

GOVERNMENT TO SIFT GOODRICH MINE DEALS

\$600,000,000 BOOST AWARDED RAILMEN

Federal Wage Board Grants 60 Per Cent of Increases Demanded.

UNION LEADERS CONFER ON FINDINGS

CHICAGO, July 20.—Following announcement of the award of the federal railroad labor board, railroad executives expressed the opinion that both freight and passenger rates would have to be raised in order to meet the wage increase granted the rail workers.

"A freight rate of 18 per cent will be necessary to meet the new conditions," said E. T. Whiter, who represented the railroad executives at the hearings of the board.

WASHINGTON, July 20.—Railway executives within a few days will present to the I. C. C. suggestions as to how railroad income is to be increased to meet the wage raises granted by the railroad labor board, Alfred P. Thom, general counsel of the Association of Railway Executives, said here today.

It is practically certain they will ask for increase in rates.

Just what percentage of increase will be asked was not indicated, however.

CHICAGO, July 20.—Wage increases totaling \$600,000,000 a year were granted to the 1,800,000 railroad workers of the country by the United States labor board.

The award is approximately 60 per cent of the increase demanded.

Immediately after announcement of the award, copies of the board's decision were distributed among the representatives of the sixteen big railway brotherhoods.

These delegates, comprising the grand council of the brotherhoods, went into session at 10 o'clock to determine whether they would accept or reject the award.

On their decision rests whether the country's railroad workers will remain on their jobs and bring increased efficiency to the transportation systems of America, or whether a general strike paralyzing the nation's industries, will be called.

It was believed, as the grand council was called to order, that the meeting would last all day.

The meeting was an executive session.

ULTIMATE ACCEPTANCE GENERALLY CONCEDED.

A general sentiment prevailed among railroad executives and brotherhood chiefs alike that the award ultimately would be accepted, and the threatened general rail strike averted.

The increase, according to the terms of the award, is made retroactive to May 1 of this year.

This means that the rail workers on their next pay day will have the grand aggregate of three months' back pay coming to them, in addition to their old wage for the current period.

In this connection the labor board, taking into consideration the enormous amount of clerical work to figure up the back pay, urged the rail workers to "exercise patience and refrain from unnecessary pressure or criticism."

The award affects nearly 1,000 different classifications of employees, grouped under general heads.

WHITER ACCEPTS FOR EXECUTIVES.

Official copies of the award were handed to Chairman R. M. Barton of the board by B. M. Jewell, representing the brotherhoods, and E. T. Whiter, representative of the railroads.

On behalf of the latter Mr. Whiter said:

"The railroads will accept this schedule and make every haste to put it into effect."

Mr. Jewell said that any comment on behalf of the rail workers must come from the general council, after analysis of the award.

Representatives of the "outlaw" unions which caused the recent switchmen's strike, were given copies of the decision and prepared to present them to a meeting of members of their own organization.

It is clear the cost of living has increased approximately 100 per cent since 1914.

The board has endeavored to fix such wages as will provide a decent living, and to remember that no class of Americans should receive preferred treatment.

The American people desire and must have transportation adequate to their needs. Transportation can not be efficient unless the personnel devotion to their work with the inspiration that public service ought to inspire. It is hoped the present dispute will be settled just and that railroad workers will render the best service of which they are capable.

It is believed that the keen sense of responsibility of the employees and managers is breed by the desire to serve the public such economies, such improvements in method and workmanship, such solutions of transportation problems will result as will offset a great part of the increase in wages provided herein and that the people thus will be relieved of a great part of the burden of these increases.

Practically every railroad in the country is named as affected by the decision.

SEVEN POINTS TAKEN INTO CONSIDERATION.

In arriving at the award, according to the preamble to the award fixtures, took into consideration these points:

1. The scale of wages paid for similar kinds of work in other industries.

2. The relation between wages and the cost of living.

3. The hazards of the employment.

4. The training skill required.

5. The degree of responsibility.

6. The character and regularity of the employment.

7. Inequalities of increase in wages or of treatment, the result of previous wage orders or adjustments.

Frankly, the railroads, unable to find any formula which applied to the facts, could not work out a just and reasonable wage for the many thousands of positions involved.

Persons who consider the rates herein too high should reflect on the abnormal conditions resulting from the high cost of living and the high rates paid in other industries.

It is clear that rail workers are such a life. The performance of employment has certain adaptations.

It is clear the cost of living has increased approximately 100 per cent since 1914.

The board has endeavored to fix such wages as will provide a decent living, and to remember that no class of Americans should receive preferred treatment.

The American people desire and must have transportation adequate to their needs. Transportation can not be efficient unless the personnel devotion to their work with the inspiration that public service ought to inspire. It is hoped the present dispute will be settled just and that railroad workers will render the best service of which they are capable.

It is believed that the keen sense of responsibility of the employees and managers is breed by the desire to serve the public such economies, such improvements in method and workmanship, such solutions of transportation problems will result as will offset a great part of the increase in wages provided herein and that the people thus will be relieved of a great part of the burden of these increases.

Practically every railroad in the country is named as affected by the decision.

FOR MOST PART.

The increase awards for the most part were on an hourly basis ranging from 13 and 15 cents per hour for the more poorly paid workmen to an average of 8 and 10 cents for the higher grades such as train and engine men.

In train and engine service they were:

Passenger engineers, 80 cents increase per day.

Firemen, 80 cents increase per day.

Firemen, \$1.04 increase per day.

Firemen, 80 cents increase per day.

Yard engineers, 18 cents per hour.

Yard firemen, 18 cents per hour.

Helpers, 18 cents per hour.

Hostlers' pay is established at from \$6.04 to \$6.24 per day.

Passenger conductors, \$30 increase per month.

Passenger baggage men, brakemen and flagmen, \$30 increase per month.

Suburban station attendants and porters and guards, \$30 increase per month.

Freight conductors, flagmen and brakemen, \$1.04 increase per day.

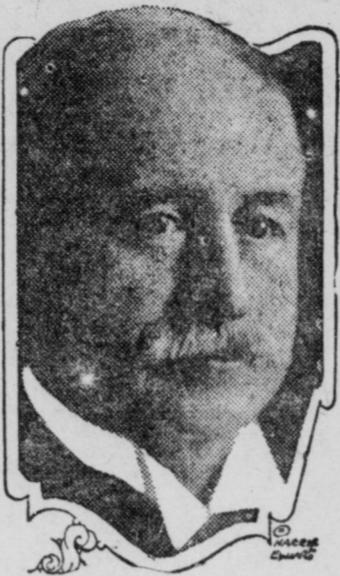
Wages were set at \$6.36 per day for yard foremen; \$6.48 for yard helpers, and \$5.04 per day for switchmen tenders.

OFFICIAL RAILROAD STATION HELP ON HOURS BASIS.

Clerical and station forces were given hourly wage increases.

Storekeepers and their helpers and clerks with more than one year's experience, were given increases of 10 cents per hour.

Announces Award



R. M. BARTON.

As chairman of the railroad labor board, R. M. Barton this morning in Chicago announced \$600,000,000 wage increases affecting nearly 2,000,000 railroad workers.

LIPTON'S BOAT BATTLES TIME TASK IN RACE

Shamrock Leads Resolute, but Handicap Keeps Defender in Running.

By JACK VEIJOCK, International News Sports Editor.

ABOARD U. S. GOLDSBOROUGH, off Sandy Hook, N. J., July 20 (via wireless).—At 3:15 p. m. today, with their race half over, the Shamrock IV was leading Resolute, America's cup defender, by half a mile.

These three boats with whom the Fisher boy is playing said they did not know how he met his death.

They said he had been playing with the whip.

The boy is one of four children whose father is employed at the Kahn Tailoring Company.

Mrs. Fisher said the boy had been employed on the farm for some time and that he had gone to work this morning over his father's protest.

During the lunch hour they were seen playing around the base of the windmill and the other end of the yard with the boy's neck. After a fall, the boy's fall, he lay on the ground, he had strangled to death.

The police and Coroner Robinson, who are making an investigation, say they believe the boy was playing around the windmill and that he accidentally caused his own death.

The body was found by Albert Breck, who is employed on Weber's farm.

The body was still warm and every effort to restore respiration was made without success.

The boy, with Joe Gasper, 11, 1723 South Delaware street; Louis Speth, 11, of 2140 South Delaware street, and Bernard Steinmetz, who said he lives on South Pennsylvania streets, were all employed on Weber's farm, a potato patch belonging to Fred Langhorst, rural route B, box 52.

During the lunch hour they were seen playing around the base of the windmill and the other end of the yard with the boy's neck.

The three boys with whom the Fisher boy is playing said they did not know how he met his death.

They said he had been playing with the whip.

The boy is one of four children whose father is employed at the Kahn Tailoring Company.

Mrs. Fisher said the boy had been employed on the farm for some time and that he had gone to work this morning over his father's protest.

During the lunch hour they were seen playing around the base of the windmill and the other end of the yard with the boy's neck.

After a fall, the boy's fall, he lay on the ground, he had strangled to death.

The police and Coroner Robinson, who are making an investigation, say they believe the boy was playing around the windmill and that he accidentally caused his own death.

The body was found by Albert Breck, who is employed on Weber's farm.

The body was still warm and every effort to restore respiration was made without success.

The boy, with Joe Gasper, 11, 1723 South Delaware street; Louis Speth, 11, of 2140 South Delaware street, and Bernard Steinmetz, who said he lives on South Pennsylvania streets, were all employed on Weber's farm, a potato patch belonging to Fred Langhorst, rural route B, box 52.

During the lunch hour they were seen playing around the base of the windmill and the other end of the yard with the boy's neck.

The three boys with whom the Fisher boy is playing said they did not know how he met his death.

They said he had been playing with the whip.

The boy is one of four children whose father is employed at the Kahn Tailoring Company.

Mrs. Fisher said the boy had been employed on the farm for some time and that he had gone to work this morning over his father's protest.

During the lunch hour they were seen playing around the base of the windmill and the other end of the yard with the boy's neck.

After a fall, the boy's fall, he lay on the ground, he had strangled to death.

The police and Coroner Robinson, who are making an investigation, say they believe the boy was playing around the windmill and that he accidentally caused his own death.

The body was found by Albert Breck, who is employed on Weber's farm.

The body was still warm and every effort to restore respiration was made without success.

The boy, with Joe Gasper, 11, 1723 South Delaware street; Louis Speth, 11, of 2140 South Delaware street, and Bernard Steinmetz, who said he lives on South Pennsylvania streets, were all employed on Weber's farm, a potato patch belonging to Fred Langhorst, rural route B, box 52.

During the lunch hour they were seen playing around the base of the windmill and the other end of the yard with the boy's neck.

After a fall, the boy's fall, he lay on the ground, he had strangled to death.

The police and Coroner Robinson, who are making an investigation, say they believe the boy was playing around the windmill and that he accidentally caused his own death.

The body was found by Albert Breck, who is employed on Weber's farm.

The body was still warm and every effort to restore respiration was made without success.

The boy, with Joe Gasper, 11, 1723 South Delaware street; Louis Speth, 11, of 2140 South Delaware street, and Bernard Steinmetz, who said he lives on South Pennsylvania streets, were all employed on Weber's farm, a potato patch belonging to Fred Langhorst, rural route B, box 52.

During the lunch hour they were seen playing around the base of the windmill and the other end of the yard with the boy's neck.

After a fall, the boy's fall, he lay on the ground, he had strangled to death.

The police and Coroner Robinson, who are making an investigation, say they believe the boy was playing around the windmill and that he accidentally caused his own death.

The body was found by Albert Breck, who is employed on Weber's farm.

The body was still warm and every effort to restore respiration was made without success.

The boy, with Joe Gasper, 11, 1723 South Delaware street; Louis Speth, 11, of 2140 South Delaware street, and Bernard Steinmetz, who said he lives on South Pennsylvania streets, were all employed on Weber's farm, a potato patch belonging to Fred Langhorst, rural route B, box 52.

During the lunch hour they were seen playing around the base of the windmill and the other end of the yard with the boy's neck.

After a fall, the boy's fall, he lay on the ground, he had strangled to death.

The police and Coroner Robinson, who are making an investigation, say they believe the boy was playing around the windmill and that he accidentally caused his own death.

The body was found by Albert Breck, who is employed on Weber's farm.

The body was still warm and every effort to restore respiration was made without success.

The boy, with Joe Gasper, 11, 1723 South Delaware street; Louis Speth, 11, of