

\$600,000,000 PAY BOOST GRANTED TO RAILWORKERS

(Continued From Page One.)

and structures were given hourly increases.

Foremen and assistant foremen were awarded a 15-cent increase.

Mechanics, except those affected by the agreement with the union, 15-cent increase.

Mechanics' helpers, laborers, drawbridge tenders, pump engineers, crossing watchmen and flagmen were given 5½ cent increases.

Laborers in round house, sand shops such as wipers, firemen, etc., obtained a 10 cent increase.

Shop employees including supervisors' employees, machinists, boilermakers and all classes of skilled labor and their helpers and apprentices were awarded 13 cent increases.

Carpenters were given 5 cents.

All telephone and telephone men, except as others provided for, agents, telegraphers and tower men; tower and train directors; block operators and staff men were advanced 10 cents per hour.

Agents at non-telephone stations were raised 5 cents per hour.

Stationary engineers, firemen and their helpers were raised 13 cents; boiler room tenders, 10 cents; and firemen, 10 cents.

In the signal department an advance of 13 cents per hour was awarded foremen, their helpers and inspectors, gang foremen and maintainers, signal men and assistants.

Helpers were given 10 cents.

Telegraphers were given an increase of 10 cents per hour.

Yard masters and their assistants were awarded 15-cent advances.

In addition the board superseded former wages for masters, mates and pilots on railroad-operated steamship lines, setting the wages on a monthly basis with differentials according to the harbor.

In the New York harbor, masters, pilots or captains of ferry boats were given \$220 per month; mates and first officers \$150 per month.

Tug boat captains were awarded \$220 per month; pilots on coal towing lines, \$200 per month, and mates \$150 per month.

In the Philadelphia, Camden and Wilmington districts fleet boat masters were given \$190.30; extra pilots, \$150.22; tug boat captains, \$150.96; mates, \$111.

FIGURINAS LEFT TO INDIVIDUALISTS

In the New Orleans district wages were set at \$230 for captains of most steamers, listed by names.

Master pilots were awarded \$220.

Exceptions were the "El Vivo" and "El Liso" of the Southern Pacific, on which masters were awarded \$155 per month.

The hearings closed May 29.

18 Railroad Bodies Affected by Award

(Continued From Page One.)

The national railway labor organizations that received increases in the award today are:

International Association of Machinists.

Sheet Metal Workers' International Alliance.

Brotherhood of Locomotive Engineers.

Brotherhood of Railroad Trainmen.

Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees.

Switchmen's Union of North America.

Brotherhood of Stationary Firemen and Oilers.

Brotherhood of Railway Signal Men of America.

Railway employees department, A. F. of L.

United Brotherhood of Maintenance of Way Employees and Railroad Shop Laborers, represented by Fred Eschbach.

Order of Railroad Telegraphers.

Brotherhood of Railroad Carmen of America.

International Brotherhood of Electrical Workers.

Brotherhood of Locomotive Firemen and Engineers.

Order of Railway Conductors.

International Brotherhood of Builders and Helpers of America.

International Brotherhood of Blacksmiths, Drop Forgers and Helpers.

Masters, mates and pilots of America.

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The board began hearings April 16, 1920.

The first hearings were held in Washington, where the men presented their demands.

Later the board came to Chicago, where the side of the railroads was presented.

The motion to suspend constitutional rights was voted by a vote of 67 to 23.

PHILIPS GIVES SOME STATISTICS

Just before the voting on the passage of the bill Representative Phelps said there were 20,000 feeble-minded persons in Indiana resulting from venereal diseases.

"Let me present this situation. Under this bill it is to go and there is no appropriation for the maintenance of clinics and the various institutions of the states which are caring for those persons who are there as a result of an unengaged marriage."

Voting against the passage of the bill were following representatives: Rep. Beck, Davis, Day, Fifield, Grayson, Griffiths, McKinley, McMaster, Miller of Tipppecanoe, Rutherford, Sambor, Williamson and Wood.

Representatives Abrams, Brant, Burt,

The possible results of a national strike were discussed, especially when it is almost impossible to visualize them."

Julius H. Parmelee, director of the bureau of railroad economics, a private organization, declared.

"The effects of such a move can best be illustrated by an outline of what it would mean to the individual."

In twenty-four hours the entire nation would realize the situation about to be confronted.

"It would not be long until factories would close for the want of coal."

"Electric plants would shut down. The time which they might be kept running would depend entirely upon the amount of coal on hand."

"Firms dealing with oil products would close for the lack of transportation to carry their fuel."

"In a short time there would be a general shutdown."

"There are about fifty million tons of commodities on the railroads moving daily. This would stop."

"The payroll of the railroads amounts to about \$9,000,000 a day. This is one question which has been overlooked."

"All of this would be lost to the strikers and other employees of the roads."

"At this time of the year, the fruit crop of the south is moving."

"The Georgia peach crop, one of the most valuable, would be left in the sand."

"I believe if every man would stop to consider what

THINKS BROTHERHOODS WILL ACCEPT AWARDS

That the brotherhoods of railroad men will accept the wage awards announced today is the personal opinion of F. N. Reynolds, superintendent of the Indianapolis terminal division of the Big Four.

The award said it found "with few exceptions railroad employment is more regular and the character of the work is more desirable than like occupations outside."

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"It is clear the cost of living in the United States has increased approximately 10 per cent since 1914," the report said.

"In many instances the increase to employees has been fixed, together with prior increases, exceed this figure."

Anticipating the award would not meet universal favor and attempting to allay dissatisfaction, the board declared:

Those persons who consider the rates determined on herein too high should reflect on the abnormal conditions resulting from the high cost of living and the high rates now being paid in other industries.

ALSO HAVING FOR EMPLOYED

The employees who may believe these rates too low should consider the increased burden these rates will place on their fellow countrymen, many of whom are less favorably situated than themselves.

An effort was made, the statement said, to arrive at an increase sufficient to provide a decent living and secure for the children of the wage earners opening for education without showing "preference" for any class because "the great mass of the people must ultimately pay a great part of an increased cost of operation entailed by the increase in wages."

If railroad labor will render "the best service of which it is capable," the award declares, "the American people will receive benefits far outweighing the cost of the increases decided upon."

The board asks in making the award that it serve as an inspiration to workers to attempt better service to the public and a spirit of co-operation.

EXTRA PAYMENT FOR MORE THAN YEAR

Demands of railroad employees for increased wages have been pending since July 3, 1919, after the government took over the railroads.

Shop craft workers asked for a general increase then, and were followed by demands from other trades.

The request to Walter D. Hines, former director general of the railroad administration, continued until August, 1919, when fully 93 per cent of the railroad employees of the country had presented their demands.

Workers leaders then were persuaded to hold their demands in abeyance to give the government all opportunity to lower the cost of living.

The demands were withheld at the personal request of President Wilson, who appealed to the patriotism of the workers.

Early this year, with living costs still mounting, railroad workers became restless and renewed strike threats.

A delegation waited on the president

To Avoid the Distress

of itching, bleeding or protruding piles or hemorrhoids and such rectal troubles get a 60 cent box of

COST MORE FOR COUPLE TO WED?

(Continued From Page One.)

Covalt, Dailey, Decker, Gibbons, Hamilton, Muensterman, Rothrock, Smith, Vesey and Winesburg did not respond to the roll call on the passage of the bill.

A motion to reconsider the bill after it had been passed was introduced by Representative Barker, Posey, but the motion was defeated.

MEN, WOMEN AND POODLE IN WRECK

Only Work of Passersby Prevents Tragedy.

Three men, two women and a poodle were pinned under an overturned automobile two miles east of Irvington on the National road at 10 o'clock last night.

The car was driven by William LeRoy Moore, 336 North Illinois street.

He was accompanied by Fred Harms, chief of police, and his wife, and two women and another man whose names they say they do not know.

The big touring car, traveling at a high rate of speed, swerved and left the pavement, caught on the interurban tracks and turned over, pinning the occupants beneath.

Instantly the gasoline caught fire and the flames spread.

The occupants of the automobile were the owners of the car, Mr. and Mrs. Marshall, 2306 North Capitol avenue, and Paul Harmon, 16, of Morristown, Ind., who were driving another automobile and witnessed the accident.

They were confined to the car by the intense heat.

Harmon had the rescue effected when the sound of an interurban car whistle was heard and Harmon ran east along the tracks and flagged the car.

The automobile was destroyed by the flames.

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