

SCHOOL BOARD AT ODDS WITH TRADES CRAFTS

Unions Call Lockout Over
Controversy on Two
Wage Demands.

Friction between union labor and the Indianapolis school board, which flared several months ago, when craftsmen employed by the board staged a two-week walkout, has been revived, with a new "walkout" of union plumbers and steamfitters.

The trouble has resulted in an almost open break with the unions by the board, which adopted the policy of "hiring men, and not unions."

The dissension has brought reports that union organizations may unite next year in putting out a slate of candidates for school board membership.

This is the first time in many years in which the school board has failed to recognize the unions, according to labor leaders.

Refuse Wage Raise

The plumbers and steamfitters' business agent, Charles Kern, himself a former school commissioner, declared a "lockout" for the two crafts Wednesday, when school officials refused to raise wages of plumbers and steamfitters from 80 cents an hour, which the board has been paying them for many months, to the union scale of \$1.12½.

The 80-cent figure formerly was the union scale for repair work, but since has been abandoned, leaving \$1.12½ the only recognized scale. When the board refused to pay the higher scale, the walkout took place.

At the same time, it was learned that members of several of the crafts employed by the board, who participated in the walkout three months ago, have forfeited their union standing by returning to work at the school board's scale.

"Prefer Steady Work"

"They rather would have steady work with the school board at 75 cents or 80 cents an hour than occasional work at higher rates," explained A. B. Good, school business director.

"The school board stand is dictated by economy," he added. "With our budget seriously curtailed, we can't afford to pay union scales, which are fixed on a seasonal employment basis. If we did, we wouldn't have enough money to do all necessary work."

The board feels that it must economize and represent all the taxpayers, not just the small percent represented by the unions."

Painters and carpenters employed by the board are paid 75 cents an hour, the union scale being \$1.12. Two weeks ago, according to A. H. Sienken, school buildings and grounds superintendent, the carpenters were notified by union officials that they must demand the scale or walk out, but they decided to remain on the job.

All But Two Continue

After the walkout three months ago, all but two painters returned at the old school board scale and have continued working since.

Electricians and brick masons are working for 75 cents and \$1 an hour, respectively, a price below the regular union scale, but authorized by these crafts for certain types of work.

Sheet metal workers did not return to work after the former walkout and all work formerly performed by this craft now is let to contractors.

"The whole situation in a nutshell," Good said, "is that board refuses to recognize the unions, hiring men instead of unions, but that it is glad to use union men, if they are willing to work for the board scale."

40 Years Behind Bars, Cobbler Denied Parole

Hamilton County Man Must
Do Life for Habitual
Criminality.

Lon Henderson, 67-year-old shoemaker, who has spent more than half his life, nearly forty years, behind prison bars, must remain in the Indiana state prison, as result of denial of a parole by the state clemency commission.

The aged cobbler received a life sentence in Hamilton county in 1913 on burglary and habitual criminal charges. He was accused of having set fire to a business house during the robbery, with having seized an officer's gun, and with shooting at officers while in jail.

Five paroles were granted by the board, twenty-two clemency petitions were denied, and one case continued.

Hindman Is Paroled

Among those paroled was Thomas Hindman, former watchman for the old Pettis Dry Goods Company, convicted in 1929 of conspiracy in connection with a robbery of the store. He was serving a 5-to-21-year term.

Others paroled included Albert Hines, Monroe county, sentenced last year to three to ten years for burglary; Robert Larue, Marion county, sentenced in 1924 to ten to twenty years for robbery, and Paul Herring, Randolph county, sentenced in 1925 to ten to twenty-one years for robbery.

Wife Slayer Refused

Another aged life term denied clemency was Eugene Holly, 63, sentenced in Vigo county in 1911, for slaying his wife, so he could marry another woman, it was charged.

Among others denied clemency were Kenneth Hunt, Marion county, sentenced in 1930 to ten years for automobile banditry; William Hughes, Marion county, April, 1933, fraudulent checks, one to five years; Robert Helm, Marion county, 1932, burglary, three to ten years.

Fletcher Ave. Savings & Loan Assn.
10 E. Market St. Has Paid Dividends on Savings for 41 Years

'Most Beautiful Ship Afloat' Is Sent to Doom in Cuban Gale

Famous Barque, Last of
Her Type, Sinks With
12 on Board.

NEW YORK, Aug. 19.—In Sailors' Snug Harbor, or along the waterfront where salts still gather to sneer at "dirty tramps" and the machine-made gyroscopic apartment-hotel liners, today is only a memory of the good ship Guadalupe.

"Lost with all hands" read an Admiralty message to the Tidewater Oil Company, which chartered her for the West Indian trade. She foundered in a Caribbean gale off Cuba with a crew of twelve—Captain Cipriano Garraton, master, and a chapter of the sea was closed.

For the Guadalupe was the last of her type; a trim 115-foot Malacca-built barque, hand-hewn and hand-pinned, that for fifty-seven years had wind-jammed the seven seas in voyages to the ports of the world and logged more than 1,230,000 miles.

Beautiful, Say Seamen

She was, seamen swear, the most beautiful thing afloat. "Every line of her," said John Noble, a sea-mad youth, whose photos as she rounded Sandy Hook on her last voyage are the only available pictures of her. "Your mariners' architects draw practical plans of a ship that will float and sail. Only a seaman can build a craft like the Guadalupe."

She was pretty," went on Noble, whose father is the noted marine artist of London, "as a naive, unsophisticated girl is pretty. The huge liners have a certain majesty of bulk."

Had Charm and Grandeur

But the Guadalupe had charm as well as grandeur, an indefinable something that just happens in a vessel and that can't be built into her, any more than you can make a beautiful character of a man by putting him on a proper diet and rearing him correctly."

Romancers' tars called her "the blonde of the sea." White, she was, and immaculate. No auxiliary, cursed her hold. She relied as Captain Garraton used to say, "on the God-given wind."

Her anchors hung from catheads upon which cat images were carved. Her transom border at her stern as also carved to resemble twined rope.

A beam across her galley was niched with the figure of a dragon's head, a curious pagan rite of the sea stemming from the Golden Fleece galleons of Jason, and a starting juxtaposition to the Virgin Mary that dangled from the cuddy in the companion way.

Masts Enhanced Grace

Part of her grace as she rolled against the horizon was due to her masts; the mainmast ran some fifteen feet above her foremast and mizzen.

Usually, three-masted barques, as Noble points out, have each mast set the same length, which makes the lines of a vessel squat against the sky.

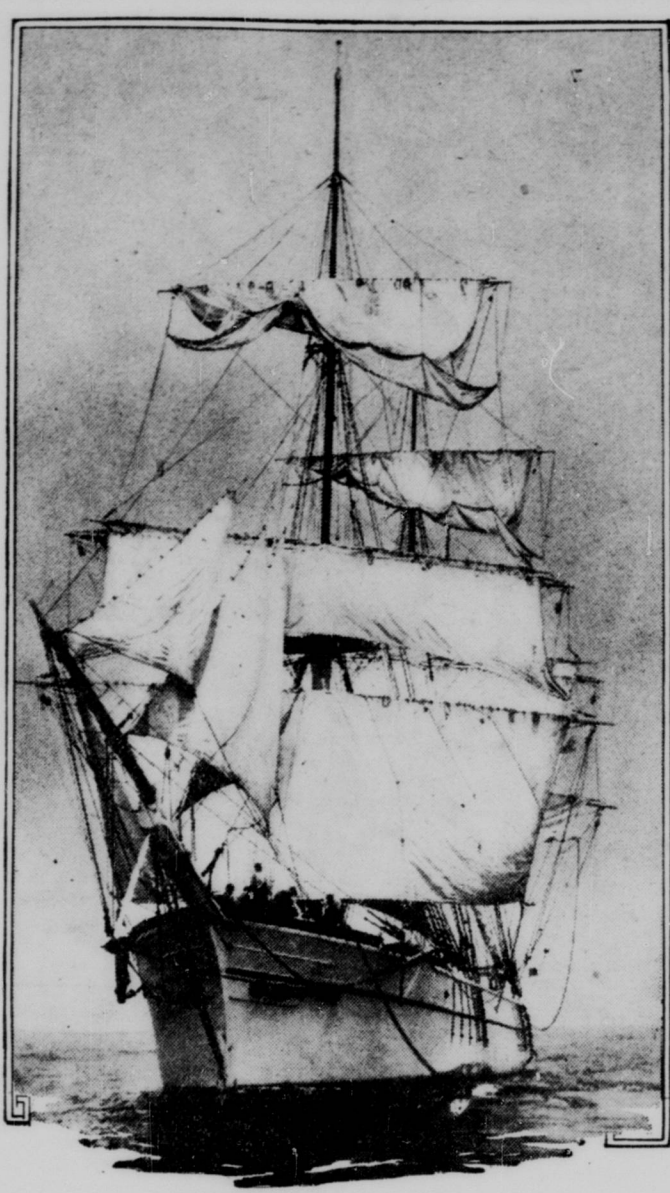
"Moreover," added Noble, "she had a jib-boom which enhanced the beauty of her lines, brought them out in attention like the lines of an artist."

Burly dicker seamen manned her, briny descendants of Balearic corsairs who shipped with Morgan and Kidd, who took gales in their teeth with the same equanimity they handled dinks.

She was bound from Las Palmas to Jacksonville when she foundered. A proper graveyard for the old vessel.

Falls from Tree! Breaks Wrist

Fall from an apple tree in the 3300 block, Madison avenue, James Many, 3, of 747 Sparrow avenue, broke both wrists Friday. He was treated at Riley hospital.



The good ship Guadalupe.

Prisoner Brought In as Arrest Request Arrives

Found in Grocery on West
Side: Wanted by
Peoria Police.

Because truth still is stranger than fiction, Harry Barnes, 21, of Peoria, faces another burglary count today.

While Captain Otto Petit Friday night read a telegram from Peoria authorities, asking the arrest of Barnes, the latter was being held for police after an alleged attempt to rob a west side grocery.

Barnes was captured by William and James Burnett, operators of a grocery at 2532 West Michigan street. The Burnett brothers were in a restaurant next door when they heard prowlers.

With the moral and physical support of several other men, the Burnetts made their way into the grocery as Barnes is alleged to have been filling a carton with merchandise.

The men grabbed Barnes and a companion leaped through a window, joining a third man, who was outside, in a successful sprint for freedom.

Petit still was considering the telegram when the police brought Barnes to headquarters. The telegram named two other men who had fled with Barnes and also were wanted on burglary and larceny charges.

No doubt, Petit surmised the other men were those who fled from the Michigan street store. Barnes, however, refused to name them, but police said he admitted the Peoria robbery and said he and his companions had disposed of the loot before they started on the grocery job.

With all that happened to Barnes in the last twelve hours, it appears that Peoria authorities will have to wait for him until Indianapolis courts dispose of the new case.

**SERVICE BOARD RULE
DEPENDENT ON NRA**

Rail Agencies Can Be Abandoned If
U. S. Doesn't Disapprove.

Officials recognition of the National Recovery Act by a state board was given when the public service commission authorized two interurban companies to change stations from agency to non-agency stops, if not prohibited by the NRA code.

The Indiana Service Corporation was authorized to dispense with agents at Ossian and Andrews, and the Indiana railroad to take similar action at Dublin, Wilkinson, Atlanta, Kennerly, Cartersburg, Harmony and Chesterfield. Requests for Sharpville and Azalia were denied.

The board authorized rate reductions of 15 per cent for Somerset, Wabash county, served by the Northern Indiana Power Company, and a cut of 9 per cent for domestic current users at Coalmont, served by the same utility.

Authority also was given for the Great Eastern Stages to operate interstate lines through Indianapolis, with Louisville, Cincinnati and Chicago as terminals.

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