Appropriate to the labor water.

13 a Witch With Breeze Abaft the Beam, but Cannot

CAPTAIN BURTON RETAINED

By LAWRENCE PERRY Randy Hook, July 20.—Shamrock IV today took full advantage of the fact that the three lers of the thirty-mile triangle laid by the New York Yacht Club regatta committee for the resailing series involved reaches.

Approaching the second turning mark, nile ahead of the American defender. time allowance, if not quite so, and gave her what appeared to be a corking chance of winning the race.

At 12:30 her lead was 200 yards. She was slipping along smoothly and fast under mainsail, club topsail and big ballooner. g chance of winning the race. Starting on the first leg with a fair

wind, the breezes coming over her star-board quarter. Shamrock at once pro-ceeded to show that, while she might not have the Herreshoff ability to point, she was a witch with the wind abeam stay boxes. or abaft the beam. She early began to show her stern to the defender, and as the race proceeded she drew steadily away until she wore around the first mark and took the wind over her port beam for a close reach to the second She was more than four minutes ahead.

On the second leg she picked up at least two minutes more and had it until about 3:50, when the Resolute began to pick up a little wind:

Burton Is Retained

Standing pat upon William P. Burton skipper of Shamrock IV, the challengers for the America's Cup whistled in vain for wholesale breezes to drive the yachts over the course in today's

So far as the Resolute crowd concerned, they, too, were pulling for winds of some velocity, since there is object in distancing a rival in winds that are too light to enable leading sloop to finish the race within the six hours' time limit.

Start Was Not Exciting With sheets started and large reaching jibtopsails, the sloops were sent over the line at 12:15 this afternoon. The winds again were light, but steady.

The first leg being a reach, there was an absence of that sharp jockeying which characterizes the start of windammers on a thresh to windward. The sloops were very near together and from shore it was impossible to which sloop was in the lead, but the distance separating them was abso-

immaterial, the haze Resolute appeared to we taken bonors, but on this point of sailing there was no particular adantage in this.

ort, taking the wind over their starboard quarters. This they hoped to carry to the Shrewbury Rocks east of Galilee, when they would tighten their sheets a little and get a close reach out to sea. The last leg, if the wind held

true would be to windward.

The yachts glided into the smoky seas, not with that driving abandon which lusty winds would have effected, but tall and stately. There is little that is exciting about a start of the sort, no natter how keen the spirit of competiaboard the rival racers may Old ocean in a comparatively placid mood makes for poetry or dreams or mental and physical relaxation, but at such times it makes for nothing thrill-

Clouds Promised Wind The western skies, which all morning had been a flawless blue, were beginning to boil up banks of "sheepskin" clouds, which usually herald the advent of wind. One may never be sure of July weather off this coast. But the signs indicated an afternoon of winds of velocity sufficient to blow the racers over the course within the time limit.

a midsummer marine impression that would have delighted a painter or connoisseur of impressionistic tendencies. . When the yachts arrived at the line the wind was holding north-northwest, at about six miles an hour. This would have been good enough to induce the regatta committee to send the yachts away on a chance that the breezes would in-

lowever, remains to be proved—she cer tainly made a more inspiring picture under canvas than the Resolute.

So far as Sir Thomas Lipton and his party are concerned, they feel that nothing of any great significance has yet been established. They admit that Resolute can whost along in catspass breezes, but since those breezes were not of sufficient body to enable Resolute to crown her ability in this respect, the Britons feel that nothing of great significance has been shown.

Interest in Captain Burton
Interest in Captain Burton
Interest in today's race clung not only to whether Resolute or Shamrock in today is race clung not only to whether Captain Burton
Interest in today's race clung not only to whether Resolute or Shamrock is bear as he paced the Liptom craft would make a showing that would warrant Sir Thomas Dewar, "a breeze that will mean a real race, and then if the Shamrock is beaten I'll admit Resolute a better boat. But nothing of any consequence has been shown yet, chy and Sir Thomas Dewar nodded acquiescence. Sir Tom Dewar, by the way, in the man whose name was more familiar to the American people some months ago than it is today. For, it may be recalled, it graced many an earnest bottle of Sotch whisky. He and Lipton are great cronies, albeit Lipton, the tea man, has, and admits he has, every reason to bless the American people for putting the ban upon any drink stronger than tea.

Those who have been pining for a drink of real fine Scotch through many arid months had, upon visiting the Vig-

oria this morning, at least the satissound evocative of memories of better

Had Light Fingers .

Sir Thomas Dewar, it will be recalled went to Parliament from Whitechapel district none too nice in morals or in orinciples. When at length he resigned his seat his constituency sent four men to present to him, a high-flown memorial of appreciation. And while he was reading it one of the committee-men lifted his watch. It is not on record that Sir Tom Dewar offered to return the memorial in exchange for the watch; but his mood was probably something of

Shift in Wind Puts

Continued from Page One

taken in at 12:25 and a smaller reach-This also failed to fill ing jib set. Approaching the second quarters of a quickly and ten minutes after the start Shanock was fully three-quarters of a Resolute was leading by fifty yards. At 12:30 her lead was 200 yards. She

Shamrock was steadily dropping behind because her headsail refused to fill, and it looked as if her skipper was in trouble again.

At 12:33 Shamrock lowered her fore-

stay sails and jib and set an English bowsprit spinnaker or ballon forestay still clung to her numb one reaching jib topsail. By this time Resolute was 300 yards ahead.

Vachts Shift Lead

At 12:50 Resolute was sailing along easily, with her ballooner going splen-didly, but Shamrock was flapping the wind out of her tall-reaching topsail and a little forestay sail that looked like a fisherman's staysail, as it was hoisted only half-way to the crosstree stand why Captain Burton did not set

At 12:55 the breeze began hauling to the south. Resolute broke out her jib and prepared to beat to the first mark Shamrock was half a mile astern, but somewhat to weather.

At 1:25, with her little fisherman's At 1:25, with her little fisherman's staysail set ahead of her mast going easily, Shamrock ran a quarter of a mile ahead of Resolute. She picked up a puff of air and sailed around Resolute to windward, luck being with the Lipton boat to the third part. Resolute still clung to her balloon, which seemed to draw well, but could not apparently compete with Shamrock's baby Two airplanes raced up and staysail. down the course, coming closer to the cup craft than usual, overhead being a naval dirigible.

Shamrock Gets Mile Lead The wind breezed up more to the northwest as the yachts made the first turn. Resolute substituted a number 2 jib topsail for her ballooner, while Shamrock clung to her number one until a mile away from the mark, when

she shifted to a smaller sail.

After sailing half a mile, Captain Adams, on the American sloop, changed to No. 1 jib topsail and hauled down his jib, sailing under two headsails. Captain Burton still clung to his baby topsail and jib and forestaysail.

topsail and jib and forestaysail.

At 3 o'clock the yachts had sailed about three miles of the second leg, with Shamrock leading by fully half mile. Both boats were able to lay their course for the second mark, and it seemed as if they would be able to do the same on the third leg. Yachting experts conceded that at this time Shamrock had a chance to win within the time limit. chance to win within the time limit.

At 3:15, with half of the time limit expired, the yachts had sailed half the course and Shamrock was leading by fully a mile, the reverse of conditions

The race became exciting at 3:30, when Shamrock was ghosting along, picking up favorable gusts and nearing the second mark with two hours and three-quarters in which to finish the race. Resolute, about a mile astern, was just moving. Inshore from the excursion fleet, there seemed no breeze at all. And like Saturday, it appeared a race be-tween one of the yachts and the time

within the time limit.

The visibility was low because of the seaward haze, in the pall the racing yachts and the attending fleet filled out work today and especially by the success attained with the use of a small combination unexpected. work today and especially by the suc-cess attained with the use of a small forestaysail—a combination unexpected by experts. Sir Thomas seemed in the best of spirits.

Resolute Far Astern Shortly after 3:30 observers aboard a

destroyer following the sloops reported Shamrock a mile and a quarter ahead At 4 o'clock Shamrock But the trouble was that with wind But the Bu holding from the north-northwest, there was a likelihood that it would shift than a mile astern. As the wind had was a likelihood that it would shift southerly. In this event a course laid out upon the basis of north-northwest would be knocked askew by a southward drift and might have the effect of spoiling any vestige of a windward leg.

Eventually the regatta committee, holding headquarters aboard the tug Barryton, which lay off the Ambrose channel lightship, decided that it would not be unwise to take a chance in the winds holding as they were throughout the afternoon.

than a mile astern. As the wind had worked well into the northwest it looked as if it would be difficult for the yachts to lay the third leg, and this would make it hard to finish the race at 6:15, when the time limit expired.

At 4:05 the wind shifted to southward. This put Shamrock well to weather and in a fine place to make the mark, while Resolute was to lee-ward and only able to reach it hard on the port tack. Shamrock shifted head sails. Shortly after 4 o'clock Shamsails. Shortly after 4 o'clock Sham-

No preparatory signal was blown at hoon and at 12:10 the blue peter ball was hoisted, giving the yachts five minutes in which to prepare to cross the line. In the preceding for minutes the line. In the preceding ten minutes the two racers had been luffing each other all over the seas and now began to make up from the northward toward the lightship and cast off their tows. At 11:30 the regatta committee hoisted the

When the signal to get away was sounded, both sloops were well up to the line, having timed their approach perfectly.

The two went over so close together that, from shore, their two mainmasts looked like the masts of a single schooner as the yachts crossed. *

Standing up stiff as churches, one was able to grasp how much taller Shamrock was than Resolute. Her top hamper soared to far loftier heights and, while she may not be as swift—that, however, remains to be proved—she cercup races, would nevertheless be at the challenger's helm today. It also was

announced that Mrs. Burton, originally selected to hold the watch, would be aboard the green sloop.

When Shamrock dropped her tow,
Captain Burton took the wheel, with
Mrs. Burton in her usual scat in the

Interest in Captain Burton

21 Per Cent Pay Rise for Rail Men

Continued from Page One represented by the officials of the recog-

nized unions. The new unions will submit the board's decision to a referendum vote of their membership, John Grunau, president of the Chicago Yardmen's Asociation, announced today.

Grunau said the understanding of his men is that the award applies to all railroad men, without regard to what organization they are affiliated with.

When the attention of Judge Barton was called to this matter he pointed out that the decision specifically named Shamrock in Lead eighteen unions and some 400 roads as the parties concerned, and does not name any of the new unions formed by the rail strikers.

"We decided," Judge Barton said, that we would hear the claims of all organizations which were properly brought before us, but no union nen were out on strike, and therefore violating the terms of the transporta putes to the board before

ould properly come before us."

Grunau issued a statement saying: The United States railway board's ecision is unsatisfactory. It shows iscrimination when it entirely he Chicago Yardmen's Association delgates who were present with their de mands and who represent more than 300,000 men of the various crafts."

Seven Things Considered Seven things were taken into consideration in arriving at the award, the preamble of the board's announcement says. They were: The scale paid for similar kinds of work in other industries; the relation between wages and the cost of living; the hazards of the employment; training and skill re degree of responsibility; character and regularity of the employment,

ment resulting from previous wage or ders.
"Those persons who consider the rates determined on herein too high should reflect on the abnormal condiions resulting from the high cost living and the high rates now being paid n other industry," the board said.
"The employes 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 words. themselves, Mass of People Must Pay

"The board has endeavored to fix such wages as will provide a decent living and secure for the children of the wage-earners opportunity for edu-cation, and yet to remember that no class of Americans should receive pre ferred treatment and that the great mass of the people must ultimately pay a great part of the increased cost of

operation entailed by the increase in wages determined hereir ' The decision, Chairman Barton ex plained, was not a unanimous one, some members dissenting on nearly every secjority vote on each section, with at least one member of the public group voting for each award.

In addition to the sixteen recognized brotherhoods, which are made party to the decision are the International Asso chanics and the American Train Dis-

law does not require, either side must accept the award.

The decision provides that the daily increase shall be computed as eight times the hourly rate, and the monthly increase as 204 times the hourly sched-

"The board assumes as the basis of this decision." the award says, "the continuance in full force and effect of the rules, working conditions and agree-ments in force under the authority of the United States railroad administra-States railroad administration.

List of Increases

The increases provide in the board's award follow: Passenger service—Engineers and mo-tormen, firemen, helpers, eighty cents

per day.
Freight service—Engineers, firemen, helpers, \$1.04 per day.
Yard service—Engineers, firemen, helpers, eighteen cents per hour.
Passenger service—Conductors, ticket collectors, baggagemen, flagmen and brakemen, \$30 per month. Suburban service passenger employes, \$30 per month.

Freight service—Conductors, flagmen and brakemen, \$1.04 per day.
Superseding rates established by the railroad administration, the board fixed the following schedules.

Yard service—Foreman, \$6.96 per ay; helpers, \$6.48; switch tenders, Hostler service—Outside hostlers, \$6.24 per day; inside hostlers, \$5.60 per day; helpers, \$5.04. The following increases were author-

ized for shop employes: Supervisor; forces, machinists, boilermakers, black smiths, sheet metal workers, electrical workers, powermen, moulders, cupola tenders and coremakers, including those with less than four years' experience all crafts, thirteen cents an hour. Reg ular and helper apprentices and help ers, all classes, thirteen cents an hour

Car cleaners, five cents an hour. Telegraphers, telephone ope agents, towermen, levermen, tower and train directors, block operators and staff ten cents an hour. Agents at small non-telegraph stations, five cents

The following increases were granted maintenance of way and unskilled

Construction forces, their assistants,

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section, track and maintenance foremen and assistants and mechanics in these departments, fifteen cents an hour. Laborers employed in shops and roundhouses, ten cents an hour. Mechanics' helpers in bridge and heliding departments building departments, track laborers bridge tenders, hoisting firemen, pumper

engineers, crossing watchmen or flag-men and lamp lighters and tenders, eight and one-half cents an hour. Train dispatchers are given an in-crease of thirteen cents an hour and yardmasters and assistant yardmasters,

ifteen cents an hour. Aid Clerical Forces

The following increases are added to the established rates for clerical and tation forces: Storekeepers. and other clerical supervisory forces, clerks with one or more years' railroad experience, train and engine crew callers, assistant stationmasters, train announcers, gatemen and baggage and

parcel room employes, thirteen cents an Janitors, elevator and telephone operators, watchmen, employes operating office appliances and similar work, ten

Freight handlers or truckers, twelve

cents an hour.

stations, storehouses and warehouses, not otherwise provided for, eight and one-half cents an hour. Clerks of less than one year's experi-ence, six and one-half cents an hour. Office boys, messengers and other em-ployes under eighteen years of age, tive

cents an hour. Stationary engine and boiler room employes were advanced thirteen cents an hour for engineers, firemen and oilers, while water tenders and coal

assers receive a ten-cent increase, In the signal department, foremen, aspectors, maintainers, signal men and their assistants, thirteen cents an hour; helpers, ten cents an hour.

before the board and not otherwise provided for shall receive an increase equal to that established for the nearest respective classes.

"The intent of this article." the decision saws. "Is to extend this decision." "is to extend this decision cision says. "is to extend this decision to a miscellaneous class of supervisors and employes, practically imposible of classifications, and at the same time insure to them the same considera tion and rate increase as provided for

analogous service. Representatives of all the railroad men's organizations in the country are in session to discuss the decision of the

The board's decision, as printed, covers twenty pages, totaling about 6000 words. Nine pages are devoted to a review of the case, reasons for the board's the total vearly increase in pay resulting from the decision The other eleven pages give the in-

creases for more than one hundred classes of employes affected by the de-The following new rates are estabished for employes operating railroad car floats, lighters, ferrics and tug-New York Harbor Ferryboats:

Masters and pilots, \$220 per month; first officers, \$150; tugboats and steam lighters: Masters and pilots, \$220; South Amboy, Perth Amboy and Port Reading coal towing lines, \$200; mates, \$150. Philadelphia Harbor Rates

Philadelphia, Camden and Wilmingday)-Ferryboats: Masters and pilots. \$190.30; extra pilots, 5150.22. Tug-boats: Masters, \$150.96; mates, \$111. patchers' Association. More than 400 railroaders are specifically named as parties.

The decision provides that in case of a dispute as to the interpretation of the decision the question shall be referred to the board for decision. The law does not require however, that one master, \$230; two masters, \$220. however, that the master, \$230; two masters, \$220; the award, mates, \$140; pilots, \$155.

service, tug captains, \$250; barge cap-tains, \$210; Chesapeake and Ohio tug bound by law to accept the decisions of the board.

Norfolk Southern tugs: Master (day), \$160; captain (night), \$150. Southern Railroad, Atlantic Coast Line ferry and tug captains, \$180 to \$190; mates, \$145 to \$160. Atlantic 'oast lines, passenger barge, masters,

Port of Baltimore—Baltimore and Ohio Railroad tugs, masters, \$201; mates, \$147.

Feeling of pessimism was evident when the union leaders met, and privately they did not hesitate to declare that a general strike was a possibility.

Board Appointed by Wilson The railway labor board which handed to be increased an average of \$1.84 a down today's decision was created by day over present rates; yard freight

Stocks Little Affected by R. R. Wage Award

The Railway Labor Board's award of \$600,000,000 to the rail road workers had little effect on the railroad securities in today's stock market. The probable acceptance of the award by union leaders subject to ratification by the men, avoiding the possibility of a general strike, for the time being, brought a moderate advance in some of the lower-priced shares and Reading. Outside of these issues the

gains were fractional. No disposition was manifested to bid up prices in view of the uncer-fainty of the Interstate Commerce Commission's action on the increased freight rates.

the Esch-Cummins transportation act under turned to private management on March

The board was appointed by Presi-All common laborers in and around of Tennessee, chairman. There was appointed by Fresh dent Wilson, with Judge R. M. Barton, of Tennessee, chairman. There was some delay in making the appointments, after the transportation bill went into after the transportation bill went into effect. On April 1 dissatisfaction of the men with the delay was manifested in Chicago when the Chicago Yardmen's Association, branded by the old established unions as an "outlaw," called a strike, which rapidly spread to nearly every section of the country.

The President was urged to speed up selection of the board in an effort to halt the strike. The board appointed

halt the strike. The board appointed April 13 met in Washington and later transferred its hearings to Chicago. The striking railroad men endeavored to present their grievances here, but The decision provides that employes in the departments named who are properv before the board and not otherwise. treat with any other unions.

Members of the board, in addition to Chairman Barton, are: George W. Hanger, Washington, and Henry Dunt, Railway Clerks, representing the men.

WHAT BROTHERHOOD

MEN HAVE DEMANDED Washington, July 20 .- (By A. -Demands for substantial wage in-creases for nearly all classes of the 2.-000,000 railroad employes have been pending since late last summer. These demands, first presented at different times to the railroad administration's board on wages and working conditions. were unsettled when government opera-tion of the railroads was ended, and, in turn, referred to the railroad labor board, which was created under the

transportation act. Some few of the classes of organized employes have not pressed formal de-mands, but have insisted that their wages be increased it advances were granted other related classes of works. The principal demands of the lead-Brotherhood of Railroad Trainmen:

to \$179 for twenty-six-day month, freight brakemen in valley territory be increased from \$4.08 to \$5.88 a day. with 10 per cent increase over these rates wherever the grade exceeds 1.8 per cent; yard foremen or conductors be increased from \$5.33 to \$7.20 a day.

\$180 for thirty-day month to \$225 for twenty-six-day month ; through -S5.40 to \$7.65 a day in valley territory, with increases in the mountain rate from \$3.81 to \$8.37 a day; local-freight conductors be increased from \$5.92 to \$8.38 a day in valley territory, with increase in mountain rate from \$1.92 to \$60.000,000, or \$60.000,000 at least.

Brotherhood of Locomotive Firemen and Enginemen: Road freight firemen

fifty cents an hour. Most of these emand forty cents an hour. Signalmen Asked Ten-Cent Rise

Now Get Excess Mileage

ica: Foremen or conductors be in-creased from \$5.33 to \$7.50 a day and

reased from \$5 to \$7 a day and \$7.50 a

night; switch tenders to receive same rate as helpers; time and one-half for Sundays and holidays.

Maintenance of way and enginehous

laborers: Rate for all mechanics in the maintenance of way department to be

increased from basic rate of fifty-three cents an hour to uniform rate of sixty-

eight cents an hour; rate of all track-men and other laborers to be increased

from rates running from twenty-eigh

cents to forty cents an hour to uniform

\$8 a night; helpers or brakemen

Brotherhood of Railroad Signalmen America: An increase of approxinately ten cents an hour for each class of signal employes. Brotherhood of Railway Clerks: increase of at least twenty cents an hour retroactive to January 1, 1920, and in entials between certain classes of em-ployes; also immediate elimination o the existing forty-three-cents-an-hour maximum rate for freight handlers and

Cincinnati, representing the public; Horace Baker, J. H. Elliott and William L. Hark, representing the roads; Albert Phillips, of the Brotherhood of Locomotive Firemen and Enginemen; A. O. Wharton, Railroad Division of the American Federation of Labor, and James J. Forrester, Brotherhood of Railway Clerks, representing the men. be taken as a basis, the rates of all other telegraphers put on the same basis and then an increase of seventeen cents an hour added to rates so estabished; also increase to approximately eighty-five cents an hour for employes now generally receiving sixty-seven and

WAGE RISE MAY MEAN HIGHER FREIGHT RATES

venty-two cents an hour.

The public will have to pay the 000,000 railroad employes by the railroad labor board, according to coils of the Pennsylvania Railroad. It was pointed out at Broad Street Station this afternoon that under the transportation act of 1920, which re-turned the railroads to private ownership, any increase in expense of this

sort is to be borne by the public The act instructs the Interstate Commerce Commission to take into con-Passenger brakemen be increased from sideration in fixing rates for freight and \$120 a thirty-day month to \$150 for a passenger transportation increased twenty-six-day month, baggagemen be increased from \$124.80 for a thirty-day month to \$160 for a twenty-six-day month; assistant conductors be increased from \$144 for thirty-day month to \$179 for twenty-six-day month, freight brakemen in valley territory be sometimes of the country, is now pending before the Interstate Commerce Commission.

Wage Rise to Be Cosidered

It is believed by the officials that the commission will take into consideration the order for \$600,000,000 additional be increased from \$5.33 to \$7.29 a day, yard helpers or brakemen be increased from \$5 to \$6.90 a day, switchtenders be increased from \$4 to \$5.90 a day, also time and one-half for all Sunday and holiday service and a guaranty of twenty-six days a month for regular employes in all classes of service.

The order for \$600,000,000 additional wages in finally passing on the request for higher freight rates the country over. Railroad officials consider it quite possible that the increased expense may be spread over passenger rates as well as freight rates. The railroads base their demand for 30 per cent. additional to the control of t Order of Railway Conductors: Pas-tenger conductors be increased from 180 for thirty-day month to \$225 for possible to earn 6 per cent, net on investment.

firemen be increased an average of \$2.25 of the employes of the railroad, officials being practically the only employes not men to be increased from present averincluded. The men will benefit irrea day over present rates; passenger fire-men to be increased from present aver-age of \$4.31 a day to \$6.50 a day. Brotherhood of Locomotive Engi-meers: While presenting no specific respective of whether they are members of unions, though the majority of the employes are said to be union men.

quests, notice was served that the en-gineers desired increases proportion-"Fire" Order Preceded Ruling The officials reiterated their denial ate to any increases granted other emthat there was any connection between award made at Chicago and the order issued by the l'ennsylvania Rail-rond to drop 12,000 men. It was said All road employes, as distinguished from yard employes, in the four foreat Broad street that the decision to fire so many men was entirely in the ingoing organizations, generally grouped as the Big Four brotherhoods, now get elimination of this number of workers. proportionately increased daily pay proportionately increased daily pay when they make mileage in excess of 100 miles and in freight service get time and one-half for time consumed in excess of what would be required on the guaranteed speed basis which is two and one-half miles an hour. Switchmen's Union of North Amerit was said, will save the road about

\$15,000,000 a year.
It was denied also that the dismissal of these men had anything to do with the "outlaw" strike. That trouble had settled itself, it was said, before the decision was made to drop the 12,000. Many of the strikers had been taken back; others had been refused work because they were considered undesir able, and still others had never applied

for work.

The officials say that many of the men discharged were not doing their work. and took the attitude that they held a government job and could not be re employes in some instances, it was said that they were in each others' way. discharge of surplus workers will not

lower the efficiency of the railroad. No Word to Men Here No word had been received at the offices of the brotherhoods in this city

from their leaders in Chicago by midafternoon. Harry S. Jeffery, chairman of the Philadelphia Camden shopmen's com- decision of the labor board in Chicago. mittee, telegraphed from Chicago to his where they had sent their own repreoffice in this city of an increase of sentative to look over the situation. thirteen cents an hour to the gang leaders, machinists, sheet metal workers, issued a statement that an average inetc. This comes so nearly to the decrease of 21 per cent was not satismands made by the men that it was factory. They claim 600 are out on believed at the local offices that the "vacation" in this vicinity.

man of the Brotherhood of Trains Pennsylvania Lines East, and of H Corr, chairman of the Brotherhood of Locomotive Firemen and Engineers, no official word had been received from Chicago. In the absence of an official message, no one was willing to discuss the awards officially. It was said by individuals, however, that the chairman artendies the Chicago conference. individuals, however, that the chair-man attending the Chicago conference

had full power to act.

Some of the men were inclined to complain of the awards as too low. They pointed out that the increases were based on the cost of living several months ago, which is higher today than at that time.

at that time. Washington, July 20 .- (By A. P.)-Immediately upon receipt of the an-nouncement of the railroad labor board's wage award, railway executives here went into conference today to frame their recommendations to the Interstate Commerce Commission for advances in

rates to meet the added expense of \$600,000,000 to the carriers. The commission now has under con-sideration the application of the carriers for freight-rate increases to pro-vide an added income of \$1.017,000,000 annually, but these increases take into account any wage advances.

CALL 21 P. C. NOT ENOUGH

Reading Railway 'Vacationists' Dis-

satisfied With Wage Award Reading, Pa., July 20 .- (By A. P.) -Former Reading Railway workers on "vacation" held an all-day meeting here today to receive the news of the

"Call for Philip Morris"



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