemen..... | 18 | 86 | 114 | | | | 18 | 86 | 114 |
| Baggagemasters..... | 6 | 139 | 281 | 2 | 349 | 688 | 8 | 191 | 883 |
| Baggagemen..... | 26 | 97 | 188 | 1 | 334 | 660 | 27 | 106 | 206 |
| Blacksmiths..... | 30 | 156 | 487 | 1 | 306 | 845 | 31 | 160 | 498 |
| Blacksmiths' helpers..... | 18 | 82 | 189 | | | | 18 | 82 | 189 |
| Boiler washers..... | 3 | 119 | 253 | 2 | 367 | 783 | 5 | 218 | 465 |
| Boilermakers..... | 8 | 186 | 634 | 1 | 306 | 917 | 9 | 199 | 666 |
| Boilermakers' helpers..... | 12 | 171 | 397 | | | | 12 | 171 | 397 |
| Bookkeepers..... | 3 | 114 | 375 | 1 | 338 | 1,078 | 4 | 170 | 551 |
| Brakemen..... | 23 | 44 | 69 | 1 | 365 | 360 | 24 | 58 | 81 |
| Brakemen, freight..... | 224 | 64 | 126 | 18 | 343 | 686 | 242 | 85 | 168 |
| Brakemen, freight and passenger..... | 26 | 34 | 66 | | | | 26 | 34 | 66 |
| Brakemen, freight and work train..... | 7 | 36 | 70 | | | | 7 | 36 | 70 |
| Brakemen, passenger..... | 24 | 88 | 173 | 3 | 347 | 683 | 27 | 116 | 230 |
| Brakemen, work train..... | 19 | 60 | 117 | | | | 19 | 60 | 117 |
| Brakemen, yard..... | 27 | 75 | 159 | 1 | 322 | 677 | 28 | 84 | 178 |

a Paid by the piece; hence time, and earnings based on time, cannot be stated.
 b Paid by the trip; hence time, and earnings based on time, cannot be stated.

TABLE V.—AVERAGE TIME AND EARNINGS—Continued.

RAILROAD NO. 38—Continued.

| Occupation. | Working less than 301 days. | | | Working 301 days and over. | | | Preceding periods combined. | | |
|--|-----------------------------|---------------|-------------------|----------------------------|---------------|-------------------|-----------------------------|---------------|-------------------|
| | Number. | Average days. | Average earnings. | Number. | Average days. | Average earnings. | Number. | Average days. | Average earnings. |
| Carpenters..... | 184 | 95 | \$292 | 5 | 306 | \$894 | 189 | 100 | \$307 |
| Carpenters' helpers..... | 39 | 32 | 66 | | | | 39 | 32 | 66 |
| Cashiers..... | 3 | 54 | 180 | 5 | 344 | 1,081 | 8 | 235 | 743 |
| Chainmen..... | 16 | 87 | 124 | | | | 16 | 87 | 124 |
| Civil engineers..... | 3 | 161 | 844 | 1 | 319 | 2,100 | 4 | 201 | 869 |
| Civil engineers, assistant..... | 5 | 128 | 679 | 1 | 352 | 1,692 | 6 | 165 | 847 |
| Cleaner, car..... | 1 | 70 | 140 | | | | 1 | 70 | 140 |
| Clerks..... | 163 | 105 | 246 | 61 | 349 | 888 | 224 | 172 | 421 |
| Clerks and telegraph operators..... | 8 | 110 | 233 | 4 | 358 | 836 | 12 | 193 | 434 |
| Coal heavers..... | 44 | 68 | 128 | 5 | 375 | 675 | 49 | 99 | 184 |
| Conductors..... | 2 | 13 | 36 | | | | 2 | 13 | 36 |
| Conductors, freight..... | 46 | 123 | 364 | 14 | 340 | 1,011 | 60 | 174 | 515 |
| Conductors, freight and passenger..... | 4 | 83 | 266 | 2 | 364 | 1,083 | 6 | 177 | 538 |
| Conductors, passenger..... | 4 | 222 | 727 | 2 | 343 | 1,129 | 6 | 263 | 861 |
| Conductors, work train..... | 3 | 116 | 343 | 2 | 345 | 1,029 | 5 | 208 | 617 |
| Cooks..... | 10 | 31 | 27 | | | | 10 | 31 | 27 |
| Coopers..... | | | | 2 | 350 | 761 | 2 | 350 | 761 |
| Dispatchers..... | | 82 | 335 | 2 | 311 | 1,266 | 3 | 235 | 956 |
| Dispatchers, chief..... | 3 | 184 | 813 | 3 | 355 | 1,633 | 6 | 270 | 1,223 |
| Draughtsmen..... | 3 | 158 | 608 | 1 | 334 | 1,265 | 4 | 202 | 772 |
| Engineers..... | (a) | (a) | (a) | (a) | (a) | (a) | 85 | (a) | 1,122 |
| Engineers, stationary..... | 7 | 136 | 276 | 1 | 316 | 703 | 8 | 158 | 329 |
| Firemen..... | (a) | (a) | (a) | (a) | (a) | (a) | 141 | (a) | 408 |
| Fireman, stationary..... | | | | 1 | 322 | 684 | 1 | 322 | 684 |
| Flagmen..... | | 64 | 86 | 1 | 365 | 720 | 7 | 107 | 176 |
| Foremen..... | 5 | 139 | 491 | | | | 5 | 139 | 491 |
| Foreman, blacksmiths..... | | | | 1 | 365 | 1,440 | 1 | 365 | 1,440 |
| Foremen, boilermakers..... | 1 | 40 | 157 | 1 | 325 | 1,283 | 2 | 183 | 720 |
| Foreman, car inspectors..... | | | | 1 | 365 | 1,380 | 1 | 365 | 1,380 |
| Foremen, car repairers..... | 1 | 258 | 935 | 1 | 365 | 1,065 | 2 | 312 | 1,000 |
| Foremen, carpenters..... | 12 | 120 | 414 | 7 | 351 | 1,183 | 19 | 205 | 697 |
| Foremen, general..... | 1 | 82 | 335 | 1 | 365 | 1,020 | 2 | 224 | 677 |
| Foremen, laborers..... | 2 | 183 | 480 | | | | 2 | 183 | 480 |
| Foreman, lumber yard..... | 1 | 283 | 848 | | | | 1 | 283 | 848 |
| Foremen, machinists..... | 1 | 49 | 160 | 1 | 319 | 1,240 | 2 | 184 | 700 |
| Foreman, painters..... | | | | 1 | 365 | 1,800 | 1 | 365 | 1,800 |
| Foremen, shop..... | 3 | 178 | 720 | 1 | 365 | 1,500 | 4 | 225 | 915 |
| Foremen, track laborers..... | 87 | 124 | 273 | 72 | 352 | 771 | 159 | 227 | 499 |
| Foremen, yard..... | 19 | 80 | 197 | 1 | 365 | 900 | 20 | 94 | 232 |
| Freighthandlers..... | 29 | 44 | 73 | 1 | 343 | 565 | 30 | 54 | 90 |
| Gatekeeper..... | | | | 1 | 365 | 720 | 1 | 365 | 720 |
| Hostlers..... | 35 | 70 | 176 | 3 | 329 | 819 | 38 | 91 | 227 |
| Inspector..... | 1 | 31 | 65 | | | | 1 | 31 | 65 |
| Inspectors, car..... | 2 | 183 | 422 | | | | 2 | 183 | 422 |
| Inspectors, tie..... | 1 | 76 | 188 | 1 | 334 | 1,375 | 2 | 205 | 781 |
| Inspectors, timber..... | 3 | 107 | 302 | | | | 3 | 107 | 302 |
| Janitors..... | 2 | 92 | 80 | 3 | 345 | 770 | 5 | 243 | 494 |
| Laborers..... | 162 | 88 | 168 | 20 | 348 | 685 | 182 | 117 | 224 |
| Laborers, lumber yard..... | 11 | 84 | 163 | | | | 11 | 84 | 163 |
| Laborers, pump..... | 3 | 120 | 79 | | | | 3 | 120 | 79 |
| Laborers, track..... | 275 | 47 | 86 | 2 | 341 | 614 | 277 | 49 | 90 |
| Laborers, yard..... | 25 | 18 | 35 | 1 | 337 | 590 | 26 | 30 | 56 |
| Levelmen..... | 6 | 81 | 199 | | | | 6 | 81 | 199 |
| Machinists..... | 59 | 147 | 452 | 4 | 327 | 990 | 63 | 159 | 487 |
| Machinists' helpers..... | 13 | 72 | 154 | | | | 13 | 72 | 154 |
| Mail carrier..... | 9 | 117 | 41 | 5 | 359 | 269 | 14 | 203 | 123 |
| Manager, telegraph department..... | | | | 1 | 356 | 878 | 1 | 356 | 878 |
| Master mechanics..... | 2 | 167 | 1,188 | | | | 2 | 167 | 1,188 |
| Messengers..... | 6 | 105 | 67 | 8 | 357 | 336 | 14 | 249 | 221 |
| Messenger and mail carrier..... | 1 | 59 | 30 | | | | 1 | 59 | 30 |
| Office boys..... | 5 | 134 | 100 | 2 | 335 | 295 | 7 | 192 | 155 |
| Painters..... | 34 | 136 | 383 | | | | 34 | 136 | 383 |
| Patternmaker..... | 1 | 274 | 1,054 | | | | 1 | 274 | 1,054 |
| Paymasters..... | 2 | 183 | 848 | | | | 2 | 183 | 848 |
| Plumbers..... | 2 | 183 | 750 | | | | 2 | 183 | 750 |
| Policemen..... | 4 | 53 | 6 | 4 | 350 | 178 | 8 | 201 | 92 |
| Porters..... | 2 | 28 | 56 | | | | 2 | 28 | 56 |
| Pumpers..... | 8 | 115 | 235 | | | | 8 | 115 | 235 |

a Paid by the trip; hence time, and earnings based on time, cannot be stated.

TABLE V.—AVERAGE TIME AND EARNINGS—Continued.

RAILROAD NO. 38—Concluded.

| Occupation. | Working less than 301 days. | | | Working 301 days and over. | | | Preceding periods combined. | | |
|---|-----------------------------|----------------|---------------------|----------------------------|----------------|---------------------|-----------------------------|----------------|---------------------|
| | Num-ber. | Aver-age days. | Aver-age earn-ings. | Num-ber. | Aver-age days. | Aver-age earn-ings. | Num-ber. | Aver-age days. | Aver-age earn-ings. |
| Repairers, car..... | 65 | 71 | \$146 | 17 | 356 | \$776 | 82 | 130 | \$277 |
| Repairer, pump..... | 1 | 190 | 409 | | | | 1 | 190 | 409 |
| Roadmaster..... | 1 | 273 | 2,125 | | | | 1 | 273 | 2,125 |
| Roadmasters, assistant..... | 2 | 183 | 750 | 4 | 365 | 1,305 | 6 | 304 | 1,120 |
| Rodmen..... | 10 | 101 | 147 | 2 | 323 | 743 | 12 | 138 | 246 |
| Sandmen..... | 3 | 121 | 217 | | | | 3 | 121 | 217 |
| Sealer..... | 1 | 31 | 62 | | | | 1 | 31 | 62 |
| Stationer..... | 1 | 273 | 675 | | | | 1 | 273 | 675 |
| Stenographers..... | 8 | 121 | 341 | 1 | 365 | 1,170 | 9 | 148 | 433 |
| Storekeepers..... | 6 | 81 | 192 | | | | 6 | 81 | 192 |
| Storekeeper, assistant..... | 1 | 24 | 48 | | | | 1 | 24 | 48 |
| Superintendents, bridge and building..... | | | | 2 | 365 | 2,100 | 2 | 365 | 2,100 |
| Superintendent, construction..... | 1 | 74 | 373 | | | | 1 | 74 | 373 |
| Superintendent, telegraph department..... | | | | 1 | 365 | 1,500 | 1 | 365 | 1,500 |
| Switchmen..... | 86 | 32 | 70 | 1 | 312 | 667 | 87 | 35 | 77 |
| Telephone operators..... | 50 | 89 | 187 | 8 | 339 | 712 | 58 | 124 | 260 |
| Ticket receiver..... | 1 | 243 | 160 | | | | 1 | 243 | 160 |
| Timekeepers..... | 2 | 183 | 485 | | | | 2 | 183 | 485 |
| Timekeeper, assistant..... | 1 | 16 | 46 | | | | 1 | 16 | 46 |
| Tinsmiths..... | 2 | 253 | 875 | | | | 2 | 253 | 875 |
| Tinsmiths' helpers..... | 2 | 51 | 117 | | | | 2 | 51 | 117 |
| Topographers..... | 3 | 230 | 727 | | | | 3 | 230 | 727 |
| Topographers, assistant..... | 3 | 68 | 145 | | | | 3 | 68 | 145 |
| Track walker..... | | | | 1 | 363 | 597 | 1 | 363 | 597 |
| Trainmaster..... | | | | 1 | 365 | 300 | 1 | 365 | 300 |
| Transitmen..... | 6 | 140 | 411 | | | | 6 | 140 | 411 |
| Truckmen..... | 2 | 169 | 337 | 2 | 350 | 649 | 4 | 259 | 493 |
| Upholsterer..... | 1 | 276 | 824 | | | | 1 | 276 | 824 |
| Upholsterers' helper..... | 1 | 26 | 51 | | | | 1 | 26 | 51 |
| Warehousemen..... | 7 | 102 | 198 | 2 | 338 | 638 | 9 | 155 | 296 |
| Watchmen..... | 139 | 97 | 163 | 20 | 354 | 616 | 168 | 141 | 241 |
| Weighers..... | 3 | 6 | 11 | | | | 3 | 6 | 11 |
| Weighmasters..... | 5 | 165 | 323 | 1 | 365 | 770 | 6 | 198 | 397 |
| Wipers..... | 116 | 84 | 151 | 7 | 342 | 616 | 123 | 98 | 178 |
| Wreckmaster..... | 1 | 153 | 125 | | | | 1 | 153 | 125 |
| Yardmasters..... | 13 | 130 | 369 | 4 | 342 | 1,123 | 17 | 180 | 547 |

RAILROAD NO. 39.

| | | | | | | | | | |
|-------------------------------------|-----|-----|-------|-----|-----|-------|-----|-----|-------|
| Agents..... | 59 | 157 | \$320 | 154 | 361 | \$648 | 213 | 304 | \$557 |
| Agents..... | (a) | (a) | (a) | (a) | (a) | (a) | 40 | (a) | 359 |
| Agents, advertising..... | | | | 1 | 365 | 600 | 1 | 365 | 600 |
| Agents, assistant..... | 6 | 79 | 99 | 5 | 365 | 264 | 11 | 209 | 174 |
| Agents, baggage..... | 4 | 68 | 80 | 19 | 361 | 573 | 23 | 310 | 492 |
| Agents, claim..... | 2 | 203 | 448 | 1 | 365 | 900 | 3 | 257 | 598 |
| Agent, contracting..... | | | | 1 | 365 | 1,200 | 1 | 365 | 1,200 |
| Agent, emigrant..... | | | | 1 | 365 | 600 | 1 | 365 | 600 |
| Agents, freight..... | 33 | 141 | 166 | 61 | 364 | 649 | 94 | 286 | 479 |
| Agents, freight..... | (a) | (a) | (a) | (a) | (a) | (a) | 4 | (a) | 1,003 |
| Agents, freight and ticket..... | 5 | 171 | 97 | 16 | 361 | 416 | 21 | 316 | 340 |
| Agents, freight and ticket..... | (a) | (a) | (a) | (a) | (a) | (a) | 20 | (a) | 438 |
| Agents, passenger..... | 4 | 134 | 380 | 4 | 365 | 1,058 | 8 | 250 | 719 |
| Agents, special..... | 3 | 182 | 732 | 8 | 365 | 1,219 | 11 | 315 | 1,086 |
| Agents, ticket..... | 24 | 131 | 203 | 51 | 358 | 740 | 75 | 286 | 568 |
| Agents, ticket..... | (a) | (a) | (a) | (a) | (a) | (a) | 215 | (a) | 191 |
| Agents and telegraph operators..... | 30 | 134 | 165 | 110 | 364 | 522 | 140 | 314 | 446 |
| Agents and telegraph operators..... | (a) | (a) | (a) | (a) | (a) | (a) | 59 | (a) | 635 |
| Ashpit men..... | 20 | 163 | 197 | 15 | 377 | 472 | 35 | 255 | 315 |
| Ashpit man..... | (b) | (b) | (b) | (b) | (b) | (b) | 1 | (b) | 527 |
| Axemen..... | 8 | 13 | 21 | | | | 8 | 13 | 21 |
| Baggagemasters..... | 54 | 122 | 172 | 82 | 364 | 538 | 136 | 268 | 393 |
| Baggagemasters..... | (c) | (c) | (c) | (c) | (c) | (c) | 88 | (c) | 597 |

a Paid by the day and received commission; hence time, and earnings based on time, cannot be stated.

b Paid by the day and piece; hence time, and earnings based on time, cannot be stated.

c Paid by the day and trip; hence time, and earnings based on time, cannot be stated.

TABLE V.—AVERAGE TIME AND EARNINGS—Continued.

RAILROAD NO. 39—Continued.

| Occupation. | Working less than 301 days. | | | Working 301 days and over. | | | Preceding periods combined. | | |
|---|-----------------------------|----------------|---------------------|----------------------------|----------------|---------------------|-----------------------------|----------------|---------------------|
| | Num-ber. | Aver-age days. | Aver-age earn-ings. | Num-ber. | Aver-age days. | Aver-age earn-ings. | Num-ber. | Aver-age days. | Aver-age earn-ings. |
| Baggagemasters, assistant..... | 1 | 167 | \$87 | 4 | 365 | \$294 | 5 | 325 | \$252 |
| Baggagemaster, assistant..... | (a) | (a) | (a) | (a) | (a) | (a) | 1 | (a) | 463 |
| Baggagemasters' helpers..... | 1 | 219 | 303 | 1 | 335 | 448 | 2 | 277 | 376 |
| Baggagemaster and brakeman.. | 1 | 289 | 506 | | | | 1 | 289 | 506 |
| Baggagemaster and clerk..... | | | | 1 | 365 | 660 | 1 | 365 | 660 |
| Baggagemen..... | 87 | 85 | 127 | 18 | 380 | 555 | 105 | 133 | 200 |
| Baggagemen..... | (a) | (a) | (a) | (a) | (a) | (a) | 25 | (a) | 662 |
| Battery boys..... | 2 | 183 | 60 | | | | 2 | 183 | 60 |
| Blacksmiths..... | 173 | 166 | 372 | 39 | 314 | 718 | 212 | 193 | 435 |
| Blacksmiths..... | (b) | (b) | (b) | (b) | (b) | (b) | 141 | (b) | 548 |
| Blacksmiths' apprentices..... | 4 | 170 | 188 | 2 | 321 | 272 | 6 | 220 | 216 |
| Blacksmiths' apprentices..... | (b) | (b) | (b) | (b) | (b) | (b) | 6 | (b) | 299 |
| Blacksmiths' helpers..... | 359 | 110 | 157 | 53 | 316 | 457 | 412 | 137 | 195 |
| Blacksmiths' helpers..... | (b) | (b) | (b) | (b) | (b) | (b) | 326 | (b) | 267 |
| Boilermakers..... | 172 | 134 | 317 | 80 | 342 | 810 | 252 | 200 | 474 |
| Boilermakers..... | (b) | (b) | (b) | (b) | (b) | (b) | 24 | (b) | 685 |
| Boilermakers' apprentices..... | 37 | 165 | 173 | 6 | 310 | 377 | 43 | 185 | 201 |
| Boilermakers' helpers..... | 226 | 118 | 174 | 59 | 343 | 469 | 285 | 172 | 235 |
| Boilermakers' helpers..... | (b) | (b) | (b) | (b) | (b) | (b) | 56 | (b) | 328 |
| Boiler washers..... | 14 | 134 | 198 | 27 | 361 | 572 | 41 | 284 | 445 |
| Bolt cutters..... | 10 | 252 | 355 | 1 | 329 | 395 | 11 | 259 | 359 |
| Bolt cutters..... | (b) | (b) | (b) | (b) | (b) | (b) | 5 | (b) | 385 |
| Bolt heaters..... | (b) | (b) | (b) | (b) | (b) | (b) | 3 | (b) | 378 |
| Boltmakers..... | (c) | (c) | (c) | (c) | (c) | (c) | 4 | (c) | 511 |
| Brakemen..... | 540 | 70 | 131 | 63 | 342 | 634 | 603 | 99 | 184 |
| Brakemen..... | (d) | (d) | (d) | (d) | (d) | (d) | 190 | (d) | 307 |
| Brakemen, freight..... | 936 | 81 | 149 | 121 | 341 | 614 | 1,057 | 111 | 202 |
| Brakemen, freight..... | (a) | (a) | (a) | (a) | (a) | (a) | 1,562 | (a) | 292 |
| Brakemen, freight and passen- ger..... | (a) | (a) | (a) | (a) | (a) | (a) | 134 | (a) | 342 |
| Brakemen, freight yard..... | 76 | 48 | 126 | 9 | 325 | 815 | 85 | 78 | 199 |
| Brakemen, passenger..... | 18 | 99 | 166 | 20 | 371 | 675 | 38 | 242 | 434 |
| Brakemen, passenger..... | (a) | (a) | (a) | (a) | (a) | (a) | 154 | (a) | 471 |
| Brakemen, work train..... | 16 | 130 | 225 | 1 | 307 | 522 | 17 | 140 | 242 |
| Brakemen, yard..... | 851 | 80 | 159 | 114 | 335 | 660 | 965 | 110 | 218 |
| Brakemen, yard..... | (a) | (a) | (a) | (a) | (a) | (a) | 19 | (a) | 315 |
| Brakemen and conductors..... | 48 | 151 | 343 | 33 | 331 | 756 | 81 | 224 | 511 |
| Brakemen and conductors..... | (d) | (d) | (d) | (d) | (d) | (d) | 33 | (d) | 660 |
| Brassmoulders..... | 4 | 242 | 652 | 1 | 333 | 916 | 5 | 260 | 705 |
| Brassmoulders' helpers..... | 5 | 183 | 245 | 2 | 308 | 518 | 7 | 219 | 325 |
| Brassmoulders' helpers..... | (b) | (b) | (b) | (b) | (b) | (b) | 3 | (b) | 413 |
| Bricklayers..... | 17 | 43 | 118 | 1 | 347 | 990 | 18 | 60 | 167 |
| Bricklayers, helpers..... | 13 | 73 | 108 | | | | 13 | 73 | 108 |
| Bridge tenders..... | 4 | 63 | 83 | 4 | 351 | 421 | 8 | 207 | 252 |
| Cab builder..... | (b) | (b) | (b) | (b) | (b) | (b) | 1 | (b) | 868 |
| Cabinetmakers..... | 24 | 208 | 445 | 3 | 305 | 681 | 27 | 219 | 471 |
| Cabinetmakers..... | (b) | (b) | (b) | (b) | (b) | (b) | -11 | (b) | 621 |
| Call boys..... | 2 | 52 | 46 | 4 | 350 | 310 | 6 | 250 | 222 |
| Callers..... | 46 | 146 | 197 | 32 | 374 | 512 | 78 | 240 | 326 |
| Captain of scow..... | | | | 1 | 315 | 965 | 1 | 315 | 965 |
| Car builders..... | 222 | 186 | 366 | 28 | 312 | 648 | 250 | 201 | 397 |
| Car builders..... | (b) | (b) | (b) | (b) | (b) | (b) | 370 | (b) | 375 |
| Car droppers..... | 10 | 122 | 223 | | | | 10 | 122 | 223 |
| Car recorders..... | 7 | 94 | 150 | 5 | 353 | 636 | 12 | 202 | 352 |
| Car recorders, chief..... | 11 | 122 | 188 | 5 | 357 | 537 | 16 | 195 | 297 |
| Car tracer..... | | | | 1 | 365 | 240 | 1 | 365 | 240 |
| Car washers..... | | | | 4 | 365 | 388 | 4 | 365 | 388 |
| Carders..... | 4 | 40 | 54 | 2 | 363 | 478 | 6 | 148 | 195 |
| Carders and sealers..... | | | | 2 | 365 | 588 | 2 | 365 | 588 |

a Paid by the day and trip; hence time, and earnings based on time, cannot be stated.

b Paid by the day and piece; hence time, and earnings based on time, cannot be stated.

c Paid by the piece; hence time, and earnings based on time, cannot be stated.

d Paid by the day, mile, and trip; hence time, and earnings based on time, cannot be stated.

TABLE V.—AVERAGE TIME AND EARNINGS—Continued.

RAILROAD NO. 39—Continued.

| Occupation. | Working less than 301 days. | | | Working 301 days and over. | | | Preceding periods combined. | | |
|--|-----------------------------|---------------|-------------------|----------------------------|---------------|-------------------|-----------------------------|---------------|-------------------|
| | Number. | Average days. | Average earnings. | Number. | Average days. | Average earnings. | Number. | Average days. | Average earnings. |
| Carmen..... | 2 | 154 | \$241 | 3 | 307 | \$486 | 5 | 245 | \$388 |
| Carpenters..... | 474 | 158 | 317 | 155 | 318 | 513 | 629 | 197 | 365 |
| Carpenters..... | (a) | (a) | (a) | (a) | (a) | (a) | 128 | (a) | 457 |
| Carpenters' apprentices..... | 2 | 78 | 58 | ..... | ..... | ..... | 2 | 78 | 58 |
| Carpenters, bridge..... | 37 | 134 | 288 | 5 | 309 | 696 | 92 | 144 | 311 |
| Carpenters, car works..... | 3 | 180 | 281 | 8 | 369 | 609 | 11 | 318 | 519 |
| Carpenters, dock..... | 21 | 136 | 256 | 1 | 303 | 581 | 22 | 144 | 271 |
| Carpenters, fence..... | 78 | 118 | 197 | 1 | 331 | 620 | 70 | 120 | 202 |
| Carpenters' helpers..... | 92 | 87 | 134 | 10 | 323 | 537 | 102 | 111 | 174 |
| Carpenters' helpers..... | (a) | (a) | (a) | (a) | (a) | (a) | 5 | (a) | 331 |
| Carpenters, house..... | 13 | 113 | 252 | 1 | 306 | 637 | 14 | 126 | 283 |
| Carpenters, locomotive works..... | ..... | ..... | ..... | 4 | 337 | 685 | 4 | 337 | 686 |
| Carpenters, roundhouse..... | 8 | 144 | 220 | 6 | 323 | 596 | 14 | 221 | 381 |
| Carpenters, shop..... | 7 | 118 | 221 | 8 | 334 | 660 | 15 | 233 | 455 |
| Carpenters, work train..... | 64 | 129 | 234 | 2 | 312 | 703 | 66 | 134 | 297 |
| Cashiers..... | 7 | 192 | 449 | 20 | 364 | 987 | 27 | 319 | 848 |
| Chairmen..... | 19 | 48 | 75 | ..... | ..... | ..... | 19 | 48 | 75 |
| Checkers..... | 1 | 209 | 440 | 4 | 364 | 657 | 5 | 345 | 614 |
| Checkmen..... | 18 | 109 | 164 | 25 | 362 | 571 | 43 | 256 | 400 |
| City poster..... | ..... | ..... | ..... | 1 | 365 | 480 | 1 | 365 | 480 |
| Civil engineers..... | 6 | 130 | 393 | 18 | 365 | 1,642 | 24 | 306 | 1,329 |
| Civil engineers, assistant..... | 11 | 160 | 321 | 2 | 365 | 698 | 13 | 191 | 379 |
| Cleaners..... | 27 | 75 | 78 | 6 | 356 | 327 | 33 | 126 | 123 |
| Cleaner, boiler..... | ..... | ..... | ..... | 1 | 423 | 761 | 1 | 423 | 761 |
| Cleaners, car..... | 164 | 103 | 116 | 92 | 348 | 418 | 256 | 191 | 225 |
| Cleaners, engine..... | 170 | 102 | 123 | 98 | 360 | 443 | 268 | 196 | 240 |
| Cleaner, engine..... | (a) | (a) | (a) | (a) | (a) | (a) | 1 | (a) | 475 |
| Cleaners, lamp..... | ..... | ..... | ..... | 2 | 365 | 480 | 2 | 365 | 480 |
| Cleaners, reservoir..... | 165 | 34 | 44 | ..... | ..... | ..... | 165 | 34 | 44 |
| Cleaner, yard..... | 1 | 232 | 267 | ..... | ..... | ..... | 1 | 232 | 267 |
| Cleaners..... | 11 | 65 | 56 | ..... | ..... | ..... | 11 | 65 | 56 |
| Clerks..... | 670 | 122 | 186 | 692 | 360 | 640 | 1,362 | 243 | 417 |
| Clerks and telegraph operators..... | 47 | 111 | 156 | 45 | 339 | 563 | 92 | 232 | 355 |
| Clerk and timekeeper..... | ..... | ..... | ..... | 1 | 365 | 855 | 1 | 365 | 855 |
| Coalers..... | 8 | 128 | 154 | 6 | 344 | 434 | 14 | 221 | 274 |
| Coal handlers..... | 29 | 74 | 90 | 14 | 350 | 435 | 43 | 164 | 202 |
| Coal heavers..... | 132 | 70 | 85 | 32 | 376 | 445 | 164 | 130 | 156 |
| Coal heavers..... | (a) | (a) | (a) | (a) | (a) | (a) | 39 | (a) | 174 |
| Collectors..... | 5 | 135 | 170 | 8 | 365 | 651 | 13 | 277 | 466 |
| Comptrollers, track..... | ..... | ..... | ..... | 2 | 365 | 675 | 2 | 365 | 675 |
| Conductors..... | 42 | 186 | 574 | 49 | 329 | 951 | 91 | 263 | 777 |
| Conductors, freight..... | 101 | 174 | 474 | 68 | 346 | 950 | 169 | 243 | 665 |
| Conductors, freight..... | (b) | (b) | (b) | (b) | (b) | (b) | 369 | (b) | 779 |
| Conductors, freight and passenger..... | (b) | (b) | (b) | (b) | (b) | (b) | 15 | (b) | 803 |
| Conductors, passenger..... | 8 | 172 | 511 | 8 | 356 | 973 | 16 | 264 | 742 |
| Conductors, passenger..... | (b) | (b) | (b) | (b) | (b) | (b) | 123 | (b) | 1,069 |
| Conductors, work train..... | 14 | 137 | 359 | 4 | 353 | 898 | 18 | 185 | 479 |
| Conductors, work train..... | (b) | (b) | (b) | (b) | (b) | (b) | 2 | (b) | 502 |
| Conductors, yard..... | 167 | 102 | 249 | 129 | 337 | 815 | 296 | 205 | 496 |
| Conductors, yard..... | (b) | (b) | (b) | (b) | (b) | (b) | 7 | (b) | 624 |
| Coopers..... | 1 | 59 | 70 | 4 | 342 | 536 | 5 | 285 | 443 |
| Coppersmiths..... | 4 | 229 | 477 | 4 | 335 | 902 | 8 | 282 | 690 |
| Coppersmiths..... | (a) | (a) | (a) | (a) | (a) | (a) | 2 | (a) | 952 |
| Coppersmiths' helpers..... | 1 | 106 | 148 | 1 | 320 | 399 | 2 | 213 | 274 |
| Covermakers..... | 5 | 166 | 274 | ..... | ..... | ..... | 5 | 166 | 274 |
| Crankers..... | 3 | 21 | 55 | ..... | ..... | ..... | 3 | 21 | 55 |
| Cranemen..... | 5 | 144 | 329 | ..... | ..... | ..... | 5 | 144 | 329 |
| Cupolamen..... | ..... | ..... | ..... | 2 | 325 | 538 | 2 | 325 | 538 |
| Cutters..... | 3 | 93 | 256 | ..... | ..... | ..... | 3 | 93 | 256 |
| Depotmasters..... | 3 | 183 | 553 | 3 | 385 | 960 | 6 | 284 | 757 |
| Detectives..... | 3 | 22 | 28 | 3 | 365 | 963 | 6 | 194 | 495 |
| Dispatchers..... | 37 | 105 | 486 | 23 | 360 | 1,026 | 60 | 240 | 694 |
| Dispatchers, assistant..... | ..... | ..... | ..... | 3 | 365 | 1,125 | 3 | 365 | 1,125 |
| Dispatchers, chief..... | 3 | 152 | 720 | 4 | 365 | 1,247 | 7 | 274 | 1,021 |
| Door tenders..... | (c) | (c) | (c) | (c) | (c) | (c) | 5 | (c) | 141 |

a Paid by the day and piece; hence time, and earnings based on time, cannot be stated.

b Paid by the day and trip; hence time, and earnings based on time, cannot be stated.

c Time not given.

TABLE V.—AVERAGE TIME AND EARNINGS—Continued.

RAILROAD NO. 39—Continued.

| Occupation. | Working less than 301 days. | | | Working 301 days and over. | | | Preceding periods combined. | | |
|---------------------------------|-----------------------------|----------------|---------------------|----------------------------|----------------|---------------------|-----------------------------|----------------|---------------------|
| | Num-ber. | Aver-age days. | Aver-age earn-ings. | Num-ber. | Aver-age days. | Aver-age earn-ings. | Num-ber. | Aver-age days. | Aver-age earn-ings. |
| Draughtsmen..... | 3 | 89 | \$171 | 4 | 365 | \$789 | 12 | 181 | \$377 |
| Drillers..... | 2 | 166 | 258 | 5 | 344 | 468 | 7 | 293 | 408 |
| Drillers..... | (a) | (a) | (a) | (a) | (a) | (a) | 2 | (a) | 173 |
| Drillpressmen..... | 4 | 184 | 245 | 6 | 323 | 455 | 10 | 267 | 371 |
| Drillpressmen..... | (b) | (b) | (b) | (b) | (b) | (b) | 6 | (b) | 293 |
| Employés junction eating house: | | | | | | | | | |
| Chambermaids..... | 3 | 82 | 32 | | | | | 82 | 32 |
| Cooks..... | 1 | 11 | 12 | 2 | 357 | 357 | 3 | 241 | 229 |
| Dish washers..... | 2 | 97 | 38 | | | | 2 | 97 | 38 |
| Extra help..... | 1 | 6 | 2 | | | | 1 | 6 | 2 |
| Kitchen girls..... | 9 | 51 | 20 | | | | 9 | 51 | 20 |
| Kitchen girl and waitress..... | | | | 1 | 356 | 140 | 1 | 356 | 140 |
| Laundresses..... | 3 | 119 | 47 | | | | 3 | 119 | 47 |
| Waitresses..... | 3 | 138 | 55 | 1 | 328 | 129 | 4 | 186 | 73 |
| Waitress and chambermaid..... | 1 | 127 | 50 | | | | 1 | 127 | 50 |
| Engine preparers..... | 31 | 121 | 178 | 30 | 375 | 605 | 61 | 246 | 388 |
| Engineers..... | 59 | 159 | 429 | 148 | 367 | 1,081 | 207 | 308 | 895 |
| Engineers..... | (c) | (c) | (c) | (c) | (c) | (c) | 260 | (c) | 1,025 |
| Engineers, assistant..... | 10 | 86 | 156 | 4 | 352 | 1,019 | 14 | 162 | 403 |
| Engineers, bridge..... | 3 | 6 | 16 | 2 | 365 | 900 | 5 | 149 | 370 |
| Engineers, freight..... | 91 | 206 | 944 | 25 | 349 | 1,110 | 116 | 237 | 979 |
| Engineers, freight..... | (c) | (c) | (c) | (c) | (c) | (c) | 305 | (c) | 902 |
| Engineers, passenger..... | 5 | 167 | 782 | 23 | 353 | 1,463 | 28 | 320 | 1,342 |
| Engineers, passenger..... | (c) | (c) | (c) | (c) | (c) | (c) | 90 | (c) | 1,201 |
| Engineers, piledriver..... | 6 | 55 | 158 | | | | 6 | 55 | 158 |
| Engineers, shifting..... | 13 | 190 | 491 | 50 | 373 | 1,002 | 63 | 335 | 896 |
| Engineers, shifting..... | (c) | (c) | (c) | (c) | (c) | (c) | 24 | (c) | 834 |
| Engineers, stationary..... | 19 | 106 | 201 | 37 | 360 | 637 | 56 | 280 | 489 |
| Engineers, switching..... | | | | 10 | 336 | 830 | 10 | 336 | 830 |
| Engineers, work train..... | 3 | 177 | 448 | 1 | 380 | 1,158 | 4 | 228 | 625 |
| Engineers, yard..... | 10 | 144 | 368 | 21 | 333 | 851 | 31 | 272 | 695 |
| Engineers, yard..... | (b) | (b) | (b) | (b) | (b) | (b) | 12 | (b) | 671 |
| Enginemen..... | 4 | 82 | 162 | 1 | 365 | 600 | 5 | 139 | 250 |
| Engineman, passenger..... | 1 | 99 | 273 | | | | 1 | 99 | 273 |
| Enginemen, passenger..... | (c) | (c) | (c) | (c) | (c) | (c) | 6 | (c) | 1,502 |
| Enginemen, shifting..... | | | | 4 | 407 | 1,041 | 4 | 407 | 1,041 |
| Enginemen, shifting..... | (c) | (c) | (c) | (c) | (c) | (c) | 3 | (c) | 836 |
| Enginemen, yard..... | 2 | 115 | 260 | | | | 2 | 115 | 260 |
| Engineman, yard..... | (c) | (c) | (c) | (c) | (c) | (c) | 1 | (c) | 116 |
| Examiner, watch..... | | | | 1 | 335 | 276 | 1 | 335 | 276 |
| Firemen..... | 311 | 116 | 244 | 141 | 359 | 637 | 452 | 192 | 367 |
| Firemen..... | (c) | (c) | (c) | (c) | (c) | (c) | 290 | (c) | 401 |
| Firemen, engineroom..... | 6 | 161 | 196 | 4 | 416 | 507 | 10 | 263 | 320 |
| Firemen, freight..... | 22 | 77 | 135 | 12 | 367 | 625 | 34 | 179 | 308 |
| Firemen, freight..... | (c) | (c) | (c) | (c) | (c) | (c) | 480 | (c) | 360 |
| Firemen, locomotive..... | 4 | 134 | 239 | 9 | 381 | 494 | 13 | 305 | 416 |
| Firemen, locomotive..... | (c) | (c) | (c) | (c) | (c) | (c) | 78 | (c) | 397 |
| Firemen, passenger..... | 7 | 122 | 251 | 3 | 434 | 752 | 10 | 216 | 401 |
| Firemen, passenger..... | (c) | (c) | (c) | (c) | (c) | (c) | 93 | (c) | 573 |
| Firemen, shifting..... | 37 | 95 | 157 | 35 | 378 | 623 | 72 | 233 | 383 |
| Firemen, shifting..... | (c) | (c) | (c) | (c) | (c) | (c) | 60 | (c) | 446 |
| Firemen, shop..... | 3 | 122 | 199 | | | | 3 | 122 | 199 |
| Fireman, shop..... | (c) | (c) | (c) | (c) | (c) | (c) | 1 | (c) | 71 |
| Firemen, stationary..... | 11 | 157 | 213 | 4 | 359 | 476 | 15 | 211 | 283 |
| Firemen, stationary..... | (d) | (d) | (d) | (d) | (d) | (d) | 2 | (d) | 398 |
| Firemen, steam shovel..... | 2 | 166 | 260 | | | | 2 | 166 | 260 |
| Firemen, switching..... | 11 | 102 | 163 | | | | 11 | 102 | 163 |
| Firemen, work train..... | 4 | 88 | 145 | | | | 4 | 88 | 145 |
| Firemen, yard..... | 16 | 75 | 128 | 10 | 343 | 555 | 26 | 178 | 292 |
| Firemen, yard..... | (b) | (b) | (b) | (b) | (b) | (b) | 7 | (b) | 342 |
| Flagmen..... | 194 | 92 | 95 | 128 | 354 | 329 | 322 | 196 | 388 |
| Flagmen, crossing..... | 44 | 87 | 88 | 35 | 344 | 357 | 79 | 201 | 207 |
| Flagmen, freight..... | 5 | 48 | 93 | | | | 5 | 48 | 93 |
| Flagmen, freight..... | (c) | (c) | (c) | (c) | (c) | (c) | 48 | (c) | 190 |
| Flagmen, yard..... | 2 | 78 | 103 | 3 | 361 | 354 | 5 | 248 | 354 |
| Flagmen and switchmen..... | 3 | 103 | 127 | 2 | 330 | 383 | 5 | 194 | 329 |

a Paid by the piece; hence time and earnings based on time, cannot be stated.

b Paid by the day and piece; hence time, and earnings based on time, cannot be stated.

c Paid by the day and trip; hence time, and earnings based on time, cannot be stated.

d Time not given.

TABLE V.—AVERAGE TIME AND EARNINGS—Continued.

RAILROAD NO. 39—Continued.

| Occupation. | Working less than 301 days. | | | Working 301 days and over. | | | Preceding periods combined. | | |
|--------------------------------|-----------------------------|----------------|---------------------|----------------------------|----------------|---------------------|-----------------------------|----------------|---------------------|
| | Num-ber. | Aver-age days. | Aver-age earn-ings. | Num-ber. | Aver-age days. | Aver-age earn-ings. | Num-ber. | Aver-age days. | Aver-age earn-ings. |
| Foremen..... | 50 | 97 | \$203 | 64 | 361 | \$931 | 114 | 245 | \$612 |
| Foremen, blacksmiths..... | | | | 12 | 363 | 978 | 12 | 363 | 978 |
| Foremen, boilermakers..... | 1 | 276 | 720 | 5 | 353 | 1,031 | 6 | 340 | 980 |
| Foremen, bridge gang..... | 8 | 174 | 442 | 9 | 330 | 788 | 17 | 257 | 625 |
| Foremen, cabinetmakers..... | | | | 3 | 365 | 1,004 | 3 | 365 | 1,004 |
| Foremen, car inspectors..... | | | | 5 | 367 | 805 | 5 | 367 | 805 |
| Foremen, car repairers..... | | | | 3 | 365 | 789 | 3 | 365 | 789 |
| Foremen, carpenters..... | 19 | 209 | 505 | 29 | 345 | 869 | 48 | 291 | 725 |
| Foremen, coal heavers..... | 5 | 135 | 169 | 6 | 372 | 555 | 11 | 264 | 380 |
| Foremen, fence gang..... | 23 | 225 | 414 | 3 | 355 | 609 | 26 | 240 | 436 |
| Foremen, floating gang..... | 6 | 180 | 330 | 2 | 365 | 665 | 8 | 226 | 414 |
| Foremen, general..... | | | | 1 | 365 | 1,620 | 1 | 365 | 1,620 |
| Foremen, laborers..... | 15 | 144 | 230 | 10 | 337 | 661 | 25 | 221 | 403 |
| Foremen, lumber yard..... | 1 | 300 | 662 | 1 | 365 | 900 | 2 | 333 | 781 |
| Foremen, machinists..... | 13 | 151 | 409 | 26 | 354 | 1,051 | 39 | 286 | 837 |
| Foremen, masons..... | 23 | 180 | 587 | 3 | 331 | 960 | 26 | 197 | 630 |
| Foremen, painters..... | 7 | 147 | 343 | 12 | 349 | 871 | 19 | 274 | 676 |
| Foremen, piledrivers..... | 3 | 123 | 298 | | | | 3 | 123 | 298 |
| Foremen, planing mill..... | | | | 2 | 365 | 870 | 2 | 365 | 870 |
| Foremen, quarrymen..... | 4 | 237 | 460 | | | | 4 | 237 | 460 |
| Foremen, roundhouse..... | 5 | 130 | 466 | 9 | 365 | 954 | 14 | 281 | 780 |
| Foremen, shop..... | 2 | 135 | 200 | 14 | 361 | 995 | 16 | 332 | 895 |
| Foreman, stock yard..... | | | | 1 | 365 | 960 | 1 | 365 | 960 |
| Foremen, telegraph gang..... | 6 | 89 | 178 | | | | 6 | 89 | 178 |
| Foremen, tie gang..... | 2 | 83 | 150 | | | | 2 | 83 | 150 |
| Foremen, tinnern..... | | | | 4 | 352 | 955 | 4 | 352 | 956 |
| Foremen, track laborers..... | 265 | 143 | 205 | 462 | 359 | 512 | 727 | 280 | 400 |
| Foreman, watchmen..... | | | | 1 | 365 | 660 | 1 | 365 | 660 |
| Foremen, work train..... | 8 | 150 | 244 | 6 | 359 | 711 | 14 | 210 | 444 |
| Foremen, yard..... | 9 | 134 | 279 | 42 | 354 | 771 | 51 | 315 | 685 |
| Freighthandlers..... | 73 | 138 | 196 | 16 | 352 | 518 | 89 | 176 | 254 |
| Fuel station tenders..... | 2 | 215 | 244 | 2 | 365 | 480 | 4 | 290 | 362 |
| Gardeners..... | 87 | 17 | 26 | 2 | 342 | 491 | 89 | 25 | 36 |
| Gatekeepers..... | 2 | 170 | 251 | 2 | 365 | 570 | 4 | 268 | 411 |
| Gatemen..... | 20 | 122 | 192 | 14 | 362 | 486 | 34 | 221 | 313 |
| Gate tenders..... | 6 | 180 | 94 | 5 | 366 | 323 | 11 | 264 | 198 |
| Hammer boys..... | 2 | 150 | 173 | | | | 2 | 150 | 173 |
| Hammer boys..... | (a) | (a) | (a) | (a) | (a) | (a) | 6 | (a) | 297 |
| Heaters..... | (a) | (a) | (a) | (a) | (a) | (a) | 3 | (a) | 866 |
| Hostlers..... | 51 | 83 | 148 | 47 | 359 | 636 | 98 | 215 | 382 |
| Hostlers' helpers..... | 3 | 27 | 32 | 7 | 363 | 425 | 10 | 262 | 307 |
| Inspectors..... | 14 | 127 | 184 | 14 | 365 | 638 | 28 | 246 | 411 |
| Inspectors, boiler..... | 2 | 61 | 87 | | | | 2 | 61 | 87 |
| Inspectors, bridge..... | | | | 3 | 347 | 929 | 3 | 347 | 929 |
| Inspectors, car..... | 94 | 133 | 200 | 166 | 363 | 599 | 260 | 280 | 455 |
| Inspectors, car..... | (a) | (a) | (a) | (a) | (a) | (a) | 3 | (a) | 247 |
| Inspectors, coal..... | 3 | 122 | 178 | 2 | 350 | 570 | 5 | 213 | 335 |
| Inspectors, engine..... | 12 | 177 | 294 | 12 | 363 | 683 | 24 | 270 | 489 |
| Inspectors, lumber..... | | | | 2 | 365 | 867 | 2 | 365 | 867 |
| Inspectors, masonry..... | 4 | 78 | 151 | | | | 4 | 78 | 151 |
| Inspectors, passenger car..... | 1 | 25 | 34 | 8 | 373 | 623 | 9 | 335 | 557 |
| Inspectors, shop..... | 1 | 43 | 64 | 8 | 354 | 587 | 9 | 319 | 529 |
| Inspectors, stack..... | 6 | 134 | 216 | 2 | 323 | 662 | 8 | 181 | 328 |
| Inspectors, stay bolt..... | | | | 2 | 332 | 638 | 2 | 332 | 638 |
| Inspectors, tie..... | | | | 3 | 365 | 860 | 3 | 365 | 860 |
| Janitors..... | 28 | 76 | 77 | 33 | 357 | 349 | 61 | 228 | 224 |
| Laborers..... | 1,789 | 67 | 86 | 236 | 330 | 421 | 2,025 | 98 | 125 |
| Laborers..... | (a) | (a) | (a) | (a) | (a) | (a) | 58 | (a) | 156 |
| Laborers, bridge..... | 96 | 42 | 54 | | | | 96 | 42 | 54 |
| Laborers, car works..... | 256 | 124 | 152 | 44 | 332 | 415 | 300 | 154 | 191 |
| Laborers, car works..... | (a) | (a) | (a) | (a) | (a) | (a) | 124 | (a) | 200 |
| Laborers, coal dump..... | 98 | 76 | 94 | 22 | 339 | 487 | 120 | 134 | 166 |
| Laborers, coal dump..... | (a) | (a) | (a) | (a) | (a) | (a) | 5 | (a) | 187 |
| Laborers, dock..... | 16 | 155 | 179 | 2 | 366 | 377 | 18 | 171 | 201 |
| Laborers, enginehouse..... | 15 | 111 | 139 | 6 | 381 | 482 | 21 | 188 | 237 |
| Laborers, extra gang..... | 174 | 63 | 73 | 1 | 365 | 361 | 175 | 64 | 75 |
| Laborers, fence..... | 114 | 121 | 160 | | | | 114 | 121 | 160 |
| Laborers, floating gang..... | 377 | 69 | 86 | 6 | 309 | 385 | 383 | 73 | 91 |
| Laborers, gravel pit..... | 114 | 44 | 50 | | | | 114 | 44 | 50 |
| Laborers, lumber yard..... | 105 | 89 | 110 | 3 | 314 | 427 | 108 | 96 | 119 |

a Paid by the day and piece; hence time, and earnings based on time, cannot be stated.

TABLE V.—AVERAGE TIME AND EARNINGS—Continued.

RAILROAD NO. 39—Continued.

| Occupation. | Working less than 301 days. | | | Working 301 days and over. | | | Preceding periods combined. | | |
|---------------------------------|-----------------------------|---------------|-------------------|----------------------------|---------------|-------------------|-----------------------------|---------------|-------------------|
| | Number. | Average days. | Average earnings. | Number. | Average days. | Average earnings. | Number. | Average days. | Average earnings. |
| Laborers, lumber yard..... | (a) | (a) | (a) | (a) | (a) | (a) | 245 | (a) | \$145 |
| Laborers, machine shop..... | 24 | 138 | \$164 | 8 | 364 | \$493 | 32 | 194 | 246 |
| Laborers, machine shop..... | (a) | (a) | (a) | (a) | (a) | (a) | 31 | (a) | 241 |
| Laborers, mill..... | 42 | 188 | 207 | 8 | 319 | 592 | 50 | 167 | 269 |
| Laborer, oilhouse..... | 1 | 181 | 218 | ..... | ..... | ..... | 1 | 181 | 218 |
| Laborers, paint shop..... | 63 | 81 | 98 | ..... | ..... | ..... | 63 | 81 | 98 |
| Laborers, paint shop..... | (a) | (a) | (a) | (a) | (a) | (a) | 34 | (a) | 237 |
| Laborers, piledriver..... | 5 | 58 | 110 | ..... | ..... | ..... | 5 | 58 | 110 |
| Laborer, pump..... | 1 | 66 | 100 | ..... | ..... | ..... | 1 | 66 | 100 |
| Laborers, roundhouse..... | 43 | 82 | 95 | 12 | 351 | 405 | 55 | 141 | 162 |
| Laborers, roundhouse..... | (a) | (a) | (a) | (a) | (a) | (a) | 2 | (a) | 182 |
| Laborers, shop..... | 181 | 102 | 125 | 38 | 342 | 417 | 219 | 144 | 176 |
| Laborers, shop..... | (a) | (a) | (a) | (a) | (a) | (a) | 28 | (a) | 281 |
| Laborers, station..... | 37 | 101 | 120 | 14 | 348 | 447 | 51 | 169 | 210 |
| Laborers, steam shovel..... | 3 | 57 | 71 | ..... | ..... | ..... | 3 | 57 | 71 |
| Laborers, stone gang..... | 58 | 164 | 189 | ..... | ..... | ..... | 58 | 164 | 189 |
| Laborers, telegraph..... | 100 | 59 | 60 | ..... | ..... | ..... | 100 | 59 | 60 |
| Laborers, tie gang..... | 39 | 48 | 61 | ..... | ..... | ..... | 39 | 48 | 61 |
| Laborers, track..... | 8,699 | 85 | 100 | 676 | 322 | 381 | 9,375 | 102 | 121 |
| Laborers, warehouse..... | 46 | 106 | 135 | 12 | 364 | 471 | 58 | 159 | 204 |
| Laborers, wood yard..... | 5 | 105 | 129 | 6 | 355 | 440 | 11 | 241 | 299 |
| Laborers, work train..... | 1,800 | 56 | 68 | 34 | 335 | 414 | 1,894 | 61 | 74 |
| Laborers, yard..... | 786 | 86 | 113 | 163 | 330 | 455 | 949 | 128 | 172 |
| Laborers, yard..... | (b) | (b) | (b) | (b) | (b) | (b) | 36 | (b) | 167 |
| Laborer and flagman..... | 1 | 17 | 26 | ..... | ..... | ..... | 1 | 17 | 26 |
| Lamp lighters..... | 68 | 146 | 49 | 65 | 356 | 127 | 133 | 248 | 87 |
| Lamp lighters..... | (b) | (b) | (b) | (b) | (b) | (b) | 23 | (b) | 15 |
| Lampmen..... | 30 | 137 | 93 | 36 | 355 | 305 | 66 | 256 | 209 |
| Lamp tenders..... | 2 | 142 | 10 | ..... | ..... | ..... | 2 | 142 | 10 |
| Lathemen..... | (a) | (a) | (a) | (a) | (a) | (a) | 31 | (a) | 585 |
| Levelmen..... | 2 | 24 | 62 | ..... | ..... | ..... | 2 | 24 | 62 |
| Linemen..... | 81 | 39 | 48 | 6 | 355 | 724 | 87 | 61 | 95 |
| Machine shop hands..... | 22 | 214 | 311 | 14 | 336 | 486 | 36 | 261 | 379 |
| Machine shop hands..... | (a) | (a) | (a) | (a) | (a) | (a) | 14 | (a) | 527 |
| Machinists..... | 553 | 121 | 268 | 191 | 338 | 784 | 744 | 177 | 400 |
| Machinists..... | (b) | (b) | (b) | (b) | (b) | (b) | 372 | (b) | 486 |
| Machinists' apprentices..... | 73 | 172 | 157 | 22 | 316 | 342 | 95 | 205 | 200 |
| Machinists' apprentices..... | (b) | (b) | (b) | (b) | (b) | (b) | 37 | (b) | 298 |
| Machinists' helpers..... | 106 | 133 | 174 | 44 | 341 | 455 | 150 | 194 | 257 |
| Machinists' helpers..... | (b) | (b) | (b) | (b) | (b) | (b) | 28 | (b) | 257 |
| Mail carriers..... | 32 | 128 | 33 | 28 | 359 | 111 | 60 | 236 | 70 |
| Masons..... | 216 | 78 | 213 | ..... | ..... | ..... | 216 | 78 | 213 |
| Masons' helpers..... | 535 | 50 | 77 | ..... | ..... | ..... | 535 | 50 | 77 |
| Master carpenters..... | ..... | ..... | ..... | 8 | 365 | 1,114 | 8 | 365 | 1,114 |
| Master masons..... | ..... | ..... | ..... | 2 | 365 | 1,163 | 2 | 365 | 1,163 |
| Master mechanics..... | 3 | 41 | 292 | 6 | 355 | 2,058 | 9 | 250 | 1,469 |
| Messengers..... | 97 | 108 | 83 | 33 | 361 | 278 | 130 | 172 | 133 |
| Messengers, telegraph..... | 7 | 156 | 24 | 1 | 304 | 150 | 8 | 174 | 93 |
| Moulders..... | 29 | 198 | 449 | ..... | ..... | ..... | 29 | 198 | 449 |
| Notice boys..... | 2 | 191 | 150 | ..... | ..... | ..... | 2 | 191 | 150 |
| Nut tapper..... | 1 | 264 | 303 | ..... | ..... | ..... | 1 | 264 | 303 |
| Office boys..... | 2 | 41 | 20 | ..... | ..... | ..... | 2 | 41 | 20 |
| Oil distributors..... | ..... | ..... | ..... | 2 | 493 | 513 | 2 | 493 | 513 |
| Oilers..... | 20 | 118 | 151 | 41 | 357 | 500 | 61 | 279 | 385 |
| Oilers..... | (b) | (b) | (b) | (b) | (b) | (b) | 4 | (b) | 433 |
| Oilhouse keepers..... | 1 | 92 | 115 | 3 | 353 | 457 | 4 | 287 | 371 |
| Oilhousemen..... | 1 | 101 | 114 | 3 | 378 | 478 | 4 | 309 | 387 |
| Oilroom tenders..... | 2 | 157 | 197 | 7 | 382 | 508 | 9 | 332 | 439 |
| Painters..... | 217 | 149 | 291 | 31 | 316 | 603 | 248 | 170 | 330 |
| Painters..... | (b) | (b) | (b) | (b) | (b) | (b) | 102 | (b) | 497 |
| Painters' apprentices..... | 4 | 288 | 208 | ..... | ..... | ..... | 4 | 288 | 208 |
| Painters' helpers..... | 22 | 81 | 105 | 1 | 305 | 389 | 23 | 91 | 117 |
| Painters' helpers..... | (b) | (b) | (b) | (b) | (b) | (b) | 7 | (b) | 380 |
| Patternmakers..... | 8 | 262 | 621 | 3 | 329 | 857 | 11 | 280 | 685 |
| Pipefitters..... | 20 | 68 | 116 | 5 | 326 | 609 | 25 | 120 | 214 |
| Pitmen..... | 37 | 52 | 65 | ..... | ..... | ..... | 37 | 52 | 65 |
| Planers..... | 2 | 151 | 242 | ..... | ..... | ..... | 2 | 151 | 242 |
| Planing mill machine hands..... | 22 | 187 | 329 | 4 | 321 | 531 | 26 | 207 | 360 |
| Planing mill machine hands..... | (a) | (a) | (a) | (a) | (a) | (a) | 23 | (a) | 535 |

a Paid by the day and piece; hence time, and earnings based on time, cannot be stated.

b Paid by the piece; hence time, and earnings based on time, cannot be stated.

TABLE V.—AVERAGE TIME AND EARNINGS—Continued.

RAILROAD NO. 39—Continued.

| Occupation. | Working less than 301 days. | | | Working 301 days and over. | | | Preceding periods combined. | | |
|--|-----------------------------|----------------|---------------------|----------------------------|----------------|---------------------|-----------------------------|----------------|---------------------|
| | Num-ber. | Aver-age days. | Aver-age earn-ings. | Num-ber. | Aver-age days. | Aver-age earn-ings. | Num-ber. | Aver-age days. | Aver-age earn-ings. |
| Plumbers..... | | | | 3 | 373 | \$851 | 3 | 373 | \$851 |
| Plumbers' helpers..... | 3 | 146 | \$174 | | | | 3 | 146 | 174 |
| Policemen..... | 17 | 106 | 150 | 14 | 361 | 676 | 31 | 221 | 387 |
| Policemen, depot..... | 9 | 127 | 165 | 5 | 365 | 693 | 14 | 212 | 354 |
| Porters..... | 10 | 94 | 101 | 22 | 362 | 500 | 32 | 278 | 375 |
| Porters..... | (a) | (a) | (a) | (a) | (a) | (a) | 3 | (a) | 329 |
| Porters, baggage..... | 1 | 288 | 424 | 11 | 356 | 524 | 12 | 350 | 516 |
| Porters, station..... | | | | 4 | 377 | 510 | 4 | 377 | 510 |
| Pumpers..... | 49 | 126 | 136 | 89 | 361 | 425 | 138 | 278 | 323 |
| Pumpmen..... | 10 | 113 | 155 | 1 | 365 | 548 | 11 | 136 | 191 |
| Quarrymen..... | 28 | 163 | 261 | 1 | 313 | 504 | 29 | 168 | 269 |
| Quarrymen's helpers..... | 87 | 63 | 82 | | | | 87 | 63 | 82 |
| Repairers, car..... | 442 | 110 | 172 | 159 | 334 | 533 | 601 | 170 | 267 |
| Repairers, car..... | (b) | (b) | (b) | (b) | (b) | (b) | 123 | (b) | 311 |
| Repairers, line..... | 19 | 70 | 125 | 12 | 361 | 627 | 31 | 183 | 320 |
| Repairers, pump..... | 8 | 92 | 156 | 2 | 365 | 910 | 10 | 147 | 307 |
| Repairers, signal..... | 2 | 36 | 76 | 1 | 345 | 737 | 3 | 139 | 296 |
| Repairers, switch..... | 2 | 80 | 134 | | | | 2 | 80 | 134 |
| Repairers, tank..... | 7 | 113 | 143 | 3 | 339 | 473 | 10 | 181 | 242 |
| Repairers, truck..... | 1 | 78 | 125 | 4 | 433 | 693 | 5 | 362 | 580 |
| Repairmen..... | 47 | 46 | 57 | 8 | 334 | 590 | 55 | 91 | 135 |
| Rigger..... | 1 | 266 | 478 | | | | 1 | 266 | 478 |
| Rodmen..... | 9 | 110 | 168 | 5 | 353 | 497 | 14 | 197 | 286 |
| Sand driers..... | 21 | 104 | 126 | 9 | 360 | 437 | 30 | 181 | 219 |
| Sand drier..... | (c) | (c) | (c) | (c) | (c) | (c) | 1 | (c) | 437 |
| Sandmen..... | 3 | 210 | 234 | 1 | 311 | 357 | 4 | 237 | 265 |
| Scowmen, work train..... | 4 | 27 | 40 | | | | 4 | 27 | 40 |
| Scrubbers..... | 2 | 120 | 120 | | | | 2 | 120 | 120 |
| Sealers..... | 3 | 128 | 170 | 1 | 360 | 516 | 4 | 186 | 256 |
| Seal takers..... | 2 | 176 | 239 | 10 | 363 | 529 | 12 | 332 | 481 |
| Sheet-iron workers..... | 1 | 12 | 24 | 1 | 310 | 759 | 2 | 161 | 391 |
| Sheet-iron workers..... | (b) | (b) | (b) | (b) | (b) | (b) | 27 | (b) | 382 |
| Sheet-iron workers' helpers..... | (b) | (b) | (b) | (b) | (b) | (b) | 7 | (b) | 480 |
| Shop hands..... | 41 | 122 | 158 | 7 | 333 | 416 | 48 | 153 | 106 |
| Shop hands..... | (c) | (c) | (c) | (c) | (c) | (c) | 62 | (c) | 321 |
| Signal lighter..... | 1 | 122 | 120 | | | | 1 | 122 | 120 |
| Signal tender..... | | | | 1 | 365 | 240 | 1 | 365 | 240 |
| Springmaker..... | (c) | (c) | (c) | (c) | (c) | (c) | 1 | (c) | 757 |
| Stationkeepers..... | 4 | 123 | 41 | 2 | 365 | 5 | 6 | 203 | 44 |
| Stationmasters..... | 1 | 31 | 125 | 5 | 365 | 1,008 | 6 | 309 | 861 |
| Steam and gas fitters..... | 1 | 29 | 50 | 1 | 334 | 868 | 2 | 181 | 459 |
| Steam and gas fitters..... | (c) | (c) | (c) | (c) | (c) | (c) | 3 | (c) | 428 |
| Stevadores..... | 8 | 222 | 350 | 6 | 311 | 508 | 14 | 260 | 418 |
| Stoncutters..... | 27 | 86 | 212 | | | | 27 | 86 | 212 |
| Stonemasons..... | 24 | 104 | 290 | 1 | 331 | 910 | 25 | 113 | 315 |
| Stonemasons' helpers..... | 19 | 55 | 83 | | | | 19 | 55 | 83 |
| Storekeepers..... | 7 | 118 | 159 | 15 | 361 | 676 | 22 | 287 | 511 |
| Storekeepers, assistant..... | 12 | 139 | 147 | | | | 12 | 139 | 147 |
| Supervisors..... | 10 | 102 | 250 | 22 | 361 | 1,056 | 32 | 230 | 804 |
| Supervisor, bridge and building..... | | | | 1 | 365 | 1,800 | 1 | 365 | 1,800 |
| Supervisors, division..... | | | | 6 | 365 | 1,140 | 6 | 365 | 1,140 |
| Supervisors, track..... | 3 | 141 | 363 | 4 | 365 | 945 | 7 | 269 | 686 |
| Sweepers..... | 16 | 189 | 225 | 12 | 332 | 360 | 28 | 250 | 283 |
| Sweepers..... | (b) | (b) | (b) | (b) | (b) | (b) | 4 | (b) | 283 |
| Switch lamp tenders..... | 23 | 111 | 21 | 24 | 345 | 93 | 47 | 221 | 57 |
| Switchmen..... | 178 | 98 | 150 | 100 | 348 | 556 | 278 | 188 | 297 |
| Switchmen, yard..... | 36 | 121 | 184 | 15 | 347 | 553 | 51 | 187 | 293 |
| Switch tenders..... | 43 | 118 | 164 | 29 | 358 | 482 | 72 | 214 | 292 |
| Targetmen..... | 9 | 48 | 32 | 19 | 351 | 328 | 28 | 254 | 233 |
| Telegraph operators..... | 454 | 119 | 181 | 334 | 348 | 523 | 788 | 216 | 326 |
| Telegraph operators and dispatchers..... | 1 | 49 | 110 | 2 | 365 | 840 | 3 | 200 | 597 |
| Telegraph operators and switchmen..... | 1 | 54 | 85 | 7 | 353 | 480 | 8 | 316 | 438 |
| Telephone operators..... | 10 | 124 | 116 | 1 | 307 | 400 | 11 | 141 | 142 |
| Tender fillers..... | 2 | 43 | 49 | 2 | 354 | 415 | 4 | 198 | 232 |
| Ticket receivers..... | 1 | 53 | 161 | 6 | 365 | 1,043 | 7 | 320 | 917 |

a Paid by the trip; hence time, and earnings based on time, cannot be stated.

b Paid by the day and piece; hence time, and earnings based on time, cannot be stated.

c Paid by the piece; hence time, and earnings based on time, cannot be stated.

TABLE V.—AVERAGE TIME AND EARNINGS—Continued.

RAILROAD NO. 39—Concluded.

| Occupation. | Working less than 301 days. | | | Working 301 days and over. | | | Preceding periods combined. | | |
|----------------------------------|-----------------------------|---------------|-------------------|----------------------------|---------------|-------------------|-----------------------------|---------------|-------------------|
| | Number. | Average days. | Average earnings. | Number. | Average days. | Average earnings. | Number. | Average days. | Average earnings. |
| Timekeepers | 2 | 174 | \$207 | 6 | 347 | \$547 | 8 | 304 | \$462 |
| Tinners | 62 | 129 | 276 | 24 | 320 | 656 | 86 | 183 | 382 |
| Tinners | (a) | (a) | (a) | (a) | (a) | (a) | 12 | (a) | 726 |
| Tinners' helpers | 4 | 167 | 210 | 3 | 312 | 412 | 7 | 230 | 302 |
| Tinners' helpers | (b) | (b) | (b) | (b) | (b) | (b) | 6 | (b) | 442 |
| Tinsmiths | 1 | 300 | 735 | 1 | 307 | 615 | 2 | 304 | 675 |
| Tinsmiths | (b) | (b) | (b) | (b) | (b) | (b) | 4 | (b) | 214 |
| Tinsmiths' helpers | 2 | 150 | 162 | | | | 2 | 150 | 162 |
| Tinsmiths' helpers | (b) | (b) | (b) | (b) | (b) | (b) | 2 | (b) | 228 |
| Tool dressers | 3 | 145 | 399 | | | | 3 | 145 | 399 |
| Toolmakers | 2 | 138 | 333 | | | | 2 | 138 | 333 |
| Toolmakers | (b) | (b) | (b) | (b) | (b) | (b) | 3 | (b) | 717 |
| Toolmakers' apprentices | 2 | 256 | 160 | | | | 2 | 256 | 160 |
| Towermen | 10 | 118 | 224 | | | | 10 | 118 | 224 |
| Track walkers | 6 | 63 | 78 | 1 | 327 | 398 | 7 | 86 | 123 |
| Trainmasters | 3 | 252 | 1,192 | 5 | 365 | 1,770 | 8 | 323 | 1,553 |
| Trainmaster, assistant | | | | 1 | 365 | 1,560 | 1 | 365 | 1,560 |
| Train riders | 3 | 103 | 207 | 3 | 345 | 663 | 6 | 224 | 435 |
| Transfermen | 2 | 15 | 15 | 1 | 337 | 298 | 3 | 122 | 109 |
| Transitmen | 6 | 86 | 197 | 1 | 345 | 795 | 7 | 123 | 282 |
| Trimmers | 1 | 78 | 140 | 1 | 331 | 580 | 2 | 204 | 360 |
| Truck builders | 5 | 198 | 299 | 1 | 302 | 739 | 6 | 215 | 372 |
| Turntable tenders | 40 | 65 | 78 | 17 | 362 | 446 | 57 | 154 | 188 |
| Upholsterers | 14 | 216 | 408 | 5 | 309 | 666 | 19 | 240 | 476 |
| Upholsterers | (a) | (a) | (a) | (a) | (a) | (a) | 5 | (a) | 568 |
| Upholsterers' apprentice | 1 | 283 | 283 | | | | 1 | 283 | 283 |
| Upholsterers' helpers | 6 | 131 | 152 | | | | 6 | 131 | 152 |
| Ushers | 5 | 59 | 130 | 2 | 365 | 480 | 7 | 175 | 230 |
| Warehousemen | 164 | 117 | 155 | 75 | 358 | 462 | 239 | 193 | 251 |
| Warehouseman | (b) | (b) | (b) | (b) | (b) | (b) | 1 | (b) | 171 |
| Watchmen | 266 | 109 | 132 | 279 | 366 | 461 | 545 | 240 | 301 |
| Watchmen, bridge | 8 | 90 | 136 | 4 | 365 | 365 | 12 | 181 | 212 |
| Watchmen, crossing | 27 | 68 | 67 | 16 | 358 | 418 | 43 | 176 | 198 |
| Watchmen, engine | 3 | 21 | 30 | | | | 3 | 21 | 30 |
| Watchmen, freight | | | | 5 | 360 | 529 | 5 | 360 | 529 |
| Watchmen, roundhouse | | | | 5 | 360 | 534 | 5 | 360 | 534 |
| Watchmen, shop | 4 | 179 | 283 | 8 | 356 | 484 | 12 | 281 | 417 |
| Watchmen, track | 35 | 102 | 121 | 35 | 324 | 366 | 70 | 213 | 253 |
| Watchmen, tunnel | 7 | 87 | 102 | 9 | 355 | 345 | 16 | 237 | 245 |
| Watchmen, work train | 3 | 47 | 71 | | | | 3 | 47 | 71 |
| Watchmen and flagmen | | | | 2 | 362 | 357 | 2 | 362 | 357 |
| Watchmen and laborers | 19 | 146 | 164 | 14 | 351 | 448 | 33 | 233 | 285 |
| Watchman and lamp tender | | | | 1 | 365 | 240 | 1 | 365 | 240 |
| Watchman and pumper | | | | 1 | 380 | 419 | 1 | 380 | 419 |
| Watchmen and telegraph operators | 25 | 139 | 177 | 15 | 346 | 448 | 40 | 216 | 278 |
| Watchman and wiper | | | | 1 | 363 | 508 | 1 | 363 | 508 |
| Water boys | 120 | 94 | 74 | | | | 120 | 94 | 74 |
| Weighmasters | 9 | 168 | 293 | 12 | 357 | 652 | 21 | 276 | 498 |
| Wheel borer | 1 | 294 | 411 | | | | 1 | 294 | 411 |
| Wheelpressmen | 3 | 207 | 258 | | | | 3 | 207 | 258 |
| Wheelpressmen | (a) | (a) | (a) | (a) | (a) | (a) | 4 | (a) | 473 |
| Whitewashers | 13 | 33 | 42 | | | | 13 | 33 | 42 |
| Whitewashers | (b) | (b) | (b) | (b) | (b) | (b) | 2 | (b) | 96 |
| Wipers | 152 | 108 | 124 | 70 | 362 | 422 | 222 | 188 | 218 |
| Wood machine hands | | | | 2 | 349 | 655 | 2 | 349 | 655 |
| Wood machine hands | (b) | (b) | (b) | (b) | (b) | (b) | 102 | (b) | 339 |
| Wreckmasters | 3 | 122 | 255 | 4 | 361 | 825 | 7 | 254 | 581 |
| Wreckmasters | (a) | (a) | (a) | (a) | (a) | (a) | 2 | (a) | 202 |
| Yardmasters | 35 | 118 | 322 | 65 | 356 | 978 | 100 | 273 | 748 |
| Yardmasters, assistant | 8 | 128 | 328 | 23 | 362 | 1,000 | 31 | 302 | 827 |
| Yardmasters, general | 1 | 184 | 600 | 5 | 365 | 1,328 | 6 | 335 | 1,207 |
| Yardmen | 3 | 41 | 55 | 8 | 376 | 496 | 11 | 285 | 376 |

a Paid by the piece; hence time, and earnings based on time, cannot be stated.

b Paid by the day and piece; hence time, and earnings based on time, cannot be stated.

TABLE V.—AVERAGE TIME AND EARNINGS—Continued.

RAILROAD NO. 40.

| Occupation. | Working less than 301 days. | | | Working 301 days and over. | | | Preceding periods combined. | | |
|-------------------------------|-----------------------------|----------------|---------------------|----------------------------|----------------|---------------------|-----------------------------|----------------|---------------------|
| | Num-ber. | Aver-age days. | Aver-age earn-ings. | Num-ber. | Aver-age days. | Aver-age earn-ings. | Num-ber. | Aver-age days. | Aver-age earn-ings. |
| Agents | 2 | 183 | \$272 | 11 | 363 | \$433 | 13 | 335 | \$409 |
| Agents, ticket | | | | 4 | 365 | 208 | 4 | 365 | 208 |
| Baggagemasters | 3 | 262 | 527 | | | | 3 | 262 | 527 |
| Blacksmith | | | | 1 | 307 | 614 | 1 | 307 | 614 |
| Brakemen | 2 | 40 | 76 | | | | 2 | 40 | 76 |
| Brakemen, freight | 22 | 77 | 147 | 4 | 325 | 621 | 26 | 115 | 220 |
| Brakemen, passenger | 3 | 191 | 363 | 3 | 357 | 662 | 6 | 274 | 512 |
| Carpenters | 12 | 112 | 227 | 3 | 302 | 624 | 15 | 150 | 306 |
| Coal heavers | 1 | 14 | 17 | 2 | 325 | 406 | 3 | 221 | 276 |
| Conductors, freight | 3 | 137 | 267 | 2 | 316 | 603 | 5 | 209 | 401 |
| Conductors, passenger | | | | 3 | 362 | 1,018 | 3 | 362 | 1,018 |
| Dispatchers | 2 | 244 | 600 | | | | 2 | 244 | 600 |
| Engineers, freight | 2 | 69 | 198 | 3 | 336 | 1,048 | 5 | 229 | 708 |
| Engineers, passenger | | | | 3 | 360 | 1,132 | 3 | 360 | 1,132 |
| Engineer, pumping | | | | 1 | 334 | 458 | 1 | 334 | 458 |
| Firemen, freight | 5 | 95 | 188 | 2 | 331 | 666 | 7 | 162 | 325 |
| Firemen, passenger | 4 | 186 | 379 | 1 | 343 | 673 | 5 | 217 | 438 |
| Flagmen | 5 | 151 | 293 | 1 | 306 | 610 | 6 | 177 | 346 |
| Foreman, carpenters | | | | 1 | 365 | 840 | 1 | 365 | 840 |
| Foremen, track laborers | 14 | 106 | 162 | 8 | 333 | 504 | 22 | 188 | 287 |
| Inspectors, car | 6 | 115 | 170 | 1 | 330 | 491 | 7 | 145 | 216 |
| Laborers | 3 | 4 | 7 | | | | 3 | 4 | 7 |
| Laborer, firemaking | | | | 1 | 365 | 60 | 1 | 365 | 60 |
| Laborer, office | 1 | 10 | 10 | | | | 1 | 10 | 10 |
| Laborers, station | | | | 3 | 365 | 325 | 3 | 365 | 325 |
| Laborers, track | 23 | 192 | 250 | 5 | 315 | 410 | 33 | 211 | 274 |
| Masons | 2 | 16 | 39 | | | | 2 | 16 | 39 |
| Messengers | 3 | 92 | 180 | | | | 3 | 92 | 180 |
| Roadmaster | | | | 1 | 365 | 1,182 | 1 | 365 | 1,182 |
| Telegraph operators | 9 | 115 | 154 | 5 | 364 | 417 | 14 | 204 | 248 |
| Trainmasters | 4 | 76 | 167 | | | | 4 | 76 | 167 |
| Watchmen | 5 | 129 | 145 | 5 | 359 | 343 | 10 | 244 | 244 |
| Weighmaster | | | | 1 | 365 | 96 | 1 | 365 | 96 |
| Wipers | 3 | 144 | 191 | 2 | 315 | 394 | 5 | 212 | 272 |

RAILROAD NO. 41.

| | | | | | | | | | |
|-------------------------------|----|-----|-------|---|-----|-------|----|-----|-------|
| Agents | 1 | 114 | \$132 | 5 | 365 | \$462 | 6 | 323 | \$407 |
| Agents, milk | 1 | 1 | 2 | 1 | 339 | 617 | 2 | 170 | 310 |
| Baggagemasters | 1 | 38 | 67 | 4 | 367 | 740 | 5 | 302 | 605 |
| Blacksmith | 1 | 2 | 4 | | | | 1 | 2 | 4 |
| Blacksmith's apprentice | 1 | 1 | 1 | | | | 1 | 1 | 1 |
| Blacksmith's helpers | 1 | 2 | 2 | | | | 1 | 2 | 2 |
| Brakemen | 85 | 23 | 38 | 1 | 344 | 566 | 86 | 27 | 44 |
| Carpenters | 13 | 103 | 240 | | | | 13 | 103 | 240 |
| Cleaners, station | 2 | 3 | 4 | | | | 2 | 3 | 4 |
| Clerks | 5 | 72 | 60 | 1 | 320 | 305 | 6 | 113 | 160 |
| Collector, toll gate | | | | 1 | 365 | 390 | 1 | 365 | 390 |
| Conductors | 5 | 41 | 111 | 3 | 367 | 1,009 | 8 | 163 | 417 |
| Dispatchers | 4 | 25 | 62 | | | | 4 | 25 | 62 |
| Engineers | 2 | 16 | 48 | 4 | 375 | 1,125 | 6 | 255 | 766 |
| Firemen | 8 | 74 | 127 | 4 | 376 | 700 | 12 | 175 | 313 |
| Foremen, track laborers | 4 | 92 | 122 | 6 | 351 | 466 | 10 | 238 | 329 |
| Laborers | 10 | 21 | 28 | | | | 10 | 21 | 28 |
| Laborers, track | 87 | 74 | 96 | 1 | 301 | 392 | 88 | 77 | 99 |
| Machinists | 3 | 2 | 5 | | | | 3 | 2 | 5 |
| Machinists' apprentice | 1 | 2 | 1 | | | | 1 | 2 | 1 |
| Pumpers | 2 | 28 | 46 | | | | 2 | 28 | 46 |
| Roadmaster | | | | 1 | 365 | 1,080 | 1 | 365 | 1,080 |
| Stonemasons | 4 | 24 | 60 | | | | 4 | 24 | 60 |
| Watchmen | 3 | 79 | 125 | 1 | 351 | 577 | 4 | 147 | 238 |
| Water boy | 1 | 94 | 70 | | | | 1 | 94 | 70 |

TABLE V.—AVERAGE TIME AND EARNINGS—Continued.

RAILROAD NO. 42.

| Occupation. | Working less than 301 days. | | | Working 301 days and over. | | | Preceding periods combined. | | |
|---|-----------------------------|-----------------|-----------------------|----------------------------|-----------------|-----------------------|-----------------------------|-----------------|-----------------------|
| | Num-ber. | Aver- age days. | Aver- age earn- ings. | Num-ber. | Aver- age days. | Aver- age earn- ings. | Num-ber. | Aver- age days. | Aver- age earn- ings. |
| Agents | 4 | 177 | \$254 | 2 | 350 | \$520 | 6 | 235 | \$343 |
| Agents | (a) | (a) | (a) | (a) | (a) | (a) | 2 | (a) | 47 |
| Blacksmith | 1 | 197 | 295 | 1 | 308 | 693 | 1 | 308 | 693 |
| Blacksmith's helper | 1 | 168 | 419 | 1 | 168 | 419 | 1 | 168 | 419 |
| Boilermakers | 16 | 86 | 166 | 16 | 86 | 166 | 16 | 86 | 166 |
| Brakemen, freight | 9 | 73 | 139 | 9 | 73 | 139 | 9 | 73 | 139 |
| Brakemen, passenger | 6 | 1 | 2 | 6 | 1 | 2 | 6 | 1 | 2 |
| Brakemen, work train | 9 | 48 | 99 | 9 | 48 | 99 | 9 | 48 | 99 |
| Carpenters | 1 | 42 | 68 | 1 | 319 | 431 | 1 | 319 | 431 |
| Cleaner, car | 4 | 76 | 223 | 4 | 76 | 223 | 4 | 76 | 223 |
| Clerk | 2 | 112 | 354 | 1 | 320 | 976 | 3 | 181 | 561 |
| Conductors, freight | 1 | 21 | 70 | 1 | 21 | 70 | 1 | 21 | 70 |
| Conductors, freight and passen- ger | 3 | 18 | 50 | 3 | 18 | 50 | 3 | 18 | 50 |
| Conductor, passenger | 2 | 138 | 433 | 2 | 138 | 433 | 2 | 138 | 433 |
| Engineers, freight | 3 | 193 | 580 | 3 | 193 | 580 | 3 | 193 | 580 |
| Engineers, freight and passenger | 1 | 5 | 9 | 1 | 5 | 9 | 1 | 5 | 9 |
| Engineer, shop | 4 | 14 | 38 | 4 | 14 | 38 | 4 | 14 | 38 |
| Engineers, work train | 10 | 48 | 86 | 10 | 48 | 86 | 10 | 48 | 86 |
| Firemen, freight | 3 | 48 | 86 | 3 | 48 | 86 | 3 | 48 | 86 |
| Firemen, freight and passenger | 4 | 56 | 100 | 4 | 56 | 100 | 4 | 56 | 100 |
| Firemen, passenger | 7 | 8 | 13 | 7 | 8 | 13 | 7 | 8 | 13 |
| Firemen, work train | 1 | 40 | 200 | 1 | 333 | 438 | 1 | 333 | 438 |
| Flagman | 1 | 40 | 200 | 1 | 313 | 864 | 1 | 313 | 864 |
| Foreman, carpenters | 2 | 177 | 305 | 2 | 313 | 630 | 4 | 245 | 467 |
| Foreman, shop | 2 | 44 | 60 | 2 | 44 | 60 | 2 | 44 | 60 |
| Foremen, track laborers | 1 | 3 | 6 | 1 | 350 | 693 | 2 | 177 | 349 |
| Helpers | 1 | 3 | 6 | 1 | 334 | 385 | 1 | 334 | 385 |
| Inspectors, car | 7 | 27 | 38 | 7 | 27 | 38 | 7 | 27 | 38 |
| Janitor | 13 | 44 | 61 | 13 | 44 | 61 | 13 | 44 | 61 |
| Laborers | 90 | 39 | 49 | 3 | 305 | 382 | 93 | 48 | 60 |
| Laborers, shop | 1 | 5 | 13 | 1 | 5 | 13 | 1 | 5 | 13 |
| Laborers, track | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 |
| Lineman | 1 | 194 | 310 | 1 | 194 | 310 | 1 | 194 | 310 |
| Painter | 3 | 19 | 33 | 1 | 306 | 527 | 4 | 91 | 157 |
| Pumper and watchman | 1 | 195 | 639 | 1 | 195 | 639 | 1 | 195 | 639 |
| Repairers, car | 4 | 18 | 28 | 4 | 18 | 28 | 4 | 18 | 28 |
| Trainmaster | 9 | 43 | 65 | 9 | 43 | 65 | 9 | 43 | 65 |
| Watchmen | 9 | 29 | 46 | 9 | 29 | 46 | 9 | 29 | 46 |
| Watchmen and wipers | 9 | 29 | 46 | 9 | 29 | 46 | 9 | 29 | 46 |
| Wipers | 9 | 29 | 46 | 9 | 29 | 46 | 9 | 29 | 46 |

RAILROAD NO. 43.

| | | | | | | | | | |
|-----------------------------|-----|-----|-------|----|-----|-------|-----|-----|-------|
| Agents | 2 | 169 | \$270 | 2 | 365 | \$875 | 4 | 267 | \$573 |
| Baggamasters | 19 | 40 | 74 | 6 | 386 | 754 | 25 | 123 | 237 |
| Blacksmiths | 31 | 86 | 191 | 4 | 322 | 723 | 35 | 113 | 252 |
| Blacksmiths' helpers | 78 | 48 | 66 | 2 | 306 | 413 | 80 | 54 | 75 |
| Boiler washer | 1 | 265 | 358 | 1 | 265 | 358 | 1 | 265 | 358 |
| Boilermakers | 12 | 86 | 203 | 4 | 362 | 869 | 16 | 135 | 370 |
| Boilermakers' helpers | 36 | 67 | 90 | 36 | 67 | 90 | 36 | 67 | 90 |
| Bolt cutter | 1 | 129 | 162 | 1 | 129 | 162 | 1 | 129 | 162 |
| Brakemen | 24 | 123 | 224 | 5 | 349 | 625 | 29 | 166 | 293 |
| Brakemen, freight | 392 | 58 | 101 | 7 | 348 | 624 | 408 | 70 | 123 |
| Brakemen, passenger | 21 | 38 | 64 | 1 | 355 | 601 | 28 | 117 | 198 |
| Brakemen, work train | 23 | 53 | 90 | 1 | 315 | 537 | 24 | 64 | 109 |
| Brakemen, yard | 268 | 55 | 98 | 5 | 321 | 585 | 273 | 59 | 107 |
| Callers | 16 | 46 | 53 | 1 | 453 | 537 | 17 | 70 | 83 |
| Carpenters | 173 | 138 | 268 | 20 | 312 | 622 | 193 | 156 | 305 |
| Carpenters' helpers | 4 | 83 | 63 | 1 | 313 | 406 | 5 | 129 | 131 |
| Cleaners, car | 12 | 70 | 83 | 7 | 381 | 439 | 19 | 184 | 214 |
| Cleaners, engine | 18 | 74 | 93 | 18 | 74 | 93 | 18 | 74 | 93 |
| Cleaners, shop | 7 | 86 | 107 | 7 | 86 | 107 | 7 | 86 | 107 |
| Cleaners, yard | 10 | 74 | 93 | 1 | 332 | 414 | 11 | 98 | 122 |
| Clerks | 8 | 106 | 161 | 5 | 357 | 625 | 13 | 203 | 339 |
| Conductors | 5 | 75 | 180 | 4 | 358 | 887 | 9 | 201 | 494 |

a Received commission; hence time, and earnings based on time, cannot be stated.

TABLE V.—AVERAGE TIME AND EARNINGS—Continued.

RAILROAD NO. 43—Continued.

| Occupation. | Working less than 301 days. | | | Working 301 days and over. | | | Preceding periods combined. | | |
|-----------------------------------|-----------------------------|----------------|---------------------|----------------------------|----------------|---------------------|-----------------------------|----------------|---------------------|
| | Num-ber. | Aver-age days. | Aver-age earn-ings. | Num-ber. | Aver-age days. | Aver-age earn-ings. | Num-ber. | Aver-age days. | Aver-age earn-ings. |
| Conductors, freight..... | 46 | 147 | 370 | 7 | 342 | \$853 | 53 | 173 | \$433 |
| Conductors, passenger..... | 5 | 18 | 48 | 8 | 389 | 1,108 | 13 | 246 | 701 |
| Conductors, work train..... | 10 | 67 | 163 | ..... | ..... | ..... | 10 | 67 | 163 |
| Conductors, yard..... | 44 | 89 | 220 | 5 | 321 | 802 | 49 | 112 | 279 |
| Craneman..... | 1 | 271 | 436 | ..... | ..... | ..... | 1 | 271 | 436 |
| Dispatchers..... | 3 | 58 | 177 | 7 | 349 | 1,085 | 10 | 262 | 812 |
| Dispatchers, engine..... | 2 | 31 | 78 | ..... | ..... | ..... | 2 | 31 | 78 |
| Dispatchers, yard..... | 2 | 24 | 61 | ..... | ..... | ..... | 2 | 24 | 61 |
| Drillpressmen..... | 3 | 205 | 256 | 1 | 331 | 432 | 4 | 236 | 300 |
| Driver..... | ..... | ..... | ..... | 1 | 334 | 451 | 1 | 334 | 451 |
| Dumpman..... | 1 | 149 | 179 | ..... | ..... | ..... | 1 | 149 | 179 |
| Engineers..... | 13 | 30 | 74 | 1 | 350 | 1,085 | 14 | 53 | 146 |
| Engineers..... | (a) | (a) | (a) | (a) | (a) | (a) | 8 | (a) | 929 |
| Engineers, freight..... | 15 | 140 | 427 | 3 | 320 | 964 | 18 | 170 | 516 |
| Engineers, freight..... | (b) | (b) | (b) | (b) | (b) | (b) | 25 | (b) | 627 |
| Engineers, passenger..... | 3 | 5 | 18 | 5 | 326 | 1,302 | 8 | 205 | 821 |
| Engineers, passenger..... | (a) | (a) | (a) | (a) | (a) | (a) | 5 | (a) | 749 |
| Engineers, stationary..... | 5 | 151 | 314 | 1 | 355 | 533 | 6 | 185 | 350 |
| Engineers, work train..... | 3 | 73 | 219 | ..... | ..... | ..... | 3 | 73 | 219 |
| Engineers, yard..... | 32 | 85 | 223 | 12 | 321 | 838 | 44 | 149 | 391 |
| Engineers, yard..... | (c) | (c) | (c) | (c) | (c) | (c) | 3 | (c) | 815 |
| Firemen..... | 39 | 20 | 29 | 1 | 362 | 639 | 40 | 28 | 45 |
| Firemen..... | (c) | (c) | (c) | (c) | (c) | (c) | 10 | (c) | 351 |
| Firemen, freight..... | 43 | 60 | 98 | 4 | 319 | 535 | 47 | 82 | 135 |
| Firemen, freight..... | (a) | (a) | (a) | (a) | (a) | (a) | 40 | (a) | 195 |
| Firemen, passenger..... | 5 | 70 | 138 | 3 | 331 | 627 | 8 | 168 | 322 |
| Firemen, passenger..... | (a) | (a) | (a) | (a) | (a) | (a) | 5 | (a) | 478 |
| Firemen, work train..... | 7 | 63 | 104 | ..... | ..... | ..... | 7 | 63 | 104 |
| Firemen, work train..... | (a) | (a) | (a) | (a) | (a) | (a) | 1 | (a) | 160 |
| Firemen, yard..... | 64 | 60 | 93 | 4 | 322 | 509 | 68 | 75 | 117 |
| Firemen, yard..... | (c) | (c) | (c) | (c) | (c) | (c) | 8 | (c) | 408 |
| Foreman, blacksmiths..... | ..... | ..... | ..... | 1 | 365 | 960 | 1 | 365 | 960 |
| Foreman, boilermakers..... | ..... | ..... | ..... | 1 | 365 | 960 | 1 | 365 | 960 |
| Foreman, car repairers..... | ..... | ..... | ..... | 1 | 394 | 788 | 1 | 394 | 788 |
| Foreman, carpenters..... | 5 | 153 | 384 | 6 | 325 | 884 | 11 | 247 | 657 |
| Foreman, floating gang..... | 1 | 275 | 392 | ..... | ..... | ..... | 1 | 275 | 392 |
| Foreman, general..... | 1 | 50 | 163 | 3 | 340 | 1,087 | 4 | 267 | 856 |
| Foreman, machinists..... | 1 | 183 | 504 | 1 | 350 | 997 | 2 | 267 | 750 |
| Foreman, painters..... | 2 | 291 | 680 | 1 | 365 | 960 | 3 | 316 | 774 |
| Foreman, passenger car works..... | ..... | ..... | ..... | 1 | 408 | 917 | 1 | 408 | 917 |
| Foreman, tinsmiths..... | ..... | ..... | ..... | 1 | 365 | 960 | 1 | 365 | 960 |
| Foremen, track laborers..... | 9 | 122 | 175 | 16 | 365 | 528 | 25 | 278 | 401 |
| Foremen, work train..... | 9 | 156 | 228 | 15 | 363 | 516 | 24 | 285 | 408 |
| Foremen, yard..... | 4 | 233 | 466 | 1 | 365 | 600 | 5 | 260 | 493 |
| Hostlers..... | 13 | 125 | 191 | 7 | 391 | 633 | 20 | 218 | 346 |
| Inspectors, car..... | 6 | 130 | 241 | 11 | 357 | 655 | 17 | 277 | 509 |
| Inspectors, freight..... | 1 | 115 | 189 | 1 | 366 | 640 | 2 | 240 | 415 |
| Inspector, lumber..... | 1 | 275 | 428 | ..... | ..... | ..... | 1 | 275 | 428 |
| Inspectors, passenger cars..... | ..... | ..... | ..... | 2 | 381 | 685 | 2 | 381 | 685 |
| Janitor..... | 1 | 110 | 132 | ..... | ..... | ..... | 1 | 110 | 132 |
| Laborers..... | 93 | 75 | 101 | 4 | 324 | 422 | 97 | 85 | 115 |
| Laborers, floating gang..... | 79 | 90 | 107 | ..... | ..... | ..... | 79 | 90 | 107 |
| Laborers, piledriver..... | 5 | 24 | 36 | ..... | ..... | ..... | 5 | 24 | 36 |
| Laborers, track..... | 385 | 70 | 85 | 30 | 325 | 393 | 415 | 89 | 107 |
| Laborers, work train..... | 746 | 77 | 92 | 29 | 322 | 387 | 775 | 86 | 103 |
| Laborers, yard..... | 26 | 85 | 102 | 3 | 318 | 382 | 29 | 109 | 131 |
| Lamp lighters..... | 1 | 105 | 105 | 2 | 363 | 448 | 3 | 277 | 333 |
| Machinists..... | 85 | 67 | 153 | 7 | 319 | 762 | 92 | 86 | 189 |
| Machinists' helpers..... | 16 | 78 | 105 | 1 | 362 | 472 | 17 | 95 | 127 |
| Nut tapper..... | 1 | 225 | 168 | ..... | ..... | ..... | 1 | 225 | 168 |
| Painters..... | 25 | 108 | 224 | 2 | 303 | 696 | 27 | 122 | 259 |
| Painters' helpers..... | 15 | 137 | 194 | 3 | 316 | 435 | 18 | 166 | 234 |
| Policeman..... | ..... | ..... | ..... | 1 | 365 | 600 | 1 | 365 | 600 |
| Pumpers..... | 11 | 153 | 190 | ..... | ..... | ..... | 11 | 153 | 190 |
| Repairers, car..... | 12 | 148 | 245 | 4 | 357 | 635 | 16 | 200 | 342 |
| Roadmasters..... | 2 | 31 | 83 | 1 | 365 | 1,150 | 3 | 142 | 439 |
| Sand driers..... | 6 | 56 | 70 | ..... | ..... | ..... | 6 | 56 | 70 |
| Screw cutters..... | 2 | 141 | 177 | ..... | ..... | ..... | 2 | 141 | 177 |
| Storekeepers..... | 1 | 31 | 75 | 2 | 336 | 477 | 3 | 235 | 343 |

a Paid by the mile; hence time, and earnings based on time, cannot be stated.

b Paid by the day and mile; hence time, and earnings based on time, cannot be stated.

c Time not given.

TABLE V.—AVERAGE TIME AND EARNINGS—Continued.

RAILROAD NO. 43—Concluded.

| Occupation. | Working less than 301 days. | | | Working 301 days and over. | | | Preceding periods combined. | | |
|---------------------------|-----------------------------|-----------------|-----------------------|----------------------------|-----------------|-----------------------|-----------------------------|-----------------|-----------------------|
| | Num-ber. | Aver- age days. | Aver- age earn- ings. | Num-ber. | Aver- age days. | Aver- age earn- ings. | Num-ber. | Aver- age days. | Aver- age earn- ings. |
| Supervisor, road | 1 | 212 | \$683 | | | | 1 | 212 | \$683 |
| Switchmen | 3 | 46 | 83 | 1 | 365 | \$462 | 4 | 126 | 178 |
| Targetmen | 13 | 42 | 76 | | | | 13 | 42 | 76 |
| Telegraph operators | 83 | 103 | 134 | 49 | 351 | 509 | 132 | 195 | 273 |
| Tender fillers | 69 | 63 | 80 | 3 | 346 | 456 | 72 | 74 | 96 |
| Timekeeper | | | | 1 | 365 | 720 | 1 | 365 | 720 |
| Tinsmiths | 5 | 148 | 301 | 1 | 381 | 858 | 6 | 187 | 394 |
| Tinsmiths' helpers | 2 | 155 | 193 | | | | 2 | 155 | 193 |
| Toolmen | 2 | 183 | 231 | | | | 2 | 183 | 231 |
| Trackwalker | | | | 1 | 368 | 441 | 1 | 368 | 441 |
| Trainmasters | 3 | 118 | 485 | 1 | 306 | 1,250 | 4 | 165 | 670 |
| Upholsterer | 1 | 276 | 760 | | | | 1 | 276 | 760 |
| Watchmen | 49 | 142 | 172 | 30 | 351 | 423 | 79 | 221 | 267 |
| Watchmen, engine | 10 | 111 | 154 | 4 | 347 | 459 | 14 | 178 | 241 |
| Water boys | 10 | 106 | 89 | | | | 10 | 106 | 89 |
| Wreckmaster | | | | 1 | 365 | 720 | 1 | 365 | 720 |
| Yardmasters | 4 | 112 | 301 | 2 | 365 | 1,230 | 6 | 196 | 611 |

RAILROAD NO. 44.

| | | | | | | | | | |
|--------------------------------------|-----|-----|-------|-----|-----|-------|-----|-----|-------|
| Agents | 7 | 60 | \$125 | 4 | 368 | \$829 | 11 | 171 | \$381 |
| Agents | (a) | (a) | (a) | (a) | (a) | (a) | 32 | (a) | 210 |
| Agents, assistant | 2 | 226 | 292 | | | | 2 | 226 | 292 |
| Agents, express | 15 | 102 | 110 | 1 | 365 | 480 | 16 | 118 | 133 |
| Agents, express | (b) | (b) | (b) | (b) | (b) | (b) | 7 | (b) | 344 |
| Agent, special | | | | 1 | 337 | 880 | 1 | 337 | 880 |
| Agents, ticket | 1 | 204 | 333 | 2 | 365 | 230 | 3 | 311 | 264 |
| Agents and telegraph operators | 8 | 93 | 159 | 9 | 363 | 556 | 17 | 236 | 369 |
| Agents and telegraph operators | (b) | (b) | (b) | (b) | (b) | (b) | 42 | (b) | 514 |
| Axemen | 2 | 29 | 38 | | | | 2 | 29 | 38 |
| Baggagemasters | 20 | 116 | 187 | 6 | 329 | 615 | 26 | 165 | 286 |
| Baggagemasters and brakemen | 4 | 225 | 400 | 4 | 318 | 571 | 8 | 271 | 486 |
| Blacksmiths | 28 | 117 | 248 | 4 | 326 | 768 | 32 | 143 | 313 |
| Blacksmiths' helpers | 46 | 103 | 159 | 3 | 337 | 505 | 49 | 118 | 190 |
| Boiler washers | 10 | 73 | 109 | | | | 10 | 73 | 109 |
| Boilermakers | 10 | 122 | 273 | 3 | 432 | 1,030 | 13 | 193 | 448 |
| Boilermakers' helpers | 16 | 89 | 111 | 1 | 318 | 461 | 17 | 94 | 132 |
| Bolt cutters | 6 | 132 | 105 | | | | 6 | 132 | 105 |
| Brakemen | 750 | 57 | 95 | 20 | 343 | 573 | 770 | 64 | 107 |
| Brakemen | (c) | (c) | (c) | (c) | (c) | (c) | 5 | (c) | 181 |
| Brakemen and conductors | 29 | 156 | 310 | 9 | 341 | 649 | 38 | 200 | 390 |
| Call boys | 6 | 105 | 62 | | | | 6 | 105 | 62 |
| Carpenters | 198 | 96 | 210 | 19 | 330 | 724 | 217 | 117 | 255 |
| Carpenters, car works | 1 | 289 | 578 | 1 | 343 | 510 | 2 | 316 | 544 |
| Carpenters, fence | 16 | 55 | 83 | | | | 16 | 55 | 83 |
| Carpenters' helpers | 11 | 34 | 47 | | | | 11 | 34 | 47 |
| Cashiers | 3 | 122 | 241 | 1 | 365 | 660 | 4 | 183 | 346 |
| Chainmen | 4 | 10 | 15 | | | | 4 | 10 | 15 |
| Civil engineers | 2 | 233 | 764 | | | | 2 | 233 | 764 |
| Cleaners, car | 28 | 70 | 63 | 5 | 341 | 300 | 33 | 111 | 99 |
| Cleaner, engine | 1 | 33 | 43 | | | | 1 | 33 | 43 |
| Cleaner, station | | | | 1 | 365 | 24 | 1 | 365 | 24 |
| Clerks | 54 | 92 | 97 | 12 | 353 | 463 | 66 | 140 | 164 |
| Clerks and telegraph operators | 7 | 158 | 218 | 3 | 360 | 510 | 10 | 219 | 306 |
| Coalers and wipers | 118 | 66 | 84 | 8 | 350 | 435 | 126 | 84 | 106 |
| Conductors | 69 | 138 | 346 | 29 | 337 | 815 | 98 | 197 | 485 |
| Conductor, work train | 1 | 71 | 210 | | | | 1 | 71 | 210 |
| Coppersmith | | | | 1 | 348 | 957 | 1 | 348 | 957 |
| Deliveryman | 1 | 153 | 375 | | | | 1 | 153 | 375 |
| Dispatchers | 9 | 134 | 366 | 2 | 365 | 873 | 11 | 176 | 458 |
| Drillers | 3 | 123 | 160 | 1 | 301 | 392 | 4 | 168 | 218 |
| Engineers | 69 | 157 | 445 | 41 | 338 | 941 | 110 | 224 | 630 |
| Engineers | (c) | (c) | (c) | (c) | (c) | (c) | 4 | (c) | 585 |
| Engineer, piledriver | 1 | 15 | 38 | | | | 1 | 15 | 38 |
| Engineers, shop | 2 | 32 | 48 | 3 | 343 | 529 | 5 | 219 | 337 |

a Paid by the day and received commission; hence time, and earnings based on time, cannot be stated.

b Received commission; hence time, and earnings based on time, cannot be stated.

c Paid by the trip and mile; hence time, and earnings based on time, cannot be stated.

TABLE V.—AVERAGE TIME AND EARNINGS—Continued.

RAILROAD NO. 44—Continued.

| Occupation. | Working less than 301 days. | | | Working 301 days and over. | | | Preceding periods combined. | | |
|------------------------------------|-----------------------------|----------------|---------------------|----------------------------|----------------|---------------------|-----------------------------|----------------|---------------------|
| | Num-ber. | Aver-age days. | Aver-age earn-ings. | Num-ber. | Aver-age days. | Aver-age earn-ings. | Num-ber. | Aver-age days. | Aver-age earn-ings. |
| Firemen | 157 | 64 | \$104 | 17 | 328 | \$531 | 174 | 89 | \$146 |
| Firemen | (a) | (a) | (a) | (a) | (a) | (a) | 54 | (a) | 287 |
| Foreman, blacksmiths | 1 | 152 | 400 | 1 | 342 | 911 | 1 | 342 | 911 |
| Foreman, boilermakers | 8 | 170 | 426 | 4 | 347 | 928 | 12 | 220 | 593 |
| Foreman, carpenters | 1 | 216 | 540 | 1 | 362 | 969 | 1 | 216 | 540 |
| Foreman, fence gang | 1 | 365 | 900 | 1 | 365 | 900 | 4 | 362 | 969 |
| Foreman, painters | 2 | 120 | 240 | 2 | 120 | 240 | 1 | 365 | 900 |
| Foreman, quarrymen | 1 | 263 | 798 | 2 | 120 | 240 | 2 | 120 | 240 |
| Foreman, stonecutters | 45 | 105 | 193 | 55 | 355 | 527 | 1 | 266 | 798 |
| Foremen, track laborers | 1 | 365 | 540 | 2 | 365 | 540 | 100 | 252 | 377 |
| Foremen, transfer laborers | 1 | 61 | 90 | 2 | 365 | 540 | 2 | 365 | 540 |
| Foreman, work train | 2 | 93 | 138 | 1 | 61 | 90 | 1 | 61 | 90 |
| Foremen, yard | 1 | 169 | 222 | 2 | 341 | 522 | 4 | 217 | 330 |
| Hammer boy | 1 | 59 | 85 | 1 | 169 | 222 | 1 | 169 | 222 |
| Hostlers | 46 | (b) | (b) | 14 | 358 | 513 | 60 | 129 | 185 |
| Hostlers | (b) | (b) | (b) | (b) | (b) | (b) | 4 | (b) | 37 |
| Hostler and fireman | 1 | 328 | 507 | 1 | 328 | 507 | 1 | 328 | 507 |
| Hostler and fireman | (a) | (a) | (a) | (a) | (a) | (a) | 1 | (a) | 578 |
| Inspectors, car | 52 | 103 | 142 | 10 | 367 | 536 | 62 | 146 | 206 |
| Inspector, engine | 1 | 10 | 23 | 1 | 10 | 23 | 1 | 10 | 23 |
| Inspector, joint | 1 | 31 | 70 | 1 | 31 | 70 | 1 | 31 | 70 |
| Janitors | 1 | 122 | 100 | 2 | 366 | 271 | 3 | 285 | 214 |
| Laborers | 62 | 19 | 22 | 62 | 19 | 22 | 62 | 19 | 22 |
| Laborer, express | 1 | 26 | 30 | 1 | 26 | 30 | 1 | 26 | 30 |
| Laborers, quarry | 7 | 56 | 81 | 7 | 56 | 81 | 7 | 56 | 81 |
| Laborers, shop | 94 | 49 | 59 | 94 | 49 | 59 | 94 | 49 | 59 |
| Laborers, stone gang | 14 | 55 | 80 | 14 | 55 | 80 | 14 | 55 | 80 |
| Laborers, stonemasons | 13 | 17 | 25 | 13 | 17 | 25 | 13 | 17 | 25 |
| Laborers, track | 1,292 | 69 | 83 | 58 | 323 | 391 | 1,350 | 80 | 96 |
| Laborers, work train | 194 | 26 | 32 | 194 | 26 | 32 | 194 | 26 | 32 |
| Laborers, yard | 31 | 108 | 130 | 12 | 351 | 436 | 43 | 176 | 216 |
| Linemen | 2 | 7 | 12 | 2 | 7 | 12 | 2 | 7 | 12 |
| Machinists | 74 | 103 | 232 | 17 | 336 | 753 | 91 | 147 | 329 |
| Machinists' apprentices | 12 | 107 | 130 | 2 | 359 | 449 | 14 | 143 | 175 |
| Mail carriers | 6 | 145 | 50 | 6 | 334 | 71 | 12 | 240 | 60 |
| Mail and express carrier | 1 | 365 | 300 | 1 | 365 | 300 | 1 | 365 | 300 |
| Master mechanic | 1 | 365 | 1,500 | 1 | 365 | 1,500 | 1 | 365 | 1,500 |
| Oilhouse tenders and callers | 3 | 115 | 150 | 1 | 368 | 478 | 4 | 178 | 232 |
| Painters | 10 | 132 | 269 | 2 | 325 | 730 | 18 | 153 | 320 |
| Patternmaker | 1 | 299 | 821 | 1 | 299 | 821 | 1 | 299 | 821 |
| Piledriver | 1 | 15 | 38 | 1 | 15 | 38 | 1 | 15 | 38 |
| Pipefitters | 1 | 54 | 122 | 1 | 312 | 615 | 2 | 183 | 368 |
| Porter | 1 | 35 | 40 | 1 | 35 | 40 | 1 | 35 | 40 |
| Pumpers | 17 | 105 | 97 | 5 | 333 | 315 | 22 | 157 | 146 |
| Quarrymen | 9 | 80 | 119 | 9 | 80 | 119 | 9 | 80 | 119 |
| Repairers, car | 50 | 88 | 121 | 7 | 336 | 434 | 57 | 119 | 150 |
| Repairers, tank and truck | 3 | 96 | 135 | 1 | 344 | 561 | 4 | 153 | 234 |
| Roadmaster | 1 | 365 | 1,240 | 1 | 365 | 1,240 | 1 | 365 | 1,240 |
| Sand driers | 2 | 207 | 252 | 1 | 339 | 254 | 3 | 251 | 253 |
| Scrubbers | 14 | 97 | 117 | 14 | 97 | 117 | 14 | 97 | 117 |
| Stonecutters | 8 | 92 | 252 | 8 | 92 | 252 | 8 | 92 | 252 |
| Stonemasons | 6 | 58 | 175 | 6 | 58 | 175 | 6 | 58 | 175 |
| Storekeepers | 1 | 22 | 11 | 1 | 365 | 510 | 2 | 194 | 276 |
| Supervisors | 1 | 243 | 440 | 3 | 365 | 755 | 4 | 334 | 676 |
| Surgeon | 1 | 365 | 360 | 1 | 365 | 360 | 1 | 365 | 360 |
| Switchmen | 2 | 67 | 54 | 2 | 67 | 54 | 2 | 67 | 54 |
| Targetmen | 18 | 84 | 82 | 8 | 360 | 338 | 26 | 169 | 161 |
| Telegraph operators | 48 | 92 | 110 | 8 | 314 | 469 | 56 | 128 | 161 |
| Timekeeper | 1 | 365 | 240 | 1 | 365 | 240 | 1 | 365 | 240 |
| Tinners | 3 | 90 | 222 | 2 | 328 | 602 | 5 | 185 | 454 |
| Tinners' helpers | 2 | 177 | 133 | 2 | 177 | 133 | 2 | 177 | 133 |
| Track walkers | 6 | 89 | 107 | 7 | 351 | 421 | 13 | 230 | 292 |
| Trainmasters | 3 | 243 | 800 | 2 | 365 | 1,320 | 3 | 324 | 1,147 |
| Train runners | 3 | 224 | 470 | 4 | 365 | 1,071 | 7 | 305 | 813 |
| Transfermen | 33 | 153 | 183 | 1 | 301 | 361 | 34 | 157 | 189 |
| Upholsterer | 1 | 117 | 140 | 1 | 324 | 728 | 1 | 324 | 728 |
| Upholsterer's helper | 1 | 117 | 140 | 1 | 117 | 140 | 1 | 117 | 140 |
| Warehousemen | 6 | 103 | 104 | 2 | 365 | 480 | 8 | 171 | 198 |

a Paid by the trip; hence time, and earnings based on time, cannot be stated.

b Paid by the piece; hence time, and earnings based on time, cannot be stated.

H. Ex. 336—55

TABLE V.—AVERAGE TIME AND EARNINGS—Continued.

RAILROAD NO. 44—Concluded.

| Occupation. | Working less than 301 days. | | | Working 301 days and over. | | | Preceding periods combined. | | |
|-----------------------|-----------------------------|---------------|-------------------|----------------------------|---------------|-------------------|-----------------------------|---------------|-------------------|
| | Number. | Average days. | Average earnings. | Number. | Average days. | Average earnings. | Number. | Average days. | Average earnings. |
| Watchmen | 24 | 62 | \$69 | 7 | 359 | \$371 | 31 | 130 | \$137 |
| Watchmen, engine..... | 10 | 9 | 11 | | | | 10 | 9 | 11 |
| Water boys..... | 3 | 76 | 73 | | | | 3 | 76 | 73 |
| Weighmasters..... | 3 | 61 | 90 | | | | 3 | 61 | 90 |
| Wheel fitters..... | 8 | 59 | 82 | | | | 8 | 59 | 82 |
| Wipers..... | 10 | 96 | 123 | | | | 10 | 96 | 123 |
| Yardmasters..... | 2 | 22 | 35 | | | | 2 | 22 | 35 |

RAILROAD NO. 45.

| | | | | | | | | | |
|------------------------------|----|-----|-------|---|-----|-------|----|-----|-------|
| Agents | 6 | 132 | \$161 | 9 | 313 | \$423 | 15 | 241 | \$319 |
| Baggagemasters..... | 1 | 2 | 4 | 1 | 313 | 540 | 2 | 158 | 272 |
| Baggagemasters' helpers..... | 2 | 209 | 260 | | | | 2 | 209 | 260 |
| Blacksmiths..... | 4 | 57 | 130 | | | | 4 | 57 | 130 |
| Blacksmiths' helpers..... | 3 | 99 | 148 | | | | 3 | 99 | 148 |
| Brakemen..... | 4 | 116 | 194 | 3 | 313 | 540 | 7 | 200 | 343 |
| Carpenters..... | 1 | 142 | 298 | 2 | 311 | 740 | 3 | 255 | 592 |
| Carpenters' helpers..... | 2 | 54 | 68 | | | | 2 | 54 | 68 |
| Cleaner, car..... | 1 | 169 | 220 | | | | 1 | 169 | 220 |
| Conductors..... | 1 | 129 | 295 | 2 | 313 | 856 | 3 | 252 | 669 |
| Engineers..... | 1 | 209 | 400 | 1 | 313 | 675 | 2 | 261 | 538 |
| Engineers, passenger..... | | | | 2 | 313 | 900 | 2 | 313 | 900 |
| Firemen..... | 5 | 100 | 275 | 1 | 313 | 540 | 6 | 185 | 319 |
| Flagmen..... | 1 | 36 | 44 | 1 | 313 | 226 | 2 | 174 | 135 |
| Foremen, track laborers..... | 3 | 38 | 71 | 4 | 313 | 600 | 7 | 195 | 373 |
| Inspector, car..... | 1 | 281 | 491 | | | | 1 | 281 | 491 |
| Laborers, track..... | 86 | 94 | 129 | 7 | 309 | 449 | 93 | 111 | 153 |
| Machinists..... | 2 | 236 | 544 | | | | 2 | 236 | 544 |
| Master mechanics..... | 2 | 115 | 353 | | | | 2 | 115 | 353 |
| Painter..... | 1 | 24 | 49 | | | | 1 | 24 | 49 |
| Roadmaster..... | | | | 1 | 313 | 745 | 1 | 313 | 745 |
| Switchmen..... | 3 | 204 | 311 | | | | 3 | 204 | 311 |
| Watchmen..... | 4 | 78 | 108 | | | | 4 | 78 | 108 |
| Water boy..... | 1 | 10 | 8 | | | | 1 | 10 | 8 |
| Wipers and warehousemen..... | 7 | 102 | 143 | | | | 7 | 102 | 143 |

RAILROAD NO. 46.

| | | | | | | | | | |
|-------------------------------------|-----|-----|------|-----|-----|---------|-----|-----|-------|
| Agents | 2 | 35 | \$49 | 2 | 366 | \$1,110 | 4 | 200 | \$579 |
| Agent..... | (a) | (a) | (a) | (a) | (a) | (a) | 1 | (a) | 55 |
| Agents, baggage..... | 2 | 92 | 30 | | | | 2 | 92 | 30 |
| Agent, freight..... | | | | 1 | 366 | 1,800 | 1 | 366 | 1,800 |
| Agents, freight and ticket..... | 7 | 129 | 144 | 5 | 354 | 514 | 12 | 223 | 299 |
| Agents, freight and ticket..... | (a) | (a) | (a) | (a) | (a) | (a) | 47 | (a) | 267 |
| Agent, purchasing..... | 1 | 212 | 910 | | | | 1 | 212 | 910 |
| Agent, special..... | (a) | (a) | (a) | (a) | (a) | (a) | 1 | (a) | 1,175 |
| Agents, ticket..... | 1 | 31 | 25 | 2 | 361 | 427 | 3 | 251 | 293 |
| Agents, ticket..... | (a) | (a) | (a) | (a) | (a) | (a) | 3 | (a) | 262 |
| Agents and telegraph operators..... | 7 | 132 | 167 | | | | 7 | 132 | 167 |
| Agents and telegraph operators..... | (a) | (a) | (a) | (a) | (a) | (a) | 8 | (a) | 294 |
| Axemen..... | 2 | 37 | 30 | 1 | 366 | 300 | 3 | 147 | 120 |
| Baggagemasters..... | 6 | 63 | 146 | 2 | 340 | 812 | 8 | 133 | 312 |
| Blacksmiths..... | 9 | 140 | 214 | 1 | 303 | 693 | 10 | 157 | 352 |
| Blacksmiths' helpers..... | 5 | 141 | 176 | 2 | 303 | 379 | 7 | 187 | 234 |
| Boilermakers..... | 2 | 157 | 375 | | | | 2 | 157 | 375 |
| Brakemen..... | 120 | 55 | 82 | 5 | 340 | 486 | 125 | 67 | 98 |
| Brakemen, freight..... | 37 | 47 | 77 | | | | 37 | 47 | 77 |
| Brakemen, passenger..... | 34 | 40 | 71 | 2 | 326 | 460 | 36 | 56 | 92 |
| Bricklayers..... | 5 | 7 | 23 | | | | 5 | 7 | 23 |
| Call boys..... | 4 | 48 | 34 | | | | 4 | 48 | 34 |
| Carpenters..... | 341 | 60 | 108 | 8 | 308 | 599 | 349 | 65 | 119 |
| Carpenters' helpers..... | 2 | 12 | 12 | | | | 2 | 12 | 12 |
| Cashiers..... | 1 | 51 | 150 | 2 | 366 | 898 | 3 | 264 | 645 |

^a Paid by the day and received commission; hence time, and earnings based on time, cannot be stated.

TABLE V.—AVERAGE TIME AND EARNINGS—Continued.

RAILROAD NO. 46—Continued.

| Occupation. | Working less than 301 days. | | | Working 301 days and over. | | | Preceding periods combined. | | |
|-------------------------|-----------------------------|-----------------|-----------------------|----------------------------|-----------------|-----------------------|-----------------------------|-----------------|-----------------------|
| | Num-ber. | Aver- age days. | Aver- age earn- ings. | Num-ber. | Aver- age days. | Aver- age earn- ings. | Num-ber. | Aver- age days. | Aver- age earn- ings. |
| Chemist | | | | 1 | 366 | \$360 | 1 | 366 | \$360 |
| Cleaners, car | | | | 5 | 334 | 344 | 5 | 334 | 344 |
| Clerks | 20 | 91 | \$38 | 33 | 361 | 668 | 53 | 258 | 466 |
| Climbers | 8 | 50 | 87 | 1 | 377 | 409 | 8 | 50 | 87 |
| Coal heavers | 15 | 45 | 43 | 1 | 366 | 1,000 | 16 | 66 | 66 |
| Collector | | | | 1 | 366 | 1,000 | 1 | 366 | 1,000 |
| Conductors | 14 | 55 | 136 | 3 | 366 | 848 | 17 | 106 | 262 |
| Conductors, freight | 24 | 72 | 190 | 1 | 348 | 868 | 25 | 83 | 217 |
| Conductors, passenger | 1 | 300 | 827 | 5 | 351 | 1,050 | 6 | 342 | 1,012 |
| Conductors, yard | 4 | 28 | 61 | | | | 4 | 28 | 61 |
| Cooks | 4 | 37 | 24 | | | | 4 | 37 | 24 |
| Detective | | | | 1 | 366 | 300 | 1 | 366 | 300 |
| Dipper tenders | 3 | 146 | 198 | | | | 3 | 146 | 198 |
| Dispatchers | 2 | 89 | 309 | 2 | 366 | 1,065 | 4 | 228 | 687 |
| Draughtsman | 1 | 116 | 229 | | | | 1 | 116 | 229 |
| Engineers | 4 | 124 | 296 | | | | 4 | 124 | 296 |
| Engineers | (a) | (a) | (a) | (a) | (a) | (a) | (a) | (a) | 1,029 |
| Engineers, assistant | 5 | 103 | 318 | 1 | 366 | 960 | 6 | 147 | 425 |
| Engineers, freight | (a) | (a) | (a) | (a) | (a) | (a) | 27 | (a) | 489 |
| Engineers, passenger | (a) | (a) | (a) | (a) | (a) | (a) | 7 | (a) | 1,067 |
| Engineer, stationary | | | | 1 | 366 | 430 | 1 | 366 | 430 |
| Engineers, switching | 13 | 81 | 210 | | | | 13 | 81 | 210 |
| Engineers, switching | (a) | (a) | (a) | (a) | (a) | (a) | 6 | (a) | 613 |
| Ferryman | 5 | 159 | 87 | 5 | 348 | 189 | 10 | 253 | 138 |
| Ferryman | (b) | (b) | (b) | (b) | (b) | (b) | 1 | (b) | 97 |
| Firemen | 9 | 59 | 113 | | | | 9 | 59 | 113 |
| Firemen, freight | 46 | 68 | 114 | 3 | 317 | 459 | 49 | 83 | 135 |
| Firemen, passenger | 12 | 120 | 202 | 1 | 317 | 515 | 13 | 137 | 228 |
| Firemen, switching | 8 | 46 | 63 | | | | 8 | 46 | 63 |
| Firemen, yard | 2 | 222 | 312 | | | | 2 | 222 | 312 |
| Flagmen | 21 | 31 | 38 | 4 | 354 | 443 | 25 | 83 | 103 |
| Foremen | 3 | 47 | 101 | | | | 3 | 47 | 101 |
| Foremen, carpenters | 9 | 87 | 212 | 5 | 354 | 849 | 14 | 182 | 439 |
| Foreman, painters | 1 | 90 | 196 | | | | 1 | 90 | 196 |
| Foremen, shop | | | | 3 | 366 | 1,000 | 3 | 366 | 1,000 |
| Foremen, track laborers | 41 | 87 | 119 | 28 | 358 | 475 | 69 | 107 | 264 |
| Freighthandlers | 4 | 4 | 4 | 1 | 366 | 48 | 5 | 76 | 13 |
| Gatekeepers | 3 | 125 | 139 | 1 | 366 | 360 | 4 | 186 | 194 |
| Hostlers | 3 | 26 | 30 | 2 | 376 | 583 | 5 | 166 | 251 |
| Inspectors, car | 14 | 89 | 113 | 6 | 356 | 513 | 20 | 169 | 233 |
| Inspectors, lumber | 2 | 77 | 150 | | | | 2 | 77 | 150 |
| Inspector, tie | 1 | 237 | 389 | | | | 1 | 237 | 389 |
| Janitors | 11 | 14 | 12 | 1 | 366 | 390 | 12 | 43 | 43 |
| Laborers | 237 | 13 | 13 | | | | 237 | 13 | 13 |
| Laborers, steam shovel | 49 | 90 | 90 | | | | 49 | 90 | 90 |
| Laborers, telegraph | 41 | 21 | 26 | | | | 41 | 21 | 26 |
| Laborers, track | 1,352 | 49 | 39 | 14 | 319 | 282 | 1,366 | 51 | 42 |
| Linemen | 4 | 26 | 46 | | | | 4 | 26 | 46 |
| Lockkeepers | 1 | 70 | 69 | 2 | 366 | 324 | 3 | 267 | 239 |
| Machinists | 30 | 78 | 175 | 3 | 323 | 755 | 33 | 101 | 228 |
| Machinists' helpers | 8 | 71 | 71 | 1 | 321 | 321 | 9 | 99 | 99 |
| Mail carrier | | | | 1 | 366 | 180 | 1 | 366 | 180 |
| Master mechanic | | | | 1 | 366 | 2,000 | 1 | 366 | 2,000 |
| Master of water power | | | | 1 | 366 | 900 | 1 | 366 | 900 |
| Messengers | 9 | 62 | 23 | 5 | 342 | 176 | 14 | 162 | 78 |
| Moulders | 8 | 78 | 163 | | | | 8 | 78 | 163 |
| Moulders' helpers | 2 | 110 | 83 | 1 | 306 | 306 | 3 | 175 | 158 |
| Painters | 9 | 177 | 328 | | | | 9 | 177 | 328 |
| Painters' helpers | 2 | 161 | 129 | | | | 2 | 161 | 129 |
| Patternmaker | 1 | 282 | 704 | | | | 1 | 282 | 704 |
| Porters | 6 | 103 | 62 | | | | 6 | 103 | 62 |
| Repairers, line | 3 | 67 | 132 | 1 | 338 | 572 | 4 | 135 | 242 |
| Repairers, tank | 3 | 30 | 62 | 1 | 335 | 675 | 4 | 106 | 215 |
| Roadmasters | | | | 2 | 366 | 1,320 | 2 | 366 | 1,320 |
| Rodmen | 7 | 42 | 48 | | | | 7 | 42 | 48 |
| Sand driers | 2 | 145 | 24 | | | | 2 | 145 | 24 |
| Signalmen | 11 | 83 | 100 | 2 | 336 | 420 | 13 | 122 | 149 |
| Stonemasons | 4 | 4 | 11 | | | | 4 | 4 | 11 |
| Storekeepers | 1 | 77 | 76 | 1 | 366 | 575 | 2 | 222 | 325 |

a Paid by the mile; hence time, and earnings based on time, cannot be stated.

b Received commission; hence time, and earnings based on time, cannot be stated.

TABLE V.—AVERAGE TIME AND EARNINGS—Continued.

RAILROAD NO. 46—Concluded.

| Occupation. | Working less than 301 days. | | | Working 301 days and over. | | | Preceding periods combined. | | |
|---------------------------------|-----------------------------|-----------------|-----------------------|----------------------------|-----------------|-----------------------|-----------------------------|-----------------|-----------------------|
| | Num-ber. | Aver- age days. | Aver- age earn- ings. | Num-ber. | Aver- age days. | Aver- age earn- ings. | Num-ber. | Aver- age days. | Aver- age earn- ings. |
| Superintendents, water power .. | 1 | 44 | \$50 | 2 | 358 | \$721 | 3 | 253 | \$497 |
| Switchmen | 74 | 43 | 54 | 2 | 346 | 431 | 76 | 50 | 64 |
| Telegraph operators | 59 | 61 | 76 | 2 | 340 | 469 | 61 | 70 | 89 |
| Timekeepers | 2 | 18 | 23 | ..... | ..... | ..... | 2 | 18 | 23 |
| Tinsmiths | 4 | 149 | 297 | ..... | ..... | ..... | 4 | 149 | 297 |
| Track walkers | 8 | 30 | 22 | ..... | ..... | ..... | 8 | 30 | 22 |
| Upholsterer | 1 | 152 | 341 | ..... | ..... | ..... | 1 | 152 | 341 |
| Waiters on "special" | 9 | 4 | 4 | ..... | ..... | ..... | 9 | 4 | 4 |
| Warehouseman | 1 | 61 | 35 | ..... | ..... | ..... | 1 | 61 | 35 |
| Watchmen | 142 | 60 | 56 | 12 | 359 | 359 | 154 | 84 | 80 |
| Water boy | 1 | 5 | 3 | ..... | ..... | ..... | 1 | 5 | 3 |
| Water ganger ..... | ..... | ..... | ..... | 1 | 366 | 540 | 1 | 366 | 540 |
| Wipers | 62 | 64 | 65 | 4 | 329 | 343 | 66 | 80 | 82 |
| Yardmasters | 21 | 67 | 143 | 1 | 304 | 730 | 22 | 78 | 170 |

RAILROAD NO. 47.

| | | | | | | | | | |
|-------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Agents | 4 | 220 | \$159 | 5 | 365 | \$243 | 9 | 290 | \$266 |
| Agent, freight ..... | ..... | ..... | ..... | 1 | 365 | 300 | 1 | 365 | 300 |
| Baggagemasters | 2 | 122 | 180 | ..... | ..... | ..... | 2 | 122 | 180 |
| Brakemen | 15 | 93 | 143 | 1 | 311 | 474 | 15 | 107 | 164 |
| Carpenters | 2 | 34 | 64 | 1 | 313 | 750 | 3 | 127 | 292 |
| Cleaners, car | 2 | 4 | 5 | ..... | ..... | ..... | 2 | 4 | 5 |
| Clerks | 2 | 42 | 87 | ..... | ..... | ..... | 3 | 150 | 90 |
| Clerk and ticket agent ..... | ..... | ..... | ..... | 1 | 365 | 95 | ..... | ..... | ..... |
| Conductors | 1 | 13 | 26 | 2 | 319 | 707 | 1 | 319 | 707 |
| Engineers ..... | ..... | ..... | ..... | 2 | 365 | 840 | 3 | 248 | 569 |
| Engineer, yard ..... | ..... | ..... | ..... | 2 | 365 | 910 | 2 | 365 | 910 |
| Firemen | 1 | 281 | 445 | 1 | 365 | 600 | 1 | 365 | 600 |
| Foremen, track laborers | 2 | 163 | 399 | 1 | 365 | 578 | 2 | 323 | 511 |
| Helpers | 11 | 39 | 13 | 4 | 314 | 601 | 6 | 263 | 504 |
| Laborers, track | 127 | 49 | 72 | 3 | 307 | 464 | 11 | 39 | 13 |
| Masons | 3 | 9 | 32 | ..... | ..... | ..... | 3 | 55 | 81 |
| Master mechanic ..... | ..... | ..... | ..... | 1 | 365 | 1,200 | 1 | 365 | 1,200 |
| Office boy | 1 | 56 | 50 | ..... | ..... | ..... | 1 | 56 | 50 |
| Roadmaster ..... | ..... | ..... | ..... | 1 | 365 | 960 | 1 | 365 | 960 |
| Telegraph operators | 3 | 122 | 37 | ..... | ..... | ..... | 3 | 122 | 37 |
| Track walker | 1 | 156 | 234 | ..... | ..... | ..... | 1 | 156 | 234 |
| Watchmen | 6 | 71 | 110 | ..... | ..... | ..... | 6 | 71 | 110 |
| Water boy | 1 | 35 | 35 | ..... | ..... | ..... | 1 | 35 | 35 |

RAILROAD NO. 48.

| | | | | | | | | | |
|-------------------------------|-------|-------|-------|-------|-------|-------|----|-----|-------|
| Accountants | 1 | 74 | \$171 | 1 | 365 | \$957 | 2 | 220 | \$504 |
| Agents | 7 | 117 | 123 | 3 | 361 | 438 | 10 | 172 | 195 |
| Agents | (a) | (a) | (a) | (a) | (a) | (a) | 8 | (a) | 161 |
| Agents, boat | 2 | 144 | 254 | ..... | ..... | ..... | 2 | 144 | 254 |
| Agents freight | 3 | 87 | 213 | 2 | 335 | 675 | 5 | 185 | 398 |
| Agent, purchasing ..... | ..... | ..... | ..... | 1 | 365 | 1,200 | 1 | 365 | 1,200 |
| Agents, ticket | 16 | 126 | 179 | 24 | 345 | 536 | 40 | 257 | 390 |
| Agent, ticket | (a) | (a) | (a) | (a) | (a) | (a) | 1 | (a) | 339 |
| Apprentice | 1 | 33 | 16 | ..... | ..... | ..... | 1 | 33 | 16 |
| Attendant, waiting room | 1 | 140 | 137 | ..... | ..... | ..... | 1 | 140 | 137 |
| Baggagemasters | 4 | 108 | 174 | 2 | 347 | 511 | 6 | 187 | 286 |
| Blacksmiths | 2 | 209 | 501 | 1 | 365 | 840 | 3 | 255 | 614 |
| Blacksmiths' helpers | 2 | 200 | 301 | 1 | 365 | 690 | 3 | 255 | 420 |
| Boilermakers | 1 | 181 | 452 | 1 | 361 | 1,187 | 2 | 271 | 820 |
| Boilermakers' helper ..... | ..... | ..... | ..... | 1 | 349 | 515 | 1 | 349 | 515 |
| Brakemen | 46 | 81 | 120 | 5 | 338 | 501 | 51 | 106 | 157 |
| Brakemen | (b) | (b) | (b) | (b) | (b) | (b) | 13 | (b) | 421 |
| Brakemen, freight | 3 | 193 | 281 | 2 | 346 | 511 | 5 | 254 | 373 |
| Bridgemen ..... | ..... | ..... | ..... | 3 | 351 | 672 | 3 | 351 | 672 |
| Car builders | 4 | 150 | 342 | 1 | 365 | 960 | 5 | 193 | 466 |
| Car builders' helper | 1 | 81 | 122 | ..... | ..... | ..... | 1 | 81 | 122 |

a Received commission; hence time, and earnings based on time, cannot be stated.

b Paid by the trip; hence time, and earnings based on time, cannot be stated.

TABLE V.—AVERAGE TIME AND EARNINGS—Continued.

RAILROAD NO. 48—Concluded.

| Occupation. | Working less than 301 days. | | | Working 301 days and over. | | | Preceding periods combined. | | |
|-------------------------------|-----------------------------|-----------------|-----------------------|----------------------------|-----------------|-----------------------|-----------------------------|-----------------|-----------------------|
| | Num-ber. | Aver- age days. | Aver- age earn- ings. | Num-ber. | Aver- age days. | Aver- age earn- ings. | Num-ber. | Aver- age days. | Aver- age earn- ings. |
| Carpenters..... | 51 | 101 | \$236 | 9 | 333 | \$754 | 60 | 136 | \$314 |
| Civil engineer..... | 1 | 42 | 84 | | | | 1 | 42 | 84 |
| Cleaners, house..... | 2 | 7 | 11 | | | | 2 | 7 | 11 |
| Clerks..... | 4 | 158 | 304 | 5 | 354 | 402 | 9 | 267 | 392 |
| Coal heavers..... | 14 | 52 | 84 | 4 | 362 | 589 | 18 | 121 | 196 |
| Coal shovellers..... | 4 | 113 | 185 | | | | 4 | 113 | 185 |
| Collectors..... | 25 | 147 | 190 | 10 | 356 | 506 | 35 | 207 | 281 |
| Collectors, ticket..... | 12 | 101 | 131 | 2 | 346 | 493 | 14 | 136 | 182 |
| Conductors..... | 20 | 126 | 259 | 5 | 362 | 822 | 25 | 173 | 372 |
| Depotmasters..... | 1 | 267 | 396 | 1 | 362 | 544 | 2 | 315 | 470 |
| Dispatcher..... | | | | 1 | 365 | 1,140 | 1 | 365 | 1,140 |
| Employés of ferry: | | | | | | | | | |
| Cabinmen..... | 3 | 15 | 27 | | | | 3 | 15 | 27 |
| Captains..... | 4 | 128 | 477 | 8 | 356 | 1,251 | 12 | 280 | 993 |
| Criers..... | 3 | 128 | 184 | | | | 3 | 128 | 184 |
| Deck hands..... | 59 | 76 | 117 | 24 | 354 | 639 | 83 | 157 | 268 |
| Dockmen..... | 5 | 94 | 142 | 6 | 352 | 569 | 11 | 235 | 375 |
| Engineers..... | 11 | 107 | 324 | 7 | 366 | 1,143 | 18 | 208 | 642 |
| Engineers, second..... | 6 | 54 | 100 | | | | 6 | 54 | 100 |
| Firemen..... | 33 | 77 | 132 | 13 | 362 | 708 | 46 | 158 | 295 |
| Mates..... | 2 | 93 | 174 | 1 | 304 | 602 | 3 | 163 | 317 |
| Policemen..... | 5 | 75 | 147 | 6 | 358 | 706 | 11 | 229 | 452 |
| Roustabouts..... | 4 | 138 | 230 | 3 | 356 | 607 | 7 | 231 | 391 |
| Stewardesses..... | 10 | 118 | 111 | 5 | 366 | 339 | 15 | 201 | 187 |
| Watchmen..... | 2 | 78 | 115 | | | | 2 | 78 | 115 |
| Wheelmen..... | 4 | 119 | 215 | 7 | 366 | 761 | 11 | 276 | 562 |
| Engineers..... | 17 | 112 | 342 | 8 | 345 | 1,018 | 25 | 187 | 559 |
| Engineer, chief..... | 1 | 183 | 750 | | | | 1 | 183 | 750 |
| Engineers, stationary..... | | | | 2 | 365 | 660 | 2 | 365 | 660 |
| Firemen..... | 12 | 148 | 220 | 7 | 355 | 603 | 19 | 224 | 361 |
| Flagmen..... | 47 | 107 | 116 | 18 | 351 | 380 | 65 | 174 | 189 |
| Foremen, carpenters..... | | | | 2 | 309 | 885 | 2 | 309 | 885 |
| Foreman, painters..... | 1 | 390 | 750 | | | | 1 | 390 | 750 |
| Foremen, track laborers..... | 4 | 146 | 222 | 4 | 365 | 548 | 8 | 255 | 385 |
| Gasfitters..... | 2 | 7 | 18 | 1 | 335 | 660 | 3 | 117 | 232 |
| Gasfitters' helpers..... | 2 | 172 | 300 | | | | 2 | 172 | 300 |
| Gatemmen..... | 12 | 108 | 141 | 3 | 362 | 733 | 15 | 159 | 260 |
| Holder-on, boiler shop..... | 1 | 163 | 359 | | | | 1 | 163 | 359 |
| Hostlers..... | 3 | 77 | 151 | 2 | 337 | 597 | 5 | 181 | 329 |
| Inspector, bridge..... | | | | 1 | 348 | 818 | 1 | 348 | 818 |
| Inspectors, car..... | | | | 2 | 362 | 714 | 2 | 362 | 714 |
| Inspector's, car, helper..... | 1 | 172 | 282 | | | | 1 | 172 | 282 |
| Laborers, shop..... | 2 | 95 | 120 | | | | 2 | 95 | 120 |
| Laborers, track..... | 251 | 83 | 103 | 2 | 338 | 410 | 253 | 85 | 106 |
| Lamp fillers..... | | | | 2 | 352 | 512 | 2 | 352 | 512 |
| Machinists..... | 9 | 109 | 282 | 3 | 351 | 924 | 12 | 170 | 443 |
| Machinists' apprentices..... | 4 | 216 | 153 | 2 | 365 | 469 | 6 | 266 | 258 |
| Machinists' helpers..... | 5 | 131 | 199 | 2 | 326 | 463 | 7 | 187 | 274 |
| Mail carriers..... | 2 | 170 | 11 | | | | 2 | 170 | 11 |
| Master mechanic..... | | | | 1 | 365 | 1,220 | 1 | 365 | 1,220 |
| Painters..... | 7 | 51 | 93 | 3 | 327 | 646 | 10 | 134 | 259 |
| Painters, car..... | 7 | 109 | 205 | 1 | 305 | 698 | 8 | 134 | 267 |
| Paymaster..... | | | | 1 | 365 | 1,017 | 1 | 365 | 1,017 |
| Policeman, dock..... | | | | 1 | 304 | 50 | 1 | 304 | 50 |
| Rivet heater..... | 1 | 33 | 36 | | | | 1 | 33 | 36 |
| Riveters..... | 2 | 17 | 46 | | | | 2 | 17 | 46 |
| Sailmaker..... | | | | 1 | 365 | 720 | 1 | 365 | 720 |
| Stationmen..... | 6 | 138 | 194 | 5 | 359 | 502 | 11 | 239 | 334 |
| Stonemasons..... | 3 | 46 | 115 | | | | 3 | 46 | 115 |
| Storekeeper..... | | | | 1 | 365 | 685 | 1 | 365 | 685 |
| Supervisor, carpenter..... | | | | 1 | 365 | 1,160 | 1 | 365 | 1,160 |
| Supervisor, road..... | | | | 1 | 365 | 1,020 | 1 | 365 | 1,020 |
| Switchmen..... | 13 | 114 | 160 | 3 | 358 | 524 | 16 | 160 | 228 |
| Telegraph operator..... | 1 | 296 | 407 | | | | 1 | 296 | 407 |
| Tinsmith..... | | | | 1 | 311 | 777 | 1 | 311 | 777 |
| Track walkers..... | 3 | 154 | 193 | 3 | 334 | 417 | 6 | 244 | 305 |
| Watchmen..... | 3 | 54 | 78 | | | | 3 | 54 | 78 |
| Watchmen, dock..... | 6 | 143 | 226 | 5 | 358 | 606 | 11 | 241 | 393 |
| Water boys..... | 3 | 93 | 97 | | | | 3 | 93 | 97 |
| Wipers..... | 8 | 55 | 68 | 3 | 363 | 460 | 11 | 139 | 175 |

TABLE V.—AVERAGE TIME AND EARNINGS—Continued.

RAILROAD NO. 4D.

| Occupation. | Working less than 301 days. | | | Working 301 days and over. | | | Preceding periods combined. | | |
|-------------------------------|-----------------------------|----------------|---------------------|----------------------------|----------------|---------------------|-----------------------------|----------------|---------------------|
| | Num-ber. | Aver-age days. | Aver-age earn-ings. | Num-ber. | Aver-age days. | Aver-age earn-ings. | Num-ber. | Aver-age days. | Aver-age earn-ings. |
| Agents | | | | 5 | 365 | \$398 | 5 | 365 | \$398 |
| Agents, assistant | 6 | 50 | \$22 | 1 | 331 | 449 | 7 | 90 | 83 |
| Baggagemasters | 5 | 77 | 136 | 1 | 316 | 556 | 6 | 117 | 206 |
| Brakemen, freight | 27 | 28 | 45 | 1 | 316 | 506 | 28 | 38 | 61 |
| Brakemen, passenger | 8 | 89 | 137 | | | | 8 | 89 | 137 |
| Carpenters | 3 | 117 | 257 | | | | 3 | 117 | 257 |
| Cleaner, car | | | | 1 | 365 | 300 | 1 | 365 | 300 |
| Cleaners, engine | 7 | 54 | 59 | | | | 7 | 54 | 59 |
| Clerk | 1 | 214 | 95 | | | | 1 | 214 | 95 |
| Conductors, freight | 5 | 5 | 10 | 1 | 341 | 716 | 6 | 61 | 128 |
| Conductors, passenger | 4 | 96 | 275 | 1 | 338 | 967 | 5 | 144 | 413 |
| Dispatchers | 2 | 183 | 216 | | | | 2 | 183 | 216 |
| Engineers, freight | 5 | 100 | 286 | | | | 5 | 100 | 286 |
| Engineers, passenger | 6 | 49 | 140 | 2 | 331 | 948 | 8 | 119 | 342 |
| Fire tenders | 2 | 166 | 28 | | | | 2 | 166 | 28 |
| Firemen, freight | 11 | 33 | 62 | | | | 11 | 33 | 62 |
| Firemen, passenger | 10 | 46 | 86 | 1 | 329 | 614 | 11 | 71 | 134 |
| Flagmen | 17 | 45 | 45 | 1 | 331 | 331 | 18 | 61 | 61 |
| Foremen, track laborers | 3 | 132 | 186 | 4 | 334 | 574 | 7 | 247 | 408 |
| Laborers, track | 13 | 127 | 165 | 1 | 357 | 430 | 14 | 143 | 184 |
| Laborers, yard | 19 | 49 | 63 | | | | 19 | 49 | 63 |
| Masons | 2 | 33 | 65 | | | | 2 | 33 | 65 |
| Telegraph operator | | | | 1 | 365 | 300 | 1 | 365 | 300 |
| Warehouseman | 1 | 214 | 88 | | | | 1 | 214 | 88 |
| Watchmen, engine | 7 | 62 | 92 | | | | 6 | 62 | 92 |

RAILROAD NO. 50.

| | | | | | | | | | |
|--------------------------------------|-----|-----|-------|-----|-----|-------|-----|-----|-------|
| Agents | 7 | 106 | \$318 | 1 | 365 | \$540 | 8 | 217 | \$345 |
| Agents | (a) | (a) | (a) | (a) | (a) | (a) | 3 | (a) | 58 |
| Agents, ticket | 2 | 100 | 581 | | | | 2 | 100 | 581 |
| Baggagemasters | 13 | 42 | 42 | | | | 13 | 42 | 42 |
| Blacksmith | | | | 1 | 354 | 408 | 1 | 354 | 408 |
| Brakemen | 3 | 32 | 32 | 1 | 343 | 343 | 9 | 66 | 66 |
| Carpenters | 2 | 19 | 42 | | | | 2 | 19 | 42 |
| Cleaners, car | 1 | 258 | 102 | 1 | 334 | 330 | 2 | 296 | 216 |
| Clerks | 13 | 61 | 96 | 3 | 334 | 807 | 16 | 112 | 229 |
| Clerks and telegraph operators | 3 | 105 | 88 | | | | 3 | 105 | 88 |
| Conductors | | | | 2 | 338 | 710 | 2 | 338 | 710 |
| Couplers | 3 | 10 | 5 | 1 | 334 | 165 | 4 | 91 | 45 |
| Dispatcher | | | | 1 | 365 | 720 | 1 | 365 | 720 |
| Engineers | 6 | 82 | 197 | 1 | 301 | 740 | 7 | 113 | 275 |
| Firemen | 12 | 57 | 73 | | | | 12 | 57 | 73 |
| Foremen, track laborers | 3 | 213 | 325 | 3 | 365 | 580 | 6 | 289 | 453 |
| Inspectors, car | 3 | 122 | 103 | | | | 3 | 122 | 103 |
| Laborers | 17 | 34 | 35 | | | | 17 | 34 | 35 |
| Laborers, track | 100 | 66 | 66 | 3 | 304 | 304 | 103 | 73 | 73 |
| Machinists | 4 | 19 | 18 | | | | 4 | 19 | 18 |
| Master mechanic | | | | 1 | 334 | 935 | 1 | 334 | 935 |
| Messengers | 1 | 17 | 9 | 1 | 350 | 173 | 2 | 184 | 91 |
| Painters | 3 | 12 | 18 | | | | 3 | 12 | 18 |
| Porters | 2 | 46 | 38 | | | | 2 | 46 | 38 |
| Pumpers | 5 | 75 | 74 | | | | 5 | 75 | 74 |
| Repairers, car | 6 | 19 | 26 | | | | 6 | 19 | 26 |
| Repairers, engine | 2 | 25 | 32 | | | | 2 | 25 | 32 |
| Shop hands | 2 | 43 | 46 | | | | 2 | 43 | 46 |
| Storekeeper | 1 | 78 | 77 | | | | 1 | 78 | 77 |
| Trainmen | 5 | 35 | 35 | | | | 5 | 35 | 35 |
| Warehousemen | 3 | 142 | 95 | | | | 3 | 142 | 95 |
| Watchmen | 3 | 122 | 70 | 1 | 365 | 361 | 4 | 183 | 143 |
| Wipers | 9 | 46 | 46 | | | | 9 | 46 | 46 |
| Yardmasters | 4 | 166 | 202 | | | | 4 | 166 | 202 |
| Yardmen | 4 | 33 | 38 | | | | 4 | 33 | 38 |

a Received commission; hence time, and earnings based on time, cannot be stated.

TABLE V.—AVERAGE TIME AND EARNINGS—Continued.

RAILROAD NO. 51.

| Occupation. | Working less than 301 days. | | | Working 301 days and over. | | | Preceding periods combined. | | |
|-------------------------------|-----------------------------|----------------|--------------------|----------------------------|----------------|--------------------|-----------------------------|----------------|--------------------|
| | Num-ber. | Aver-age days. | Aver-age earnings. | Num-ber. | Aver-age days. | Aver-age earnings. | Num-ber. | Aver-age days. | Aver-age earnings. |
| Agents | 4 | 126 | \$98 | 6 | 313 | \$283 | 10 | 238 | \$209 |
| Brakemen | 3 | 72 | 96 | 2 | 347 | 538 | 5 | 182 | 273 |
| Carpenters | 5 | 32 | 68 | ..... | ..... | ..... | 5 | 32 | 68 |
| Conductors | 1 | 79 | 105 | 2 | 326 | 839 | 3 | 244 | 594 |
| Engineers | 2 | 172 | 504 | 1 | 333 | 861 | 3 | 225 | 623 |
| Firemen | 4 | 45 | 69 | 1 | 325 | 567 | 5 | 101 | 169 |
| Fireman, stationary ..... | ..... | ..... | ..... | 1 | 313 | 335 | 1 | 313 | 335 |
| Foreman, track laborers ..... | ..... | ..... | ..... | 3 | 313 | 600 | 3 | 313 | 600 |
| Laborers | 3 | 18 | 28 | ..... | ..... | ..... | 3 | 18 | 28 |
| Laborers, track | 48 | 92 | 111 | ..... | ..... | ..... | 48 | 92 | 111 |
| Machinists | 2 | 2 | 3 | 1 | 315 | 543 | 3 | 107 | 183 |
| Masons | 2 | 2 | 4 | ..... | ..... | ..... | 2 | 2 | 4 |
| Painter | 1 | 2 | 4 | ..... | ..... | ..... | 1 | 2 | 4 |
| Watchmen | 3 | 107 | 101 | 1 | 313 | 410 | 4 | 159 | 178 |

RAILROAD NO. 52.

| | | | | | | | | | |
|-------------------------------|-------|-------|-------|-------|-------|-------|---|-----|-------|
| Brakeman ..... | ..... | ..... | ..... | 1 | 365 | \$420 | 1 | 365 | \$420 |
| Carpenter | 1 | 3 | \$6 | ..... | ..... | ..... | 1 | 3 | \$6 |
| Clerk ..... | ..... | ..... | ..... | 1 | 305 | 440 | 1 | 305 | 440 |
| Engineers | 2 | 168 | 385 | ..... | ..... | ..... | 2 | 168 | 385 |
| Firemen | 2 | 183 | 215 | ..... | ..... | ..... | 2 | 183 | 215 |
| Foreman, track laborers ..... | ..... | ..... | ..... | 1 | 365 | 540 | 1 | 365 | 540 |
| Laborers, track | 7 | 186 | 242 | ..... | ..... | ..... | 7 | 186 | 242 |
| Repairer, car ..... | ..... | ..... | ..... | 1 | 365 | 575 | 1 | 365 | 575 |
| Transfermen | 2 | 161 | 209 | ..... | ..... | ..... | 2 | 161 | 209 |

RAILROAD NO. 53.

| | | | | | | | | | |
|--|-------|-------|-------|-------|-------|-------|----|-----|-------|
| Agents | 9 | 133 | \$152 | 24 | 358 | \$609 | 33 | 296 | \$484 |
| Agents, baggage | 2 | 4 | 6 | 1 | 317 | 522 | 3 | 108 | 178 |
| Agents and telegraph operators | 4 | 211 | 290 | ..... | ..... | ..... | 4 | 211 | 290 |
| Baggagemasters | 5 | 109 | 159 | 1 | 334 | 330 | 6 | 147 | 188 |
| Baggagemasters | (a) | (a) | (a) | (a) | (a) | (a) | 22 | (a) | 266 |
| Blacksmiths | 9 | 152 | 311 | 2 | 310 | 688 | 11 | 181 | 379 |
| Blacksmiths' apprentice ..... | ..... | ..... | ..... | 1 | 305 | 255 | 1 | 305 | 255 |
| Blacksmiths' helpers | 8 | 235 | 299 | 2 | 306 | 410 | 10 | 249 | 321 |
| Boilermakers | 1 | 297 | 445 | 1 | 315 | 895 | 2 | 306 | 655 |
| Boilermakers' helper | 1 | 298 | 343 | ..... | ..... | ..... | 1 | 298 | 343 |
| Brakemen | 42 | 59 | 84 | 4 | 325 | 503 | 46 | 83 | 121 |
| Brakemen, freight | 57 | 82 | 145 | 1 | 310 | 538 | 58 | 86 | 152 |
| Brakemen, freight and passen-ger | 6 | 113 | 177 | ..... | ..... | ..... | 6 | 113 | 177 |
| Brakemen, work train | 5 | 33 | 50 | ..... | ..... | ..... | 5 | 33 | 50 |
| Brakemen, yard | 10 | 76 | 118 | 1 | 356 | 542 | 11 | 101 | 156 |
| Carpenters | 40 | 141 | 249 | 2 | 301 | 542 | 42 | 149 | 263 |
| Cleaners, car | 19 | 89 | 79 | 9 | 368 | 313 | 28 | 179 | 154 |
| Cleaners, engine | 22 | 96 | 93 | 10 | 353 | 403 | 32 | 176 | 190 |
| Cleaner, station ..... | ..... | ..... | ..... | 1 | 364 | 364 | 1 | 364 | 364 |
| Clerks | 14 | 167 | 188 | 25 | 363 | 570 | 39 | 293 | 433 |
| Clerks and telegraph operators | 2 | 167 | 110 | 1 | 335 | 357 | 3 | 223 | 192 |
| Coalers | 2 | 182 | 209 | 1 | 365 | 360 | 3 | 243 | 260 |
| Conductors | 9 | 140 | 320 | 1 | 322 | 497 | 10 | 159 | 337 |
| Conductors, freight | 12 | 114 | 297 | 3 | 312 | 889 | 15 | 154 | 415 |
| Conductors, freight and passen-ger | 2 | 162 | 400 | ..... | ..... | ..... | 2 | 162 | 400 |
| Conductors, passenger | 13 | 80 | 208 | 4 | 339 | 984 | 17 | 141 | 391 |

a Paid by the trip; hence time, and earnings based on time, cannot be stated.

TABLE V.—AVERAGE TIME AND EARNINGS—Continued.

RAILROAD NO. 53—Concluded.

| Occupation. | Working less than 301 days. | | | Working 301 days and over. | | | Preceding periods combined. | | |
|--------------------------------|-----------------------------|----------------|---------------------|----------------------------|----------------|---------------------|-----------------------------|----------------|---------------------|
| | Num-ber. | Aver-age days. | Aver-age earn-ings. | Num-ber. | Aver-age days. | Aver-age earn-ings. | Num-ber. | Aver-age days. | Aver-age earn-ings. |
| Conductors, work train..... | 3 | 49 | \$132 | | | | 3 | 49 | \$132 |
| Conductors, yard..... | 3 | 134 | 267 | 1 | 324 | \$672 | 4 | 181 | 368 |
| Dispatchers..... | 2 | 123 | 320 | | | | 2 | 123 | 320 |
| Engineers..... | 2 | 15 | 25 | | | | 2 | 15 | 25 |
| Enginemen..... | 38 | 183 | 581 | 2 | 313 | 1,012 | 40 | 191 | 603 |
| Enginemen, stationary..... | 1 | 20 | 29 | 2 | 344 | 382 | 3 | 236 | 264 |
| Enginemen, work train..... | 8 | 27 | 67 | | | | 8 | 27 | 67 |
| Firemen..... | 56 | 115 | 228 | 3 | 323 | 584 | 59 | 126 | 246 |
| Firemen, work train..... | 8 | 9 | 16 | | | | 8 | 9 | 16 |
| Flagmen..... | 7 | 105 | 117 | 6 | 356 | 272 | 13 | 221 | 183 |
| Foremen..... | 1 | 284 | 345 | 1 | 365 | 480 | 2 | 325 | 418 |
| Foremen, blacksmiths..... | 2 | 75 | 223 | | | | 2 | 75 | 223 |
| Foreman, bridge gang..... | | | | 1 | 365 | 900 | 1 | 365 | 900 |
| Foremen, carpenters..... | 1 | 130 | 391 | 1 | 313 | 1,020 | 2 | 222 | 706 |
| Foremen, machinists..... | | | | 2 | 365 | 990 | 2 | 365 | 990 |
| Foreman, masons..... | 1 | 210 | 542 | | | | 1 | 210 | 542 |
| Foreman, painters..... | 1 | 281 | 843 | | | | 1 | 281 | 843 |
| Foreman, quarrymen..... | 1 | 21 | 42 | | | | 1 | 21 | 42 |
| Foremen, track laborers..... | 18 | 222 | 310 | 19 | 313 | 489 | 37 | 269 | 402 |
| Foremen, work train..... | 3 | 121 | 175 | | | | 3 | 121 | 175 |
| Gateman..... | | | | 1 | 365 | 365 | 1 | 365 | 365 |
| Hostlers..... | 3 | 182 | 239 | 1 | 322 | 440 | 4 | 217 | 290 |
| Inspectors, car..... | 11 | 66 | 75 | 6 | 358 | 482 | 17 | 169 | 219 |
| Inspector and storekeeper..... | 1 | 232 | 174 | | | | 1 | 232 | 174 |
| Janitors..... | 1 | 27 | 29 | 1 | 343 | 449 | 2 | 185 | 239 |
| Laborers..... | 13 | 103 | 92 | | | | 13 | 103 | 92 |
| Laborers, quarry..... | 11 | 93 | 106 | | | | 11 | 93 | 106 |
| Laborers, track..... | 353 | 126 | 137 | 11 | 319 | 372 | 364 | 132 | 144 |
| Laborers, work train..... | 129 | 32 | 36 | | | | 129 | 32 | 36 |
| Lineman..... | | | | 1 | 334 | 55 | 1 | 334 | 55 |
| Machinists..... | 12 | 169 | 306 | 6 | 307 | 644 | 18 | 215 | 419 |
| Machinists' apprentices..... | 3 | 226 | 206 | 1 | 303 | 235 | 4 | 245 | 213 |
| Machinists' helpers..... | 4 | 176 | 214 | 3 | 326 | 408 | 7 | 240 | 297 |
| Mail carrier..... | | | | 1 | 334 | 33 | 1 | 334 | 33 |
| Masons..... | 48 | 39 | 97 | | | | 48 | 39 | 97 |
| Masons' helpers..... | 11 | 63 | 84 | | | | 11 | 63 | 84 |
| Master mechanic..... | | | | 1 | 334 | 825 | 1 | 334 | 825 |
| Messengers..... | 2 | 122 | 80 | 1 | 365 | 240 | 3 | 203 | 133 |
| Moulders..... | 2 | 8 | 13 | | | | 2 | 8 | 13 |
| Painters..... | 10 | 152 | 312 | | | | 10 | 152 | 312 |
| Painters' helpers..... | 10 | 236 | 288 | | | | 10 | 236 | 288 |
| Policeman..... | 1 | 94 | 113 | | | | 1 | 94 | 113 |
| Porters..... | 4 | 87 | 46 | 1 | 318 | 314 | 5 | 134 | 100 |
| Pumpers..... | 2 | 71 | 105 | | | | 2 | 71 | 105 |
| Repairers, car..... | 2 | 300 | 377 | 2 | 315 | 409 | 4 | 308 | 393 |
| Storekeepers..... | | | | 2 | 307 | 345 | 2 | 307 | 345 |
| Telegraph operators..... | 26 | 115 | 93 | 11 | 351 | 361 | 37 | 185 | 172 |
| Tinner..... | 1 | 297 | 713 | | | | 1 | 297 | 713 |
| Tinner's apprentice..... | 2 | 283 | 249 | | | | 2 | 283 | 249 |
| Track walker..... | | | | 1 | 369 | 408 | 1 | 369 | 408 |
| Upholsterers..... | 2 | 90 | 203 | | | | 2 | 90 | 203 |
| Warehousemen..... | 3 | 101 | 97 | 10 | 362 | 453 | 13 | 302 | 370 |
| Watchmen..... | 10 | 100 | 114 | 5 | 352 | 452 | 15 | 184 | 227 |
| Watchman, bridge..... | | | | 1 | 365 | 360 | 1 | 365 | 360 |
| Water boys..... | 3 | 65 | 42 | | | | 3 | 65 | 42 |

RAILROAD NO. 54.

| | | | | | | | | | |
|-----------------------------------|---|----|------|---|-----|-------|---|-----|-------|
| Agent, freight and passenger..... | | | | 1 | 313 | \$480 | 1 | 313 | \$480 |
| Agent and accountant..... | | | | 1 | 313 | 480 | 1 | 313 | 480 |
| Blacksmith..... | 1 | 14 | \$27 | | | | 1 | 14 | 27 |
| Car builders..... | 2 | 19 | 24 | | | | 2 | 19 | 24 |
| Carpenters..... | 7 | 19 | 34 | | | | 7 | 19 | 34 |
| Engineers..... | 8 | 67 | 179 | | | | 8 | 67 | 179 |
| Engineers, assistant..... | 2 | 3 | 3 | | | | 2 | 3 | 3 |

TABLE V.—AVERAGE TIME AND EARNINGS—Continued.

RAILROAD NO. 54—Concluded.

| Occupation. | Working less than 301 days | | | Working 301 days and over. | | | Preceding periods combined. | | |
|--|----------------------------|----------------|---------------------|----------------------------|----------------|---------------------|-----------------------------|----------------|---------------------|
| | Num-ber. | Aver-age days. | Aver-age earn-ings. | Num-ber. | Aver-age days. | Aver-age earn-ings. | Num-ber. | Aver-age days. | Aver-age earn-ings. |
| Engineer, chief | 1 | 5 | \$15 | | | | 1 | 5 | \$15 |
| Engineer, repairing | 1 | 5 | 13 | | | | 1 | 5 | 13 |
| Engineer, yard | 1 | 73 | 102 | | | | 1 | 73 | 102 |
| Firemen | 7 | 68 | 86 | | | | 7 | 68 | 86 |
| Foremen, track laborers | 3 | 106 | 161 | 1 | 313 | \$480 | 4 | 158 | 241 |
| Foreman, yard | 1 | 3 | 4 | | | | 1 | 3 | 4 |
| Helpers, shop | 3 | 1 | 2 | | | | 3 | 1 | 2 |
| Helpers, yard | 2 | 54 | 58 | | | | 2 | 54 | 58 |
| Laborers, pump | 9 | 38 | 37 | | | | 9 | 38 | 37 |
| Laborer, shop | 1 | 18 | 23 | | | | 1 | 18 | 23 |
| Laborers, track | 98 | 30 | 30 | | | | 98 | 30 | 30 |
| Laborers, work train | 2 | 7 | 8 | | | | 2 | 7 | 8 |
| Laborers, yard | 18 | 17 | 21 | | | | 18 | 17 | 21 |
| Master mechanic | 1 | 13 | 41 | | | | 1 | 13 | 41 |
| Mechanics | 3 | 70 | 206 | | | | 3 | 70 | 206 |
| Painter | 1 | 5 | 11 | | | | 1 | 5 | 11 |
| Plasterer | 1 | 2 | 5 | | | | 1 | 2 | 5 |
| Rodmen | 2 | 1 | 1 | | | | 2 | 1 | 1 |
| Superintendent, assistant, and master mechanic | 1 | 31 | 95 | | | | 1 | 31 | 95 |
| Trainmen | 46 | 36 | 45 | | | | 46 | 36 | 45 |
| Watchmen | 5 | 71 | 83 | | | | 5 | 71 | 83 |

RAILROAD NO. 55.

| | | | | | | | | | |
|-------------------------------|-------|-----|-------|---|-----|-------|-------|-----|-------|
| Agents | 12 | 135 | \$164 | 3 | 345 | \$204 | 15 | 177 | \$172 |
| Agent, assistant | 1 | 31 | 28 | | | | 1 | 31 | 28 |
| Axemen | 15 | 51 | 64 | | | | 15 | 51 | 64 |
| Baggagemasters | 3 | 114 | 168 | | | | 3 | 114 | 168 |
| Blacksmiths | 11 | 57 | 94 | 1 | 312 | 624 | 12 | 78 | 139 |
| Blacksmiths' helpers | 2 | 37 | 45 | | | | 2 | 37 | 45 |
| Boilermaker | 1 | 125 | 188 | | | | 1 | 125 | 188 |
| Brakemen | 6 | 87 | 130 | | | | 6 | 87 | 130 |
| Brakemen, freight | 34 | 75 | 114 | 1 | 313 | 470 | 35 | 82 | 124 |
| Brakemen, passenger | 4 | 46 | 72 | | | | 4 | 46 | 72 |
| Carpenters | 18 | 64 | 108 | | | | 18 | 64 | 108 |
| Cashier and paymaster | 1 | 92 | 240 | | | | 1 | 92 | 240 |
| Chairmen | 5 | 105 | 141 | | | | 5 | 105 | 141 |
| Clerks | 3 | 133 | 143 | 4 | 365 | 690 | 7 | 265 | 455 |
| Conductors, freight | 8 | 159 | 320 | | | | 8 | 159 | 320 |
| Conductors, passenger | 2 | 67 | 149 | | | | 2 | 67 | 149 |
| Cooks | 2 | 143 | 79 | | | | 2 | 143 | 79 |
| Engineer, assistant | 1 | 182 | 891 | | | | 1 | 182 | 891 |
| Engineers, freight | 11 | 112 | 327 | | | | 11 | 112 | 327 |
| Engineers, passenger | 2 | 69 | 206 | 1 | 314 | 998 | 3 | 151 | 470 |
| Firemen, freight | 13 | 108 | 161 | | | | 13 | 108 | 161 |
| Firemen, passenger | 4 | 66 | 106 | | | | 4 | 66 | 106 |
| Foreman, masons | 1 | 191 | 420 | | | | 1 | 191 | 420 |
| Foreman, quarrymen | 1 | 65 | 160 | | | | 1 | 65 | 160 |
| Foreman, stables | 1 | 62 | 77 | | | | 1 | 62 | 77 |
| Foreman, telegraph gang | 1 | 120 | 208 | | | | 1 | 120 | 208 |
| Foreman, track laborers | 61 | 90 | 146 | 5 | 312 | 467 | 66 | 107 | 170 |
| Hostler | 1 | 35 | 45 | | | | 1 | 35 | 45 |
| Janitors | 1 | 92 | 42 | 1 | 365 | 160 | 2 | 229 | 101 |
| Laborers | 29 | 62 | 64 | | | | 29 | 62 | 64 |
| Laborers, track | 1,540 | 47 | 57 | 4 | 308 | 342 | 1,553 | 48 | 58 |
| Levelmen | 3 | 207 | 336 | | | | 3 | 207 | 336 |
| Machinists | 4 | 84 | 134 | 1 | 307 | 768 | 5 | 129 | 260 |
| Mail carriers | 3 | 68 | 18 | | | | 3 | 68 | 18 |
| Masons | 8 | 27 | 51 | | | | 8 | 27 | 51 |
| Master machinist | | | | 1 | 322 | 1,127 | 1 | 322 | 1,127 |
| Painters | 3 | 130 | 239 | | | | 3 | 130 | 239 |
| Powderman | 1 | 78 | 102 | | | | 1 | 78 | 102 |
| Quarrymen | 2 | 33 | 48 | | | | 2 | 33 | 48 |
| Rodmen | 2 | 108 | 150 | | | | 2 | 108 | 150 |
| Signalman | 1 | 265 | 265 | | | | 1 | 265 | 265 |
| Stonecutters | 5 | 67 | 197 | | | | 5 | 67 | 197 |

TABLE V.—AVERAGE TIME AND EARNINGS—Continued.

RAILROAD NO. 55.—Concluded.

| Occupation. | Working less than 301 days. | | | Working 301 days and over. | | | Preceding periods combined. | | |
|-------------------------------------|-----------------------------|----------------|---------------------|----------------------------|----------------|---------------------|-----------------------------|----------------|---------------------|
| | Num-ber. | Aver-age days. | Aver-age earn-ings. | Num-ber. | Aver-age days. | Aver-age earn-ings. | Num-ber. | Aver-age days. | Aver-age earn-ings. |
| Storekeeper..... | 1 | 61 | \$40 | ..... | ..... | ..... | 1 | 61 | \$40 |
| Supervisors..... | 2 | 77 | 175 | ..... | ..... | ..... | 2 | 77 | 175 |
| Telegraph operator and dis-patcher. | 1 | 92 | 48 | ..... | ..... | ..... | 1 | 92 | 48 |
| Telephone operators..... | 2 | 150 | 224 | ..... | ..... | ..... | 2 | 150 | 224 |
| Timekeeper..... | 1 | 126 | 212 | ..... | ..... | ..... | 1 | 126 | 212 |
| Trainmaster..... | 1 | 222 | 480 | ..... | ..... | ..... | 1 | 222 | 480 |
| Transitmen..... | 2 | 193 | 417 | ..... | ..... | ..... | 2 | 193 | 417 |
| Upholsterer..... | 1 | 36 | 63 | ..... | ..... | ..... | 1 | 36 | 63 |
| Warehousemen..... | 4 | 55 | 29 | ..... | ..... | ..... | 4 | 55 | 29 |
| Watchmen..... | 9 | 106 | 108 | ..... | ..... | ..... | 9 | 106 | 108 |
| Water boys..... | 13 | 48 | 42 | ..... | ..... | ..... | 13 | 48 | 42 |

RAILROAD NO. 56.

| | | | | | | | | | |
|------------------------------|----|-----|------|-------|-------|-------|----|-----|-------|
| Agents..... | 10 | 90 | \$52 | 3 | 365 | \$330 | 13 | 153 | \$116 |
| Baggagemaster..... | 1 | 140 | 140 | ..... | ..... | ..... | 1 | 140 | 140 |
| Brakemen..... | 5 | 77 | 112 | ..... | ..... | ..... | 5 | 77 | 112 |
| Carpenters..... | 3 | 7 | 11 | ..... | ..... | ..... | 3 | 7 | 11 |
| Clerks..... | 2 | 168 | 163 | 1 | 365 | 180 | 3 | 233 | 168 |
| Conductors..... | 1 | 30 | 75 | 1 | 340 | 835 | 2 | 185 | 455 |
| Enginemen..... | 3 | 15 | 44 | 1 | 313 | 939 | 4 | 89 | 268 |
| Firemen..... | 6 | 58 | 108 | ..... | ..... | ..... | 6 | 58 | 108 |
| Foremen, track laborers..... | 4 | 71 | 109 | ..... | ..... | ..... | 4 | 71 | 109 |
| Laborers, track..... | 64 | 13 | 16 | ..... | ..... | ..... | 64 | 13 | 16 |
| Laborer and flagman..... | 1 | 153 | 54 | ..... | ..... | ..... | 1 | 153 | 54 |
| Lineman..... | 1 | 5 | 8 | ..... | ..... | ..... | 1 | 5 | 8 |
| Machinist and watchman..... | 1 | 242 | 424 | ..... | ..... | ..... | 1 | 242 | 424 |
| Mail carrier..... | 1 | 212 | 28 | ..... | ..... | ..... | 1 | 212 | 28 |
| Telegraph operators..... | 2 | 76 | 56 | ..... | ..... | ..... | 2 | 76 | 56 |
| Watchmen..... | 5 | 72 | 90 | ..... | ..... | ..... | 5 | 72 | 90 |

RAILROAD NO. 57.

| | | | | | | | | | |
|------------------------------|-------|-------|-------|-------|-------|-------|-----|-----|-------|
| Accountant..... | 1 | 208 | \$600 | ..... | ..... | ..... | 1 | 208 | \$600 |
| Agents..... | 14 | 133 | 140 | 3 | 312 | \$399 | 17 | 164 | 186 |
| Baggagemasters..... | 3 | 2 | 4 | ..... | ..... | ..... | 3 | 2 | 4 |
| Brakemen..... | 13 | 65 | 82 | 1 | 307 | 412 | 14 | 82 | 106 |
| Clerks..... | 4 | 95 | 123 | ..... | ..... | ..... | 4 | 95 | 123 |
| Conductors..... | 5 | 126 | 194 | ..... | ..... | ..... | 5 | 126 | 194 |
| Engineers..... | 4 | 160 | 348 | 1 | 302 | 528 | 5 | 188 | 384 |
| Firemen..... | 9 | 76 | 114 | ..... | ..... | ..... | 9 | 76 | 114 |
| Foremen, track laborers..... | 7 | 238 | 334 | ..... | ..... | ..... | 7 | 238 | 334 |
| Laborers..... | 3 | 33 | 41 | 1 | 312 | 299 | 4 | 103 | 106 |
| Laborers, track..... | 139 | 45 | 55 | ..... | ..... | ..... | 139 | 45 | 55 |
| Laborers, work train..... | 41 | 15 | 18 | ..... | ..... | ..... | 41 | 15 | 18 |
| Machinists..... | 1 | 33 | 65 | 1 | 302 | 454 | 2 | 168 | 259 |
| Machinists' helpers..... | 3 | 23 | 29 | ..... | ..... | ..... | 3 | 23 | 29 |
| Roadmaster..... | ..... | ..... | ..... | 1 | 314 | 549 | 1 | 314 | 549 |
| Telephone operator..... | 1 | 198 | 75 | ..... | ..... | ..... | 1 | 198 | 75 |

RAILROAD NO. 58.

| | | | | | | | | | |
|--------------------------|-------|-------|-------|----|-----|---------|-----|-----|-------|
| Accountants, car..... | 1 | 250 | \$370 | 1 | 365 | \$1,500 | 2 | 308 | \$935 |
| Agents..... | 85 | 127 | 185 | 93 | 356 | 590 | 178 | 247 | 397 |
| Agents, advertising..... | ..... | ..... | ..... | 3 | 366 | 180 | 3 | 366 | 180 |
| Agents, assistant..... | 5 | 92 | 112 | 3 | 366 | 480 | 8 | 195 | 250 |
| Agent, baggage..... | ..... | ..... | ..... | 1 | 366 | 120 | 1 | 366 | 120 |
| Agents, claim..... | 1 | 291 | 704 | 2 | 365 | 1,120 | 3 | 340 | 981 |

TABLE V.—AVERAGE TIME AND EARNINGS—Continued.

RAILROAD NO. 58—Continued.

| Occupation. | Working less than 301 days. | | | Working 301 days and over. | | | Preceding periods combined. | | |
|---|-----------------------------|-----------------|-----------------------|----------------------------|-----------------|-----------------------|-----------------------------|-----------------|-----------------------|
| | Num. ber. | Aver- age days. | Aver- age earn- ings. | Num. ber. | Aver- age days. | Aver- age earn- ings. | Num. ber. | Aver- age days. | Aver- age earn- ings. |
| Agents, commercial | | | | 2 | 369 | \$1,662 | 2 | 369 | \$1,662 |
| Agents, contracting | 6 | 185 | \$495 | 2 | 351 | 1,210 | 8 | 226 | 673 |
| Agent, dock | | | | 1 | 365 | 1,500 | 1 | 365 | 1,500 |
| Agents, emigrant | 3 | 72 | 150 | | | | 3 | 72 | 150 |
| Agents, freight | 2 | 135 | 423 | 4 | 356 | 1,088 | 6 | 282 | 866 |
| Agents, freight and ticket | 1 | 128 | 450 | 1 | 365 | 1,290 | 2 | 251 | 870 |
| Agents, passenger | 13 | 105 | 213 | 7 | 365 | 1,047 | 20 | 196 | 505 |
| Agents, passenger and ticket | 2 | 150 | 409 | 8 | 362 | 1,405 | 10 | 319 | 1,206 |
| Agents, purchasing | 6 | 135 | 407 | 1 | 365 | 1,800 | 7 | 168 | 606 |
| Agents, ticket | 2 | 137 | 195 | 4 | 366 | 820 | 6 | 280 | 612 |
| Agents and telegraph operators | 18 | 106 | 149 | 1 | 349 | 485 | 19 | 118 | 167 |
| Axemen | 22 | 15 | 25 | | | | 22 | 15 | 25 |
| Baggagemasters | 4 | 125 | 234 | | | | 4 | 125 | 234 |
| Baggagemasters, assistant | 5 | 24 | 35 | | | | 5 | 24 | 35 |
| Baggagemen | 51 | 93 | 134 | 23 | 351 | 566 | 74 | 173 | 268 |
| Baggagemen's helpers | 4 | 113 | 178 | | | | 4 | 113 | 178 |
| Bellringers | 6 | 106 | 109 | | | | 6 | 106 | 109 |
| Blacksmiths | 17 | 220 | 482 | 12 | 314 | 734 | 29 | 259 | 587 |
| Blacksmiths' helpers | 48 | 151 | 227 | 6 | 305 | 458 | 54 | 169 | 253 |
| Boiler heaters | 4 | 44 | 64 | 2 | 359 | 538 | 6 | 149 | 222 |
| Boiler heaters and wipers | 2 | 88 | 121 | 1 | 328 | 488 | 3 | 168 | 243 |
| Boiler washers | 5 | 96 | 155 | 2 | 351 | 570 | 7 | 169 | 274 |
| Boilermakers | 27 | 93 | 238 | 6 | 360 | 868 | 33 | 136 | 353 |
| Boilermakers' helpers | 22 | 131 | 194 | 8 | 314 | 459 | 30 | 180 | 265 |
| Bolt cutters | 1 | 247 | 343 | 2 | 309 | 424 | 3 | 283 | 397 |
| Bookkeepers | | | | 2 | 366 | 1,085 | 2 | 366 | 1,085 |
| Brakemen | 37 | 24 | 44 | | | | 37 | 24 | 44 |
| Brakemen, freight | 743 | 55 | 100 | 12 | 326 | 584 | 755 | 59 | 108 |
| Brakemen, freight and passenger | 2 | 102 | 167 | | | | 2 | 102 | 167 |
| Brakemen, gravel train | 6 | 49 | 87 | | | | 6 | 49 | 87 |
| Brakemen, passenger | 164 | 69 | 107 | 11 | 344 | 517 | 175 | 87 | 133 |
| Brakemen, suburban | 16 | 40 | 66 | | | | 16 | 40 | 66 |
| Brakemen, work train | 12 | 49 | 91 | | | | 12 | 49 | 91 |
| Brakemen and conductors | 13 | 50 | 104 | 1 | 319 | 775 | 14 | 69 | 152 |
| Brakemen and switchmen | 2 | 47 | 85 | | | | 2 | 47 | 85 |
| Brassmoulders | 2 | 143 | 412 | | | | 2 | 143 | 412 |
| Brassmoulders' apprentices | 2 | 103 | 129 | | | | 2 | 103 | 129 |
| Brassmoulders' helpers | 2 | 69 | 85 | | | | 2 | 69 | 85 |
| Bridge tenders | 13 | 166 | 236 | | | | 13 | 166 | 236 |
| Cablemen | 16 | 25 | 38 | | | | 16 | 25 | 38 |
| Call boys | 9 | 50 | 41 | 4 | 365 | 251 | 13 | 147 | 106 |
| Call boys and clerks | 2 | 60 | 47 | | | | 2 | 60 | 47 |
| Callers | 6 | 79 | 116 | 4 | 333 | 507 | 10 | 181 | 272 |
| Carpenters | 82 | 140 | 302 | 19 | 322 | 677 | 101 | 174 | 372 |
| Carpenters, bridge | (a) | (a) | (a) | (a) | (a) | (a) | 30 | (a) | 414 |
| Carpenters, bridge | 186 | 80 | 171 | 3 | 306 | 713 | 189 | 84 | 180 |
| Carpenters' helpers | (b) | (b) | (b) | (b) | (b) | (b) | 2 | (b) | 13 |
| Cashiers | 11 | 124 | 156 | 1 | 306 | 382 | 12 | 139 | 175 |
| Cashier, assistant | 1 | 3 | 6 | 12 | 361 | 812 | 13 | 333 | 750 |
| Cashier and paymaster | | | | 1 | 362 | 733 | 1 | 362 | 733 |
| Chainmen | 6 | 8 | 14 | 1 | 366 | 2,400 | 1 | 366 | 2,400 |
| Checker | | | | 1 | 359 | 648 | 1 | 359 | 648 |
| Civil engineer | | | | 1 | 365 | 2,400 | 1 | 365 | 2,400 |
| Civil engineers, assistant | 5 | 142 | 445 | 3 | 365 | 960 | 8 | 226 | 638 |
| Cleaners | 53 | 101 | 128 | 6 | 356 | 494 | 59 | 127 | 165 |
| Cleaners, car | 21 | 92 | 104 | 18 | 358 | 478 | 30 | 215 | 277 |
| Clerks | 152 | 109 | 191 | 107 | 357 | 684 | 259 | 211 | 399 |
| Clerks and telegraph operators | 6 | 135 | 228 | | | | 6 | 135 | 228 |
| Coalers | 49 | 47 | 58 | 7 | 363 | 474 | 56 | 86 | 110 |
| Coal heavers | 93 | 68 | 99 | 9 | 344 | 497 | 102 | 93 | 134 |
| Coal heavers | (b) | (b) | (b) | (b) | (b) | (b) | 8 | (b) | 22 |
| Coal shovellers | 38 | 41 | 62 | 7 | 350 | 525 | 45 | 89 | 124 |
| Collector | | | | 1 | 310 | 495 | 1 | 310 | 495 |
| Conductors | 3 | 79 | 160 | | | | 3 | 79 | 160 |
| Conductors, dining car | 4 | 166 | 365 | | | | 4 | 166 | 365 |
| Conductors, freight | 106 | 123 | 336 | 31 | 331 | 941 | 137 | 170 | 473 |
| Conductors, freight and passen- ger | | | | 2 | 319 | 921 | 2 | 319 | 921 |

a Paid by the piece; hence time, and earnings based on time, cannot be stated.
b Paid by contract; hence time, and earnings based on time, cannot be stated.

TABLE V.—AVERAGE TIME AND EARNINGS—Continued.

RAILROAD NO. 58—Continued.

| Occupation. | Working less than 301 days. | | | Working 301 days and over. | | | Preceding periods combined. | | |
|-------------------------------------|-----------------------------|----------------|---------------------|----------------------------|----------------|---------------------|-----------------------------|----------------|---------------------|
| | Num-ber. | Aver-age days. | Aver-age earn-ings. | Num-ber. | Aver-age days. | Aver-age earn-ings. | Num-ber. | Aver-age days. | Aver-age earn-ings. |
| Conductors, passenger..... | 19 | 110 | \$333 | 25 | 342 | \$1,061 | 44 | 242 | \$747 |
| Conductors, suburban..... | 2 | 81 | 199 | ..... | ..... | ..... | 2 | 81 | 199 |
| Conductors, work train..... | 5 | 107 | 294 | ..... | ..... | ..... | 5 | 107 | 294 |
| Cooper..... | 1 | 298 | 477 | ..... | ..... | ..... | 1 | 298 | 477 |
| Cranemen..... | 6 | 100 | 325 | ..... | ..... | ..... | 6 | 100 | 325 |
| Depotmasters..... | 4 | 100 | 274 | ..... | ..... | ..... | 4 | 100 | 274 |
| Detectives..... | 3 | 46 | 96 | ..... | ..... | ..... | 3 | 46 | 96 |
| Dining car employes: | | | | | | | | | |
| Cooks..... | 38 | 64 | 91 | 1 | 365 | 900 | 39 | 71 | 112 |
| Kitchen girls..... | 4 | 94 | 43 | ..... | ..... | ..... | 4 | 94 | 43 |
| Laundresses..... | 2 | 199 | 121 | 2 | 364 | 208 | 4 | 282 | 164 |
| Scrubbers..... | 2 | 189 | 88 | ..... | ..... | ..... | 2 | 189 | 88 |
| Stewards..... | 3 | 123 | 163 | ..... | ..... | ..... | 3 | 123 | 163 |
| Dispatchers..... | 9 | 125 | 395 | 6 | 351 | 1,161 | 15 | 216 | 702 |
| Dispatchers, chief..... | 3 | 133 | 563 | 2 | 359 | 1,347 | 5 | 223 | 857 |
| Draughtsmen..... | ..... | ..... | ..... | 2 | 365 | 945 | 2 | 365 | 945 |
| Drayman..... | 1 | 31 | 40 | ..... | ..... | ..... | 1 | 31 | 40 |
| Drillers..... | 3 | 146 | 152 | 1 | 318 | 438 | 4 | 189 | 223 |
| Engineers..... | 28 | 121 | 333 | 9 | 345 | 972 | 37 | 175 | 489 |
| Engineers..... | (a) | (a) | (a) | (a) | (a) | (a) | 166 | (a) | 1,066 |
| Engineer, piledriver..... | 1 | 233 | 524 | ..... | ..... | ..... | 1 | 233 | 524 |
| Engineer, shop..... | 2 | 49 | 73 | 1 | 350 | 568 | 3 | 149 | 238 |
| Engineers, stationary..... | 8 | 86 | 133 | 3 | 365 | 763 | 11 | 162 | 305 |
| Engineers, steam shovel..... | 5 | 122 | 464 | ..... | ..... | ..... | 5 | 122 | 464 |
| Firemen..... | 29 | 47 | 108 | 5 | 369 | 591 | 34 | 94 | 179 |
| Firemen..... | (a) | (a) | (a) | (a) | (a) | (a) | 225 | (a) | 472 |
| Firemen, stationary..... | 4 | 74 | 92 | ..... | ..... | ..... | 4 | 74 | 92 |
| Firemen, steam shovel..... | 3 | 201 | 348 | ..... | ..... | ..... | 3 | 201 | 348 |
| Flagmen..... | 43 | 90 | 86 | 14 | 357 | 360 | 57 | 156 | 153 |
| Flagmen, crossing..... | 2 | 135 | 159 | 1 | 365 | 465 | 3 | 211 | 261 |
| Flagmen, passenger..... | 15 | 27 | 44 | ..... | ..... | ..... | 15 | 27 | 44 |
| Foremen..... | 3 | 117 | 188 | ..... | ..... | ..... | 3 | 117 | 188 |
| Foremen, blacksmiths..... | ..... | ..... | ..... | 2 | 365 | 1,080 | 2 | 365 | 1,080 |
| Foremen, boilermakers..... | 1 | 31 | 50 | 1 | 335 | 990 | 2 | 183 | 540 |
| Foremen, bridge carpenters..... | 10 | 96 | 216 | 4 | 366 | 911 | 14 | 164 | 436 |
| Foreman, car inspectors..... | ..... | ..... | ..... | 1 | 365 | 960 | 1 | 365 | 960 |
| Foremen, car smiths..... | 2 | 44 | 80 | 10 | 362 | 707 | 12 | 309 | 602 |
| Foremen, carpenters..... | 8 | 128 | 335 | 3 | 371 | 935 | 11 | 194 | 499 |
| Foremen, coal heavers..... | 3 | 131 | 193 | 1 | 306 | 533 | 4 | 175 | 278 |
| Foremen, construction gang..... | 20 | 48 | 82 | ..... | ..... | ..... | 20 | 48 | 82 |
| Foremen, dock laborers..... | 1 | 91 | 150 | 1 | 365 | 725 | 2 | 228 | 438 |
| Foremen, fence gang..... | 2 | 97 | 150 | ..... | ..... | ..... | 2 | 97 | 150 |
| Foreman, general..... | ..... | ..... | ..... | 1 | 365 | 1,500 | 1 | 365 | 1,500 |
| Foremen, lumber yard..... | 1 | 279 | 470 | 1 | 328 | 539 | 2 | 304 | 504 |
| Foremen, machinists..... | 3 | 122 | 300 | 1 | 365 | 1,080 | 4 | 182 | 495 |
| Foreman, masons..... | 1 | 39 | 135 | ..... | ..... | ..... | 1 | 39 | 135 |
| Foreman, motive power, general..... | ..... | ..... | ..... | 1 | 365 | 1,200 | 1 | 365 | 1,200 |
| Foremen, painters..... | 4 | 72 | 167 | 1 | 365 | 1,080 | 5 | 130 | 350 |
| Foreman, piledriver..... | 1 | 248 | 620 | ..... | ..... | ..... | 1 | 248 | 620 |
| Foreman, pumpers..... | 1 | 275 | 765 | ..... | ..... | ..... | 1 | 275 | 765 |
| Foremen, roundhouse..... | 4 | 130 | 384 | 6 | 367 | 1,110 | 10 | 272 | 820 |
| Foreman, snow shovellers..... | 1 | 31 | 75 | ..... | ..... | ..... | 1 | 31 | 75 |
| Foremen, surfacing gang..... | 3 | 61 | 126 | ..... | ..... | ..... | 3 | 61 | 126 |
| Foremen, switchmen..... | 23 | 86 | 192 | 1 | 326 | 747 | 24 | 96 | 215 |
| Foremen, track laborers..... | 161 | 115 | 173 | 85 | 352 | 520 | 246 | 197 | 293 |
| Foremen, transfer laborers..... | 1 | 33 | 54 | 2 | 358 | 587 | 3 | 249 | 409 |
| Foremen, warehouse..... | ..... | ..... | ..... | 2 | 365 | 750 | 2 | 365 | 750 |
| Foreman, watchmen..... | ..... | ..... | ..... | 1 | 365 | 1,000 | 1 | 365 | 1,000 |
| Foreman, water supply..... | 1 | 91 | 255 | ..... | ..... | ..... | 1 | 91 | 255 |
| Foremen, well diggers..... | 2 | 42 | 122 | ..... | ..... | ..... | 2 | 42 | 122 |
| Foreman, wipers..... | 1 | 168 | 301 | ..... | ..... | ..... | 1 | 168 | 301 |
| Foremen, work train..... | 14 | 79 | 160 | ..... | ..... | ..... | 14 | 79 | 160 |
| Foremen, yard..... | 10 | 133 | 209 | 4 | 358 | 791 | 14 | 198 | 375 |
| Freighthandlers..... | 1 | 218 | 321 | 1 | 373 | 550 | 2 | 295 | 435 |
| Gatekeepers..... | 3 | 63 | 97 | ..... | ..... | ..... | 3 | 63 | 97 |
| Gatemen..... | 4 | 128 | 188 | 2 | 366 | 390 | 6 | 207 | 255 |
| Gateman, crossing..... | ..... | ..... | ..... | 1 | 366 | 780 | 1 | 366 | 780 |
| Hostlers..... | 43 | 72 | 145 | 3 | 341 | 641 | 46 | 90 | 178 |

a Paid by the mile; hence time, and earnings based on time, cannot be stated.

TABLE V.—AVERAGE TIME AND EARNINGS—Continued.

RAILROAD NO 5S—Continued.

| Occupation. | Working less than 301 days. | | | Working 301 days and over. | | | Preceding periods combined. | | |
|--------------------------------------|-----------------------------|----------------|---------------------|----------------------------|----------------|---------------------|-----------------------------|----------------|---------------------|
| | Num-ber. | Aver-age days. | Aver-age earn-ings. | Num-ber. | Aver-age days. | Aver-age earn-ings. | Num-ber. | Aver-age days. | Aver-age earn-ings. |
| Inspector | 1 | 184 | \$300 | ..... | ..... | ..... | 1 | 184 | \$300 |
| Inspector, air brakes | 1 | 23 | 58 | ..... | ..... | ..... | 1 | 23 | 58 |
| Inspector, axle | 2 | 32 | 55 | ..... | ..... | ..... | 2 | 32 | 55 |
| Inspectors, car | 3 | 144 | 249 | 6 | 413 | \$700 | 9 | 323 | 549 |
| Inspector, rod | 1 | 56 | 93 | ..... | ..... | ..... | 1 | 56 | 93 |
| Inspectors, tie | 3 | 135 | 288 | ..... | ..... | ..... | 3 | 135 | 288 |
| Inspector, wheel ..... | ..... | ..... | ..... | 1 | 326 | 815 | 1 | 326 | 815 |
| Inspectors and civil engineers | 2 | 186 | 844 | ..... | ..... | ..... | 2 | 186 | 844 |
| Janitors | 5 | 118 | 77 | 2 | 382 | 369 | 7 | 193 | 161 |
| Laborers | 18 | 52 | 67 | ..... | ..... | ..... | 18 | 52 | 67 |
| Laborers, bridge | 44 | 14 | 19 | ..... | ..... | ..... | 44 | 14 | 19 |
| Laborers, coal dump | 70 | 49 | 65 | 3 | 338 | 481 | 73 | 61 | 82 |
| Laborers, construction gang | 791 | 21 | 29 | ..... | ..... | ..... | 791 | 21 | 29 |
| Laborers dock | 85 | 37 | 56 | ..... | ..... | ..... | 85 | 37 | 56 |
| Laborers, dock | (a) | (a) | (a) | (a) | (a) | (a) | 12 | (a) | 17 |
| Laborers, fence | 17 | 22 | 30 | ..... | ..... | ..... | 17 | 22 | 30 |
| Laborers, freight | 85 | 73 | 110 | 6 | 308 | 462 | 91 | 89 | 133 |
| Laborer, gravel pit | 1 | 138 | 202 | ..... | ..... | ..... | 1 | 138 | 202 |
| Laborers, lumber yard | 82 | 61 | 76 | 1 | 310 | 388 | 83 | 64 | 80 |
| Laborer, oilhouse ..... | ..... | ..... | ..... | 1 | 336 | 420 | 1 | 336 | 420 |
| Laborers, piledrivers | 7 | 170 | 340 | ..... | ..... | ..... | 7 | 170 | 340 |
| Laborers, shop | 32 | 96 | 119 | ..... | ..... | ..... | 32 | 96 | 119 |
| Laborers, station | 3 | 21 | 25 | ..... | ..... | ..... | 3 | 21 | 25 |
| Laborers, steam shovel | 31 | 46 | 68 | ..... | ..... | ..... | 31 | 46 | 68 |
| Laborers, storeroom | 17 | 110 | 141 | 2 | 320 | 452 | 19 | 132 | 174 |
| Laborers, track | 2,959 | 59 | 74 | 105 | 322 | 391 | 3,064 | 68 | 84 |
| Laborers, track | (a) | (a) | (a) | (a) | (a) | (a) | 2 | (a) | 110 |
| Laborers, warehouse | 10 | 10 | 15 | ..... | ..... | ..... | 10 | 10 | 15 |
| Laborers, warehouse | (a) | (a) | (a) | (a) | (a) | (a) | 2 | (a) | 38 |
| Laborers, wood train | 72 | 13 | 15 | ..... | ..... | ..... | 72 | 13 | 15 |
| Laborers, work train | 1,176 | 32 | 49 | ..... | ..... | ..... | 1,176 | 32 | 49 |
| Laborers, yard | 132 | 39 | 50 | 1 | 325 | 373 | 133 | 41 | 53 |
| Lamp lighter | 1 | 30 | 3 | ..... | ..... | ..... | 1 | 30 | 3 |
| Lamp tenders | 2 | 107 | 11 | ..... | ..... | ..... | 2 | 107 | 11 |
| Linemen | 5 | 42 | 72 | 1 | 365 | 720 | 6 | 96 | 180 |
| Loaders, car ..... | ..... | ..... | ..... | 2 | 349 | 486 | 2 | 349 | 486 |
| Loader, car | (a) | (a) | (a) | (a) | (a) | (a) | 1 | (a) | 2 |
| Machinists | 102 | 140 | 342 | 17 | 318 | 763 | 119 | 165 | 402 |
| Machinist | (a) | (a) | (a) | (a) | (a) | (a) | 1 | (a) | 767 |
| Machinists' apprentices | 18 | 194 | 210 | 1 | 305 | 305 | 19 | 200 | 215 |
| Machinists' helpers | 27 | 115 | 160 | 7 | 316 | 438 | 34 | 156 | 217 |
| Machinists' helper | (a) | (a) | (a) | (a) | (a) | (a) | 1 | (a) | 559 |
| Masons | 25 | 12 | 36 | ..... | ..... | ..... | 25 | 12 | 36 |
| Masons' helper | 1 | 11 | 17 | ..... | ..... | ..... | 1 | 11 | 17 |
| Master car builder ..... | ..... | ..... | ..... | 1 | 365 | 1,500 | 1 | 365 | 1,500 |
| Messengers | 8 | 103 | 66 | 8 | 361 | 222 | 16 | 232 | 144 |
| Nut tapper | 1 | 24 | 29 | ..... | ..... | ..... | 1 | 24 | 29 |
| Office boys | 2 | 183 | 93 | 2 | 345 | 175 | 4 | 264 | 134 |
| Oilers | 3 | 208 | 313 | ..... | ..... | ..... | 3 | 208 | 313 |
| Oilhouseman ..... | ..... | ..... | ..... | 1 | 364 | 637 | 1 | 364 | 637 |
| Painters | 48 | 146 | 252 | 1 | 309 | 463 | 49 | 149 | 256 |
| Painters' helpers | 22 | 127 | 159 | 1 | 302 | 377 | 23 | 135 | 169 |
| Patternmakers | 5 | 147 | 386 | ..... | ..... | ..... | 5 | 147 | 386 |
| Plasterers | 3 | 10 | 31 | ..... | ..... | ..... | 3 | 10 | 31 |
| Porters | 22 | 90 | 112 | 1 | 365 | 660 | 23 | 102 | 136 |
| Pumpers | 27 | 96 | 117 | 14 | 354 | 412 | 41 | 184 | 218 |
| Pumper and watchman ..... | ..... | ..... | ..... | 1 | 365 | 600 | 1 | 365 | 600 |
| Pumpmen | 8 | 102 | 201 | ..... | ..... | ..... | 6 | 102 | 201 |
| Repairers, line | 2 | 172 | 338 | 2 | 365 | 750 | 4 | 268 | 544 |
| Repairers, pump | 4 | 67 | 137 | ..... | ..... | ..... | 4 | 67 | 137 |
| Repairers, steam heater | 1 | 95 | 166 | 1 | 359 | 622 | 2 | 227 | 394 |
| Roadmasters | 11 | 142 | 434 | 3 | 365 | 1,305 | 14 | 190 | 620 |
| Rodmen | 3 | 63 | 108 | ..... | ..... | ..... | 3 | 63 | 108 |
| Roundhouseman | 1 | 255 | 382 | ..... | ..... | ..... | 1 | 255 | 382 |

a Paid by the piece; hence time, and earnings based on time, cannot be stated.

TABLE V.—AVERAGE TIME AND EARNINGS—Continued.

RAILROAD NO. 58—Concluded.

| Occupation. | Working less than 301 days. | | | Working 301 days and over. | | | Preceding periods combined. | | |
|---|-----------------------------|----------------|---------------------|----------------------------|----------------|---------------------|-----------------------------|----------------|---------------------|
| | Num-ber. | Aver-age days. | Aver-age earn-ings. | Num-ber. | Aver-age days. | Aver-age earn-ings. | Num-ber. | Aver-age days. | Aver-age earn-ings. |
| Saw filer..... | 1 | 107 | \$268 | ..... | ..... | ..... | 1 | 107 | \$268 |
| Scrubber..... | 1 | 52 | 48 | ..... | ..... | ..... | 1 | 52 | 48 |
| Sealer..... | 1 | 269 | 430 | ..... | ..... | ..... | 1 | 269 | 430 |
| Sidetrackmen..... | 2 | 35 | 36 | ..... | ..... | ..... | 2 | 35 | 36 |
| Signal tower men..... | 4 | 93 | 181 | 3 | 365 | \$661 | 7 | 209 | 387 |
| Smiths, car..... | 92 | 114 | 168 | 43 | 360 | 553 | 135 | 192 | 291 |
| Smiths, car..... | (a) | (a) | (a) | (a) | (a) | (a) | 12 | (a) | 251 |
| Snow shovellers..... | 57 | 8 | 10 | ..... | ..... | ..... | 57 | 8 | 10 |
| Stenographers..... | 9 | 79 | 109 | 6 | 354 | 744 | 15 | 189 | 363 |
| Storekeepers..... | 2 | 76 | 168 | 1 | 306 | 1,000 | 3 | 152 | 445 |
| Stowers..... | 4 | 115 | 184 | 1 | 310 | 492 | 5 | 154 | 245 |
| Superintendents, bridge and building..... | 2 | 183 | 788 | ..... | ..... | ..... | 2 | 183 | 788 |
| Switch light tenders..... | 20 | 112 | 32 | 12 | 343 | 46 | 32 | 199 | 38 |
| Switchmen..... | 320 | 56 | 125 | 17 | 354 | 857 | 337 | 71 | 162 |
| Switch tenders..... | 20 | 100 | 130 | 5 | 358 | 501 | 25 | 151 | 205 |
| Telegraph operators..... | 169 | 83 | 115 | 33 | 351 | 491 | 202 | 127 | 176 |
| Telegraph operators and dispatchers..... | ..... | ..... | ..... | 2 | 348 | 898 | 2 | 348 | 898 |
| Timekeeper..... | 1 | 84 | 134 | ..... | ..... | ..... | 1 | 84 | 134 |
| Tinsmiths..... | 4 | 101 | 206 | 2 | 310 | 772 | 6 | 171 | 395 |
| Tinsmiths' apprentices..... | 3 | 163 | 153 | ..... | ..... | ..... | 3 | 163 | 153 |
| Tinsmiths' helpers..... | 1 | 291 | 437 | 1 | 302 | 452 | 2 | 296 | 445 |
| Track walkers..... | 13 | 42 | 58 | ..... | ..... | ..... | 13 | 42 | 58 |
| Trainmasters..... | 5 | 138 | 578 | ..... | ..... | ..... | 5 | 138 | 578 |
| Trainmasters and dispatchers..... | 2 | 159 | 658 | ..... | ..... | ..... | 2 | 159 | 658 |
| Transfermen..... | 11 | 57 | 108 | 1 | 348 | 1,030 | 12 | 82 | 185 |
| Truckmen..... | 24 | 75 | 108 | 4 | 331 | 465 | 28 | 112 | 159 |
| Upholsterers..... | 1 | 208 | 365 | 2 | 314 | 574 | 3 | 279 | 504 |
| Waiters..... | 46 | 57 | 62 | 1 | 335 | 393 | 47 | 63 | 69 |
| Warehousemen..... | 24 | 56 | 76 | 2 | 365 | 540 | 26 | 80 | 111 |
| Washers..... | 8 | 66 | 28 | ..... | ..... | ..... | 8 | 66 | 28 |
| Watchmen..... | 94 | 94 | 136 | 13 | 351 | 557 | 107 | 125 | 187 |
| Watchmen, baggage..... | 2 | 168 | 220 | ..... | ..... | ..... | 2 | 168 | 220 |
| Watchman, bridge..... | 1 | 215 | 215 | ..... | ..... | ..... | 1 | 215 | 215 |
| Watchman, track..... | 1 | 19 | 29 | ..... | ..... | ..... | 1 | 19 | 29 |
| Watchmen and laborers..... | 5 | 159 | 206 | ..... | ..... | ..... | 5 | 159 | 206 |
| Watchman and telegraph operator..... | 1 | 18 | 20 | ..... | ..... | ..... | 1 | 18 | 20 |
| Water boys..... | 12 | 35 | 37 | ..... | ..... | ..... | 12 | 35 | 37 |
| Weighers..... | 5 | 124 | 200 | 3 | 363 | 635 | 8 | 214 | 363 |
| Well diggers..... | 26 | 19 | 36 | ..... | ..... | ..... | 26 | 19 | 36 |
| Wipers..... | 219 | 75 | 99 | 27 | 354 | 451 | 246 | 106 | 138 |
| Yardmasters..... | 31 | 99 | 249 | 9 | 348 | 875 | 40 | 155 | 390 |
| Yardmasters, assistant..... | 3 | 89 | 254 | 2 | 366 | 792 | 5 | 200 | 469 |
| Yardmasters, general..... | ..... | ..... | ..... | 2 | 360 | 1,238 | 2 | 360 | 1,238 |

RAILROAD NO. 59.

| | | | | | | | | | |
|------------------------------|-------|-------|-------|-------|-------|-------|---|-----|-------|
| Agents..... | 1 | 8 | \$12 | 1 | 365 | \$240 | 2 | 187 | \$126 |
| Brakemen..... | 3 | 104 | 137 | ..... | ..... | ..... | 3 | 104 | 137 |
| Conductor..... | ..... | ..... | ..... | 1 | 313 | 626 | 1 | 313 | 626 |
| Engineer..... | ..... | ..... | ..... | 1 | 365 | 600 | 1 | 365 | 600 |
| Firemen..... | 2 | 179 | 235 | ..... | ..... | ..... | 2 | 179 | 235 |
| Foreman, track laborers..... | ..... | ..... | ..... | 1 | 346 | 512 | 1 | 346 | 512 |
| Laborers, track..... | 8 | 68 | 96 | 1 | 303 | 424 | 9 | 94 | 132 |

a Paid by the piece; hence time, and earnings based on time, cannot be stated.

TABLE V.—AVERAGE TIME AND EARNINGS—Concluded.

RAILROAD NO. 60.

| Occupation. | Working less than 301 days. | | | Working 301 days and over. | | | Preceding periods combined. | | |
|-----------------------|-----------------------------|----------------|---------------------|----------------------------|----------------|---------------------|-----------------------------|----------------|---------------------|
| | Num-ber. | Aver-age days. | Aver-age earn-ings. | Num-ber. | Aver-age days. | Aver-age earn-ings. | Num-ber. | Aver-age days. | Aver-age earn-ings. |
| Brakemen | 3 | 21 | \$36 | 3 | 304 | \$542 | 6 | 162 | \$289 |
| Carpenters | 2 | 2 | 5 | | | | 2 | 2 | 5 |
| Cleaner, boiler | 1 | 20 | 25 | | | | 1 | 20 | 25 |
| Conductor | | | | 1 | 313 | 825 | 1 | 313 | 825 |
| Engineer | | | | 1 | 313 | 1,080 | 1 | 313 | 1,080 |
| Fireman | | | | 1 | 312 | 562 | 1 | 312 | 562 |
| Foreman | | | | 1 | 313 | 720 | 1 | 313 | 720 |
| Laborers, track | 13 | 192 | 282 | 2 | 303 | 572 | 15 | 207 | 321 |
| Painters | 2 | 20 | 34 | | | | 2 | 20 | 34 |
| Watchman | | | | 1 | 320 | 473 | 1 | 320 | 473 |

TABLE VI.—RETURN OF DAILY WAGES PAID

[From the latest Return of the rates of wages paid to railway servants on the principal lines in Great

| Company. | Station. | Engine drivers. | | Firemen. | |
|--|-------------------------|----------------------|-------------|----------------------|-------------|
| | | Com- mence at— | Rise to— | Com- mence at— | Rise to— |
| 1 Great Western Railway | Didcot | \$1.22 | \$1.83 | \$0.85 | \$1.10 |
| | Pontypool | 1.22 | 1.83 | .85 | 1.10 |
| | Tondu | 1.22 | 1.83 | .73 | 1.03 |
| | Sivindon | 1.22 | 1.83 | .73 | 1.10 |
| | Plymouth | 1.22 | 1.83 | .85 | .97 |
| | Wolverhampton ..... | ..... | ..... | ..... | ..... |
| | Gloucester | .97 | 1.85 | .85 | 1.01 |
| | Wellington | 1.22 | 1.83 | .73 | 1.10 |
| | Bordesley | 1.34 | 1.83 | .85 | 1.10 |
| | Paddington ..... | ..... | ..... | ..... | ..... |
| 2 Great Northern Railway | Boston | 1.34 | 1.70 | .85 | 1.10 |
| | Brighton | 1.34 | 1.83 | .85 | 1.10 |
| 3 London, Brighton, and South Coast Railway | Altrincham | 1.46 | 1.83 | .85 | 1.10 |
| | | | | | |
| 4 Manchester, South Junction, and Altrincham Rail- way. | New Mills ..... | ..... | ..... | ..... | ..... |
| | Bow | 1.22 | 1.83 | .73 | 1.10 |
| 5 Sheffield and Midland Railway | Maidstone | 1.34 | 1.83 | .81 | 1.10 |
| | Watford | 1.22 | 1.58 | .73 | .97 |
| 6 North London Railway | Widnes | 1.22 | 1.56 | .73 | .97 |
| | Nuneaton | 1.22 | 1.58 | .73 | .97 |
| 7 South Eastern Railway | Preston ..... | ..... | ..... | ..... | ..... |
| | Mirfield | 1.22 | 1.70 | .73 | .97 |
| 8 London and North Western Railway | Abergavenny | 1.46 | 1.70 | ..... | ..... |
| | Crewe | 1.22 | 1.83 | .73 | .97 |
| 9 London and South Western Railway | Yeovil | 1.34 | 1.83 | .79 | 1.10 |
| | Taff Vale Railway | 1.22 | 1.83 | .85 | 1.10 |
| 10 Taff Vale Railway | Cardiff | 1.22 | 1.83 | .85 | 1.10 |
| | Cardiff | 1.22 | 1.83 | .81 | .97 |
| 11 Rhymney Railway | Ferry Hill | 1.22 | 1.70 | .73 | 1.05 |
| | Percy Main | 1.22 | 1.58 | .81 | .93 |
| 12 North Eastern Railway | Selby | 1.22 | 1.83 | .73 | 1.10 |
| | Hull | 1.22 | 1.83 | .73 | 1.05 |
| 13 North British Railway | Witton Junction | 1.22 | 1.58 | .73 | 1.10 |
| | W. Hartlepool | 1.22 | 1.83 | .73 | 1.10 |
| 14 Midland Railway | Sunderland | 1.22 | 1.70 | .73 | 1.10 |
| | Middlesborough | 1.22 | 1.70 | .73 | 1.10 |
| 15 Lancashire and Yorkshire Railway | Darlington | 1.22 | 1.70 | .73 | 1.10 |
| | Edinburgh | 1.10 | 1.58 | .77 | .97 |
| 16 Furness Railway | Skipton | 1.22 | 1.83 | .89 | .97 |
| | Gorton | 1.34 | 1.83 | .85 | .97 |
| 17 Manchester, Sheffield and Lincolnshire Railway | Bedford | 1.34 | 1.83 | .85 | .97 |
| | London, K. T. | 1.34 | 1.83 | .85 | .97 |
| 18 Cheshire Lines Committee | Ambergate ..... | ..... | ..... | ..... | ..... |
| | Alfreton ..... | ..... | ..... | ..... | ..... |
| 19 Great Eastern Railway | Gloucester | 1.34 | 1.83 | .85 | .97 |
| | Leicester | 1.22 | 1.83 | ..... | ..... |
| 20 North Staffordshire Railway | Wellingborough | 1.34 | 1.83 | .85 | .97 |
| | Carlisle | 1.34 | 1.83 | .85 | 1.10 |
| Lancashire and Yorkshire Railway | Castleton | 1.46 | 1.83 | .73 | 1.10 |
| | Accrington | 1.46 | 1.70 | .73 | 1.10 |
| Furness Railway | Preston | 1.46 | 1.70 | .73 | 1.10 |
| | Mirfield | 1.46 | 1.70 | .73 | 1.10 |
| Manchester, Sheffield and Lincolnshire Railway | Sowerby Bridge | 1.46 | 1.70 | .73 | 1.10 |
| | Bury | 1.46 | 1.70 | .73 | 1.10 |
| Cheshire Lines Committee | Carnforth | 1.34 | 1.83 | .81 | 1.05 |
| | Sheffield | 1.34 | 1.83 | .85 | 1.10 |
| Great Eastern Railway | Manchester | 1.46 | 1.83 | .85 | 1.10 |
| | Guide Bridge | 1.34 | 1.83 | .85 | 1.34 |
| North Staffordshire Railway | No. 1 District | 1.34 | 1.83 | .85 | .97 |
| | No. 2 District | 1.34 | 1.83 | .85 | .97 |
| Great Eastern Railway | Cambridge | 1.22 | 1.83 | .73 | .97 |
| | Lynn | 1.22 | 1.70 | .73 | .97 |
| North Staffordshire Railway | Norwich | 1.10 | 1.70 | .73 | .97 |
| | Stoke | 1.22 | 1.70 | .73 | .97 |

ON VARIOUS RAILWAYS IN GREAT BRITAIN.

Britain, by the Amalgamated Society of Railway Servants of England, Ireland, Scotland, and Wales.]

| Passenger guards. | | Goods guards. | | Shunters. | | Signalmen. | | Passenger porters. | | Goods porters. | | Plate-layers. | |
|----------------------|-------------|----------------------|-------------|----------------------|-------------|----------------------|-------------|----------------------|-------------|----------------------|-------------|----------------------|-------------|
| Com- mence at— | Rise to— | Com- mence at— | Rise to— | Com- mence at— | Rise to— | Com- mence at— | Rise to— | Com- mence at— | Rise to— | Com- mence at— | Rise to— | Com- mence at— | Rise to— |
| \$0.73 | ..... | \$0.77 | \$1.22 | \$0.77 | \$0.93 | \$0.77 | \$0.97 | \$0.61 | \$0.69 | \$0.61 | \$0.69 | \$0.65 | ..... |
|  | ..... | .81 | 1.30 | | | .69 | 1.01 | .61 | .69 | .61 | .61 | .73 | \$0.73 |
| | \$1.10 | 1.05 | 1.22 | .69 | .77 | .81 | .97 | .65 | .73 | .65 | .73 | ..... | .73 |
| .93 | 1.38 | .81 | 1.30 | .73 | 1.01 | .61 | 1.01 | .61 | .73 | .53 | .85 | .53 | .73 |
| .93 | 1.62 | .85 | 1.22 | .65 | .85 | .85 | .93 | .61 | .73 | .65 | .77 | .61 | .67 |
| .93 | 1.10 | 1.05 | 1.30 | .73 | 1.01 | .73 | 1.01 | .65 | .73 | .69 | .85 | .73 | .89 |
| .81 | 1.14 | .85 | 1.22 | .77 | .85 | .73 | 1.01 | .61 | .73 | .69 | .73 | .65 | .69 |
|  | ..... |  | 1.30 | .73 | .85 | .81 | .97 | ..... | .69 | .61 | .73 | ..... | .71 |
| .77 | 1.22 | .89 | 1.14 | .77 | .97 | .77 | 1.30 | .69 | .97 | .73 | .97 | ..... | ..... |
| .97 | 1.05 | 1.10 | 1.22 | .85 | .97 | .73 | .93 | .65 | .73 | ..... | ..... | .61 | .69 |
| .81 | 1.14 | .97 | 1.14 | .89 | ..... | .81 | 1.14 | .57 | .69 | .65 | .81 | .73 | .81 |
| .97 | 1.30 | .89 | 1.05 | .89 | 1.10 | .85 | ..... | .73 | .77 | .81 | .97 | .73 | .77 |
|  | ..... |  | ..... |  |  |  | .89 | .97 | .65 | .73 | .73 | .81 | .73 |
| .91 | 1.22 | .91 | 1.22 | .85 | .85 | .93 | 1.42 | .73 | ..... | ..... | ..... | .91 | .73 |
| .85 | 1.01 | 1.01 | 1.22 | .85 | .93 | .81 | .81 | .61 | .61 | .73 | .85 | .73 | .93 |
| 1.01 | ..... | ..... | ..... | .85 | ..... | .97 | 1.10 | .61 | ..... | .81 | ..... | .77 | .81 |
| .85 | .93 | 1.01 | 1.12 | .93 | 1.12 | .81 | 1.01 | .65 | .71 | .69 | .77 | .73 | .73 |
| | 1.01 | ..... | ..... | .89 | .97 | .81 | 1.05 | .71 | .71 | .73 | .73 | .69 | .77 |
|  | ..... |  | ..... | .93 | .93 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| .81 | 1.22 | .89 | 1.32 | .81 | .97 | ..... | ..... | .71 | ..... | ..... | ..... | .77 | .97 |
| .93 | 1.22 | .93 | 1.22 | .77 | ..... | .81 | .93 | .65 | .73 | .65 | .73 | .73 | .73 |
| 1.01 | 1.22 | ..... | ..... | .81 | .97 | .81 | 1.14 | .69 | .69 | .73 | .85 | .69 | .85 |
| 1.01 | 1.22 | 1.01 | 1.22 | .65 | .77 | ..... | ..... | .61 | .69 | .61 | .69 | ..... | ..... |
| .97 | 1.42 | .77 | 1.22 | 1.01 | 1.01 | .73 | 1.05 | ..... | .97 | ..... | 1.01 | .73 | .97 |
|  | ..... | 1.10 | 1.22 | 1.01 | ..... | .81 | 1.01 | .69 | ..... | .73 | .81 | .77 | .81 |
| 1.42 | ..... | .97 | 1.22 | ..... | ..... | ..... | ..... | .65 | .81 | .73 | .81 | ..... | .77 |
|  | ..... | 1.01 | 1.22 | .81 | 1.01 | .81 | 1.14 | .73 | ..... | .69 | ..... | .77 | .85 |
| .89 | 1.10 | .89 | 1.10 | ..... | ..... | .81 | 1.05 | ..... | ..... | ..... | ..... | .73 | .85 |
| .97 | 1.01 | .93 | 1.22 | .93 | 1.22 | .77 | 1.22 | .73 | ..... | .73 | .73 | .73 | .73 |
| 1.01 | 1.05 | 1.01 | 1.22 | .73 | 1.01 | .77 | 1.10 | .73 | ..... | .73 | .93 | .69 | .77 |
|  | ..... | .93 | 1.10 | .73 | .97 | .73 | .89 | ..... | ..... | ..... | ..... | ..... | .81 |
|  | ..... | 1.01 | 1.22 | .73 | 1.01 | .73 | 1.22 | .81 | ..... | ..... | ..... | ..... | .73 |
| .89 | 1.14 | 1.01 | 1.22 | .77 | 1.01 | .77 | 1.10 | .73 | .73 | .73 | .81 | .73 | .81 |
| | 1.10 | 1.01 | 1.22 | .77 | 1.01 | .77 | 1.18 | .77 | ..... | .77 | .97 | .81 | .89 |
| .89 | 1.10 | .93 | 1.22 | .77 | ..... | .81 | 1.14 | .77 | ..... | .73 | .85 | .73 | .81 |
| .85 | ..... | .97 | 1.22 | .97 | 1.22 | .81 | .89 | .71 | ..... | .73 | ..... | .69 | .81 |
| .81 | .97 | .81 | 1.22 | .69 | .77 | .77 | 1.01 | .69 | .77 | .69 | .81 | .69 | .77 |
| .81 | 1.10 | .81 | 1.22 | .77 | ..... | .73 | .97 | .69 | .73 | .65 | .81 | .65 | .77 |
| .81 | 1.14 | .81 | 1.22 | .77 | 1.22 | .81 | .97 | .49 | .69 | .73 | .81 | .65 | ..... |
| .83 | 1.10 | .83 | 1.18 | .66 | .79 | .85 | 1.10 | .59 | .66 | .59 | .66 | .69 | .89 |
|  | ..... |  | ..... | .73 | .81 | .77 | .97 | ..... | .69 | ..... | .69 | .69 | .89 |
|  | ..... | .81 | 1.22 | .81 | ..... | .89 | .97 | .32 | ..... | ..... | ..... | .73 | .89 |
| .85 | 1.14 | .97 | 1.18 | .77 | 1.05 | .81 | .97 | .69 | .77 | .69 | .77 | .69 | .73 |
|  | ..... | 1.01 | 1.22 | 1.01 | 1.18 | .73 | .97 | .69 | .81 | .69 | .73 | .73 | .73 |
| .85 | 1.14 | .85 | 1.22 | .69 | .81 | .73 | .97 | .65 | .81 | .65 | .73 | .65 | .73 |
| .81 | 1.01 | .97 | 1.22 | .81 | .89 | .77 | .97 | .57 | .65 | .73 | .85 | .73 | .97 |
| .85 | 1.10 | .93 | 1.32 | .93 | .93 | .85 | 1.14 | ..... | .65 | .69 | ..... | .73 | .97 |
| .85 | 1.10 | 1.10 | 1.32 | .93 | .93 | ..... | ..... | .65 | .69 | .69 | .77 | .73 | .97 |
| .85 | 1.10 | .85 | 1.32 | .85 | .93 | ..... | .89 | 1.05 | ..... | .73 | .73 | .69 | .69 |
| .85 | 1.12 | .93 | 1.32 | ..... | .77 | .85 | 1.10 | ..... | .69 | ..... | .69 | .77 | .81 |
| .85 | 1.10 | ..... | ..... | .81 | .93 | .85 | 1.05 | .57 | .73 | ..... | .69 | .77 | .81 |
| .85 | 1.10 | 1.01 | 1.32 | .93 | ..... | .73 | .77 | .65 | .69 | .73 | .85 | .69 | .89 |
| | 1.22 | ..... | ..... | .81 | .89 | .81 | .97 | .81 | .89 | .81 | .89 | .85 | .81 |
| .93 | .97 | 1.01 | 1.22 | .81 | .93 | .77 | .97 | .61 | .69 | .77 | .97 | .73 | .97 |
| | | | | | | | | | | | | | |
| .89 | 1.22 | .93 | 1.14 | .85 | .97 | ..... | .97 | .65 | ..... | .77 | 1.05 | .77 | .89 |
| .89 | 1.10 | .85 | 1.05 | .71 | .81 | ..... | .81 | .97 | .71 | .73 | .81 | .73 | ..... |
| .89 | 1.10 | .85 | 1.05 | .71 | .81 | ..... | .85 | .97 | .71 | .73 | .71 | .81 | .73 |
| .85 | 1.18 | 1.01 | 1.14 | .61 | .89 | ..... | .65 | .97 | .49 | .73 | .61 | .85 | .57 |
| .93 | 1.01 | .89 | 1.18 | .73 | .93 | ..... | .73 | .89 | .57 | .61 | .65 | .73 | .65 |
| .72 | 1.14 | .73 | 1.14 | .65 | 1.01 | .65 | .85 | .41 | .65 | .65 | .65 | .65 | .81 |
| .85 | 1.22 | .65 | 1.22 | .85 | .97 | | .77 | 1.05 | .73 | .69 | .81 | .65 | .81 |

a Foremen only.

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