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HOME EDITION
Weather—Warmer.

57TH YEAR. NO. 22767 | THE LONDON ADVERTISER, LONDON, ONTARIO, TUESDAY EVENING, JULY 20, 1920. 96 COLUMNS | PRICE THREE CENTS.

SHAMROCK LEADING RESOLUTE BY 1 MILE AT HALF WAY IN SECOND EVENT TODAY FOR YACHT HONORS

British Challenger Showed Up Well For the First Ten-Mile Portion of Thirty-Mile Course—Light Wind and Calm Sea Prevents Making of Good Time—Excursion Boats Turn Back, Not Expecting Racers To Finish in Time Limit.

FLASH.—At half-way point Shamrock a mile ahead.

Sandy Hook, July 20.—At 3 o'clock with three miles on the second leg completed, Shamrock is leading by half a mile.

Sandy Hook, N. J., July 20.—Ten miles of the 30-mile triangular course covered, the challenger Shamrock rounded the first mark ahead of the American defender Resolute in today's international cup race.

Shamrock turned the first mark at 2:26.28, saluted by the excursion fleet which blew great blasts on their whistles. Resolute was 600 yards astern.

Resolute turned the mark at 2:32.41.

Shamrock's elapsed time to the first mark was 2:12.40, and Resolute's 2:16.15.

Shamrock's lead at the first mark in that time was 3 minutes 35 seconds, without taking into consideration the time allowance of 7 minutes and 1 second, which she must give Resolute on the entire course.

New York, July 20.—(Flash).—Rounding first mark, Shamrock leading by 600 yards.

New York, July 20.—At 1:10, Shamrock passed Resolute to windward and took the lead again. At 1:25, with her little fisherman staysail set ahead of her mast drawing nicely, 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 Royal Ulster boat for the first time. Resolute still clung to her ballooner, which seemed to draw well, but could not apparently compete with Shamrock's baby forestay sail.

Two aeroplanes raced up and down the course, coming closer to the cup craft than usual. Overhead hovered a big naval dirigible.

Both yachts had worked to the windward of the course to the first mark, and at 1:30 Shamrock bore away for it with Resolute more than 300 yards astern.

A southwester seemed to be working out towards the yachts.

Shamrock picked up the first breath of the southwester at 1:45 and increased her lead to nearly half a mile, the first mark being at that time about four miles to leeward.

At 2 o'clock, with the mark to leeward, three miles away, Resolute jybed to starboard and headed for it. Shamrock had overstood the mark in an effort to pick up the new breeze, but as it failed, she lost by the move. The breeze came in again from the west, driving Resolute along until less than a quarter of a mile astern of Shamrock. Shamrock gybed two minutes later, then headed for the mark.

Several excursion boats loaded with spectators evidently concluded that the yachts could not finish within the time limit, for a number of them put back to New York.

The feature of the second hour of the race was the work of Shamrock's little forestay sail, which hauled her by Resolute and at one time gave her a lead of more than half a mile.

This triangular sail was set on a mainstay leading from the end of the bowsprit to a block about two-thirds the distance to the crosstree.

It was full all the time and proved a wonderful, reaching sail, especially with the number one jib topsail out ahead. Favored with a little luck in picking up the breeze, Shamrock had a good lead on nearing the first mark.

Sandy Hook, July 20.—Sir Thomas Lipton's challenger, Shamrock IV sailed over the starting line ahead of the American defender Resolute in today's race for the America's Cup and breezed away on the first 10-mile leg of a 30-mile triangular course, a reach out to sea.

The preliminary signal was sounded at noon for a start at 12:15 over a triangular course leading out to sea, back toward the Persey shore to a point off Shrewsbury Rock and then back to the Ambrose Channel lightship. The breeze had dropped to three knots, giving the yachts just steerage way.

Before the starting signal was sounded at 12:15, both yachts circled about the lightship on the windward end of the line. All doubts were set at rest as to who would command Shamrock when Capt. P. Burton was seen at the wheel. Mrs. Burton was seated, as usual, in the companionway.

Starting on the first leg of the triangular course, a reach south-southeast, both sloops manoeuvred for their place at the line. Five minutes before the start they ran up their jib topsails in stops.

Resolute came down and tacked underneath Shamrock. Then both stood along and Shamrock to weather. Then Shamrock broke away and headed back to the lightship, followed by Resolute. The wind was very soft, and the yachts moved slowly.

Shamrock led across the line at 12:15.48, followed by Resolute at 12:16.26, but although the challenger started first, the Lipton craft had trouble with its balloons, which would not break out, and was partly hauled down, the British sailors working feverishly to clear the fouled sail.

HUNDRED IMMIGRANTS A WEEK TO COME TO THIS DISTRICT

London Will Be the Distributing Point For Parties To Be Brought Out by the Salvation Army—The Trades and Labor Council President Says Discrimination Should Be Shown in Selection.

The Salvation Army has completed arrangements with the Ontario Government for bringing from the British Isles every week one hundred immigrants. The parties will comprise men, women and children, from all parts of England, Ireland and Scotland. The majority are expected to come to this district, where they will be placed on farms or in factories, where both trained and untrained help is needed. Many are expected to be placed in the city.

When they arrive the local branch of the Salvation Army will take them in and look after them until situations are obtained. Many of these people are coming out to this country to work for friends. Others do not know where they are going.

To Discuss Plans.

General B. Booth, of the Salvation Army, who is touring Canada, is at present in Vancouver, but is expected to meet Commissioner Richards shortly in Toronto or Montreal. Adjutant Martin stated today that he knew nothing about what plans will be made, but it is thought that the main topic to be discussed will be the placing of the immigrants in this district.

Several small parties of immigrants have been coming out this summer at intervals. The local branch has been looking after them.

Many of the immigrants are skilled laborers, and the local branch is expecting the help of managers of factories and of farmers in this district in securing work for them.

Urges Careful Selection.

Announcement of this policy may cause discussion in labor circles, which will be affected chiefly. Frank McKay, president of the trades and labor council, would make no definite pronouncement on the matter today, preferring to wait for fuller information.

He expressed the opinion that discrimination should be shown. "It states there that the army has been in consultation with the government, so that would indicate that the shortage of help in some lines has been officially recognized. I think myself that there is a shortage of skilled labor, but so far as the unskilled labor is concerned I do not think there is any need of bringing in immigrants. The same applies to farm help. The skilled farmers are badly needed, but the unskilled farm hand is not of much value. So long as discrimination is used it will be all right, but I would not like to see a return to the pre-war policy, where immigration agents were paid a bonus for each immigrant that they sent here regardless of whether they were suitable or not."

BRITISH JOURNALISTS ON WAY TO CANADA

London, July 20.—Canadian Associated Press.—The imperial press conference sailed today for Canada on board the C. P. O. S. liner Victoria.

THE WEATHER

LOCAL TEMPERATURES.

Following were the highest and lowest temperatures recorded in London during the 24 hours previous to 8 o'clock last night: Highest, 69; lowest, 59.

The official temperatures for the 12 hours previous to 8 a.m. today were: Highest, 69; lowest, 47.

TOMORROW—WARMER.

Toronto, July 20—8 a.m.

Forecasts.

Today—Moderate west to southwest winds; fine and warmer.

Wednesday—Westerly winds, partly cloudy; not much change in temperature.

Temperatures.

The following were the highest and lowest temperatures during the 24 hours previous to 8 a.m. today:

Stations.	High.	Low.	Weather.
Victoria	62	54	Cloudy
Calgary	88	50	Fair
Winnipeg	88	52	Fair
Port Arthur	62	58	Fair
Parry Sound	68	52	Clear
Port Stanley	..	48	Clear
Toronto	76	53	Clear
Kingston	72	54	Clear
Ottawa	64	52	Fair
Montreal	64	56	Clear
Quebec	58	56	Cloudy

Weather Notes.

The disturbance which passed across the Great Lakes on Sunday is now over the Gulf of St. Lawrence, and showers have occurred throughout Quebec and the Maritime Provinces.

The weather has been quite warm in the West, with light showers in some sections of Saskatchewan and Alberta.

RUSSIAN TROUBLES HAVE COST BRITAIN A HUGE SUM SINCE ARMISTICE

London, July 20.—Great Britain's expenditures on naval and military operations in Russia from the time of the signing of the armistice with Germany, November 11, 1918, to March 31 last, amounted to £55,973,000, according to a parliamentary paper just issued.

AUSTRALIANS FORM LEAGUE TO COMBAT DISLOYAL UTTERANCES

Sydney, Australia, July 20.—Decision to form a "king and empire alliance" to counteract what were termed disloyal utterances, was taken at a mass meeting here today. Speakers denounced the utterances of Archbishop Mannix of Australia.

United States Consul Norton, who addressed the meeting, said movements such as the one being inaugurated by the gathering, were needed to "counteract the influences aiming at destruction of the mutual confidence existing between the British Empire and the United States."

What's Doing Tonight?

THEATRES.

Loew's—Ethel Clayton in "Young Mrs. Winthrop," and vaudeville.

Allen's—"The Courage of Marge O'Doone."

Patricia—William Farnum in "The Joyous Troublemakers."

OTHER EVENTS.

Baseball at Tecumseh Park at 5:30—Flint vs. London.

COL. HERBERT A. BRUCE, M. B., L. R. C. P. (England) of Toronto, who has been honored by the King of the Belgians for his work overseas during the war.

POLES REPULSE GENERAL ATTACK BY BOLSHEVIKI

Long Awaited Drive Along the River Styr Commences.

Warsaw, July 20.—Associated Press.—The long-awaited general attack by the Bolsheviki along the line of the River Styr, in Volhynia, commenced on Monday, and has been repulsed by the heroic work of seven Polish divisions, according to an official statement from army headquarters today.

COMMUNITY CENTRE MAY BE ESTABLISHED FOR PORT STANLEY

Secretary McCullough Believes Stories of Misconduct Are Entirely Unfounded.

Because of rumors of immorality at Port Stanley and the private investigation by welfare workers, Professor McCready, secretary of the community centres conducted in connection with the social service council, with headquarters at Toronto, has personally conducted an investigation into conditions at the lakeside.

Professor McCready has not as yet made any report. Secretary T. D. McCullough, of the local branch of the social service council, does not believe that he found anything improper.

Professor McCready interviewed many of the residents at Port Stanley, in view of receiving their support, if a community centre was established at the lakeside. Secretary McCullough is in favor of the establishing of a community centre at the resort, but says that it is up to the residents.

"A community centre," he said, "needs the support of those whom it is to help. The social service council can organize a centre, but the people must keep it going. If they work hand-in-hand with the council it is sure to be a success. I do not believe that there is any misconduct at Port Stanley."

HON. J. A. CALDER TO TAKE TRIP TO ENGLAND TO STUDY IMMIGRATION

Government Minister Will Be Absent From Capital for Two Months.

Ottawa, July 20.—(By the Canadian Press).—Business connected with the immigration department, over which he presides, will keep Hon. J. A. Calder away from the capital for at least two months this autumn. On August 11 the minister will sail for England to visit the immigration offices located in the Mother Country. He expects to be abroad for about a month, and immediately upon his return will leave for the prairie provinces and British Columbia. The new immigration law under which provision is made for a much more restricted class of settlers than those which were permitted entry into Canada in pre-war days, calls for a considerable readjustment of the immigration both abroad and in Canada, and it is to this problem that the minister will give his attention.

It is practically certain that by the time the minister of immigration returns from England the commission of cabinet ministers which is to inquire into tariff matters will have commenced its sittings in the west. As Mr. Calder is practically certain to be a member of that body, he will participate in its deliberations while in the west.

U. S. SENATE COMMITTEE TO FULLY INVESTIGATE SHORTAGE OF COAL

New York, July 20.—Railroad representatives, coal operators, fuel administrators from various parts of the United States, and representatives of the interstate commerce commission were here to testify when the special senate committee on reconstruction and production opened its hearings on the coal shortage.

Transportation difficulties, due to car shortage; charges that the fuel crisis has been due to excessive exportation, and handicaps in coastwise shipments of coal, due to docking facilities, were among the questions to be investigated by the committee during the course of its hearings.

USED CHEESE KNIFE TO PRY CASH DRAWER

Bothwell, July 20.—The store belonging to Dent Bros. was broken into early Sunday morning and a sum of money stolen from the cash drawer, which was pried open with the knife used for cutting cheese. The safe was opened but nothing disturbed, the thieves, it is thought, being frightened away. Entrance to the store was gained by a back window. This is the third or fourth time this store has been robbed in a similar manner. Detectives are working on the case.

LOCAL RAILWAY ORGANIZATIONS WILL ASK FOR INCREASES EQUAL TO CHICAGO AWARD

Stated by Local Union Officials That Some Railway Heads Have Promised Similar Wages To Those To Be Paid in United States.

Local railwyamen are waiting with keen interest developments which are expected to follow the railway award made in Chicago.

Although no official communications have been received from the representatives of the Canadian organizations, who attended the conference in Chicago, or from any of the Canadian headquarters, it is regarded as absolutely certain that every railway organization represented in this city will ask for increases equal to those given and accepted in the United States. This information was received as a result of interviews with officials of many local unions.

Expect Same Increases.

For several months practically every railway union in Canada and all those with an international aspect, have been waiting or working quietly pending the outcome of the negotiations which have been carried on by the American employees. It is claimed by the local officials of several locals that the officials of their different roads promised the deputations who waited on them that the increases would be granted to correspond with the increases granted in the United States.

The president of one of the local branches of the International Brotherhood of Railway and Steamship Clerks, known throughout railway circles as the Flannery organization, stated today that P. J. Flannery, on organizing the local a few weeks ago, showed a circular signed by Grant Hall of the C. P. R. that the C. P. R. would incorporate any increase granted in the United States into the schedules paid throughout its system.

Affects the Scale.

An official of the telegraphers' organization on the G. T. R., which has been carrying on negotiations with the railroad for some time, said that Vice-President W. C. Robb of the G. T. R. assured the deputation from the organization that any decision made on the American roads would materially affect the scale paid on the G. T. R.

L. R. Menzies, an official of the International Brotherhood of Railway and Steamship Clerks, stated that the Canadian Railway Association assured the representatives of the organization that any increases granted on the Canadian roads would date back to May 1. Mr. Menzies said the officials of the union felt confident that the increases would be granted, but that they did not expect to get them without a fight.

To Open Negotiations.

Although along with the C. B. R. E. the international organizations were given an increase a little over a month ago, it will immediately open negotiations again. The last agreement was good only for one month. The officials of the C. B. R. E. are not sure that negotiations will be opened, but consider it quite probable. A meeting will be held in Toronto on Monday night next.

The Brotherhood of Railway Trainmen, which includes conductors, brakemen, baggagemen, yardmen and switchmen, is confident that the increase will come on the Canadian roads when the matter is fully settled in the United States. The officials of the union were under the impression that the Canadian roads will grant the increases without much opposition.

Joseph Corbett, who represents the Brotherhood of Canadian Carmen and G. T. R. system shop trades, stated that the organizations he represents have been carrying on negotiations for some time. They have the assurance from the Canadian Railway Association that an agreement would be drawn up on the Canadian roads immediately after a settlement is reached in the United States. He had received no official communications.

May Be Turned Down.

None of the organizations seemed to have considered the possibility of the award being turned down, and so none of the officials were prepared to say what steps would be taken by the Canadian roads of the employees of the American roads went on strike. "We are not looking that far ahead," was the general answer to the question if they would follow similar steps.

Superintendent R. McCullop, of the local division of the C. P. R., said that he knew little about the situation but what was in the papers. He did not know what steps would be taken by the men. He believed that employees of the C. P. R. were perfectly contented and knew of nobody who was dissatisfied.

Even with the increases granted on the C. P. R., it would make little difference in the operations of the road, he said. The through trains would be sent through a little faster, and everything would be done to cut down on overtime. He felt quite sure that the C. P. R. would not cut down on its staff, for every spare man was being employed to operate the road at the present time because of the increase in business.

BRITAIN NOT TO INTERFERE WITH FRANCE'S POLICY TOWARD SYRIA

Bonar Law in Answer To Question Submitted by Unionist Member Replies That Entire Issue Was Placed Before Supreme Council and France Received Mandate With Authority To Govern the Territory As She Deemed Advisable.

London, July 20.—The government was severely attacked in the House of Commons last night, when William G. A. Ormesby-Gore (Unionist) moved adjournment to call attention to the French policy in Syria, and demanded a clear declaration of the British policy regarding it. Mr. Ormesby-Gore emphasized that the moral responsibility of the British Government was deeply involved in view of specific pledges it had given in support of Arabian independence. He wanted to know whether Britain was committed to provide men and money to assist the French in asserting authority over the territory, including Aleppo and Damascus, "whose independence we guaranteed." He insisted that whatever the British policy was, it should be clearly defined to both the French and Arabs.

Andrew Bonar Law contended that the promise of Arab independence was not incompatible with the mandate, and that King Feisal of Syria had attended the conference when the mandate was given to France. Earlier in the day, replying to questions, Mr. Bonar Law had said that the French ultimatum had been submitted to the supreme council. It was not Britain's business to interfere with French action unless it violated the peace treaty of League of Nations.

Lord Hugh Cecil (Unionist) and others expressed satisfaction with the French undertaking. No action was taken on the Ormesby-Gore motion.

ARABIAN TRIBES ARE FLOCKING TO AID OF KING FEISAL

London, July 20.—Persons arriving at Cairo from Damascus emphasize the determination of the Arabs to resist a French advance, says the London Times. The tribes are reported to be flocking to the support of King Feisal and enthusiasm in Damascus is high. King Feisal is understood to be opposed to warfare, but presumably he is unable to control the people who have become wrought up over the ultimatum delivered by General Gouraud, the French commander.

The regular Syrian forces are estimated to number from twenty to forty thousand, and are under capable officers, who were trained in Europe, and have war experience.

IF PEOPLE STOP WASTING WATER RIVER SUPPLY IS NOT REQUIRED

Commissioners Will Not Go To the Thames Except Driven By Actual Necessity—No Chances Will Be Taken and Public Health Will Be Safeguarded.

"As a definite policy, the commissioners believe that they are in accord with the great mass of public sentiment when they continue to pursue a course designed to maintain a supply of spring water such as the people of London have been accustomed to enjoy."

This is the keynote of an official statement on the water situation made by the public utilities commission in the latest issue of "The Live Wire."

Investigation of the pump near Broughdale bridge will reveal at a glance the temporary and experimental nature of the installation, the article states, and adds that those who have been excited by the prospect of drinking river water would do well to look it over.

Don't Waste Water.

"The members of the public utilities commission have never favored and do not now favor recourse to the river except under pressure of the most dire necessity," the statement continues. "The people have the most powerful weapon with which to avert such a contingency: don't waste.

"By some it is claimed that the north branch of the Thames is the accumulated yield of thousands of uncontaminated and cooling springs. London needs spring water, and if that is the case the people should know about it. The one certain means of finding out is to install an experimental pump and make a practical and irrefutable test. If the water is good it is worth developing. Whatever is done will be done with the full knowledge of the people.

Official Account.

An official account of operations thus far follows:

A period of extreme heat during June resulted in sudden development of an excessive water consumption. Out of that emerges the old discussion as to London's future source of supply, and the possibility of utilizing the north branch of the River Thames.

The suspension of lawn services was the first measure taken during the

Continued on Page Three.

JAMES DARLING HAD BEST FIELD CROPS

Ailsa Craig, July 20.—The following are the winners in the standing field crop competition in fall wheat conducted by the North Middlesex Agricultural Society:

James Darling, 97 points; Dan Stewart, Argyle street, 96½; Ed. Hughes, 96; Peter McEwen, 95½; Edgar Darling, 95¼; Leitch Bros., 95; Charles Lynn, 94.

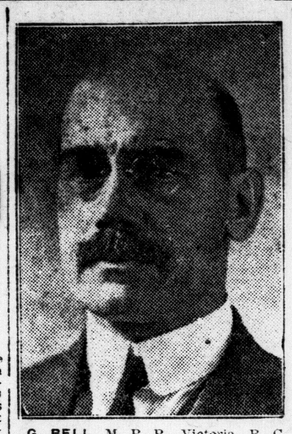
Other prize-winners in order are: McPherson Bros., George Hindmarsh, James McFarlane, Freeman Hughes, Neil McLachlan and A. D. McLean. The judging was done by W. P. Hinman of the Dominion seed branch, Ottawa.

STRIKE IS SETTLED.

London, July 20.—The strike of railwaymen and tramwaymen, in progress in Italy for several weeks, has been settled, according to a Rome dispatch to the Exchange Telegraph Company. While the extremists among the strikers are declared to be dissatisfied with the terms agreed upon, the majority of the men will resume work.

NEW PORTUGUESE CABINET.

London, July 20.—A new Portuguese cabinet of Liberals and Democrats has been formed to succeed the ministry of Antonio Maria Di Salva, which resigned early this month because of lack of parliamentary support, according to a Lisbon dispatch to the London Times.



G. BELL, M. P. P., Victoria, B. C., who is going to Britain to take part in a wide prohibition campaign.

JAPAN'S RIGHT TO NIKOLAEVSK IS NOW RECOGNIZED

Council of Allied Premiers Admit Her Authority There.

Honolulu, July 20.—The council of allied premiers at Spa has recognized Japan's right to occupy Nikolaevsk and the northern portion of the Island of Saghalien and to establish military governments in those districts to protect the lives and property of Japanese subjects from the Bolsheviki, according to information from Viscount Chinda to the Japanese Government, and conveyed here from Tokio.

Sporadic fighting has occurred between Japanese troops and Bolsheviki at Nikolaevsk, which is on the coast of Siberia, in the Province of Primorsk. Saghalien Island, off Nikolaevsk, and separated from the mainland by the Amur Gulf and the Gulf of Tartary, also has been the scene of Bolsheviki activities. The southern part of the island was ceded to Japan by Russia in accordance with the treaty of Portsmouth.

SCOTCH PICNIC AT PORT TOMORROW

Highland Dancing Will Be a Feature of Fine Program.

On Wednesday the skirl of the bagpipes will echo and re-echo through the valleys, hills and glens of Port Stanley. Everywhere mingled among the thousands that gather there the braw dresses and plaids o' the Scotch lads and lasses will be seen. All clans will be represented in their various colors of tartans and the only thing lacking will be "sprigs o' heather," to make the scene emblematical of the famous gathering on "The Braes of Marr."

The Highland dancing will be one of the big features of the day. The big seaplane H. S. 2 L., piloted by Col. W. G. Baker, V. C., D. S. O., M. C., will also perform several feats. Baby show, races and other sports will contribute to the day's enjoyment which will end with a grand display of fireworks.

Veteran Of Jutland Honored By Prince In Penitentiary

Dennis Dorlandine Member of Crew of Renown and Queen Elizabeth.

Those who were at the Grand Trunk depot last night when the eastern flyer pulled out for Toronto witnessed one of life's little ironies. Handcuffed to a man who had been sentenced to a long term in Kingston penitentiary for stealing silk, was Dennis Dorlandine, also on his way to Kingston to serve three years.

Only a few short months ago, according to Deputy Sheriff Ben Watterworth, who was in charge of the prisoners, Dorlandine was among those specially chosen as members of the crew of the British battle cruiser Renown to accompany the Prince of Wales on his trip.

The man, who is now in Kingston, was chosen to accompany the prince in partial recognition of splendid services rendered at the battle of Jutland and for good work done in the ceaseless patrol the British navy maintained in the North Sea. He was also a member of the crew of the world's greatest fighting craft, the Queen Elizabeth, and took part in the operations in Turkish waters.

According to his story, Dorlandine deserted from the Renown and made his way to this city, where he obtained employment as a hydro inspector. He was convicted of robbing a large number of local residences while making his rounds. Dorlandine blames the experiences he underwent in the North Sea for his plight today, declaring that they affected his mental condition and made him do things he would not otherwise have done.

Ernest Armstrong and John Smith, who will each serve two years in the pen for stealing silk from the store of Mihell & Gill at Strathroy and for complicity in freight car thefts, were also taken to Kingston by Deputy Sheriff Watterworth.

DEMOCRATIC COMMITTEE PLANNING CAMPAIGN

Columbus, O., July 20.—Choice of commanding officers for the Democratic battlefront and determination of major features of the campaign confronted the Democratic national committee as it assembled today for its first important business session since the San Francisco convention.

Governor Cox, the presidential nominee, and Franklin D. Roosevelt, vice-presidential candidate, were invited to the meeting.

Choice for the chairmanship of the committee lay apparently between Homer S. Cummings of Connecticut, the incumbent, and Edmund N. Moore, Ohio's committeeman and pre-convention manager for Governor Cox.

$600,000,000 IN WAGE INCREASES TO NEARLY 2,000,000 RAILWAYMEN AWARDED BY U. S. RAILWAY BOARD

Schedule of Increase Is Retroactive To May 1, 1920—The Decision of Board Grants Approximately 60 Per Cent of Amount Sought—Board in Granting the Advanced Wages Assumes That Working Conditions, Rules and Agreements Now Effective On All Lines, Will Remain in Full Force.

Chicago, July 20.—The United States Railway Board today awarded nearly 2,000,000 organized railway workers wage increases totalling $600,000,000.

The increase amounts to approximately 21 per cent of the present rates of pay.

"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 agreements in force under the authority of the United States railroad administration."

The award is retroactive to May 1 of this year.

The decision of the board grants to the railroad workers approximately 60 per cent of the billion-dollar increases which they sought.

Presidents of all the leading brotherhoods and representatives of the railroads managers were present when the decision was made public.

Schedule of Increases.

The increases follows:

Passenger Service.—Engineers and motormen, firemen, helpers, 80c per day.

Freight Service.—Engineers, firemen, helpers, $1.04 per day.

Yard Service.—Engineers, firemen, helpers, 18c per hour.

Passenger Service.—Conductors, ticket collectors, baggagemen, flagmen and brakemen, $30 per month. Suburban passenger employees, $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.—Foremen, $6.96 per day; helpers, $6.48; switch tenders, $5.04.

Hostler Service.—Outside hostlers, $6.24 per day; inside hostlers, $5.60 per day; helpers, $5.04.

The following increases were authorized for shop employees: Supervisory forces, machinists, boilermakers, blacksmiths, sheet metal workers, electrical workers, power men, molders, cupola tenders, 13c an hour; regular and helper apprentices and helpers, all classes, 13c an hour; car cleaners, 5c an hour.

Telegraphers, telephone operators, agents, towermen, levermen, tower and train directors, block operators and staff men, 10c an hour. Agents at small, non-telegraph stations, 5c an hour.

The following increases were granted maintenance of way and unskilled forces:

Construction forces, their assistants, section, track and maintenance foremen and assistants, and mechanics in these departments, 15c an hour.

Laborers employed in shops and roundhouses, 10c an hour.

Mechanics' helpers in bridge and building departments, track laborers, common laborers, bridge tenders, hoisting firemen, pumper engineers, crossing watchmen or flagmen and lamplighters and tenders, 8½c an hour.

Train dispatchers are given an increase of 15c an hour, and yardmasters and assistant yardmasters, 15c an hour.

Clerical Forces Benefit.

The following increases are added to the established rates for clerical supervisory forces: Storekeepers, chief clerks, foremen and other clerical supervisory forces, clerks with one or more years' railroad experience, train and engine crew callers, assistant station masters, train announcers, gatemen and baggage and parcel-room employees, 13c an hour.

Janitors, elevator and telephone operators, watchmen employees operating office appliances and similar work, 10c an hour.

Freight handlers or truckers, 12c an hour.

All common laborers in and around stations, storehouses and warehouses, not otherwise provided for, 8½c an hour.

Clerks of less than one year's experience, 6½c an hour.

Office boys, messengers and other employees under 18 years of age, 5c an hour.

Stationary engine and boiler-room employees were advanced 13c an hour for engineers, firemen and oilers, while water tenders and coal passers receive a 10c increase.

Makes Certain Povisions.

In the signal department, foremen, inspectors, maintainers, signalmen and their assistants, 13c an hour, helpers, 10c an hour.

The decision provides that employees in the departments named who are properly before the board and not otherwise provided for shall receive an increase equal to that established for the nearest relative class.

"The intent of this article," the decision says, "is to extend this decision to a miscellaneous class of supervisors and employees practically impossible of specific classification, and at the same time insure to them the same consideration and rate increase as provided for analogous service."

FREIGHT RATES MUST BE RAISED 18 PER CENT TO MEET INCREASES

Chicago, July 20.—An 18 per cent increase in freight rates will be necessary to meet the 21 per cent wage award granted railroad employees today, E. T. Whiler, representative of the roads in the hearing before the railway labor board, announced today.

"OUTLAW" UNIONS TO SUBMIT DECISION TO REFERENDUM VOTE

Chicago, July 20.—The new railroad unions, which called the series of strikes this spring after their members had broken away from the recognized brotherhoods, will submit the board's decision to a referendum vote of their membership, John Grunau, president of the Chicago Yardmen's Association, announced today.

BANDITS HOLD UP CASHIER AND ESCAPE WITH $10,000

New York, July 20.—Three masked bandits held up the cashier of the Borden Condensed Milk Company today in front of the company's office, on the west side, and escaped with $10,000 in cash.

ANOTHER TURKISH MINISTER RESIGNS

Constantinople, July 20.—The Sheik-ul-Islam in the Turkish cabinet, Durrizadi Abdullah Effendi, has also resigned his office because of his unwillingness to approve the signing of the peace treaty. Other cabinet resignations are expected for the same reason.

The grand vizier, Damad Nemil Pasha, however, is apparently determined to sign at any cost.

PAYSHEETS ON CANADA'S ROADS WILL INCREASE BY $40,000,000

Canadian Nationals Will Be Forced To Bear About Half of This Amount.

RAISE FREIGHT RATES

Applications To Allow Higher Transportation Charges Will Be Made to Government.

[Special to The Advertiser.]

Ottawa, July 20.—The recommendation of the railway labor board of the United States to increase the pay of two million railroad employees in that country by a total of $600,000,000, will, if put into effect, be accepted in part at least by Canadian roads, and will, it is estimated, add forty millions a year to the payrolls. Of this amount the Canadian Nationals will bear about half. The direct effect will be to force a further application for an increase in freight rates. An application for a 30 per cent increase on all Canadian roads has already been filed with the railway board here. While further increases in wages were partly anticipated in this application, it is stated that if the United States wage increase is adopted here, a further increase in freight rates over and above that now asked for will be demanded.

The officials of the railway department here have no vain illusions as to the attitude which Canadian railway employees will take, in view of the increases recommended for the United States employees. It is fully anticipated that when existing agreements expire Canadian employees will at once demand the application of the United States increases. The McAdoo award was at once accepted in Canada, and there appears to be no inclination to oppose the adoption of the award of the United States railway board, just brought down. The payroll of the Canadian National Railways increased by $18,915,552 during the twelve months ended December 31, 1919. The percentage of increase was 38 per cent. Just what the application of the new increase will bring the percentage up to is not certain, but it will be considerable. In speaking of the financial condition of the National Railways, Hon. Dr. Reid, minister of railways, had the following to say about wages: "The operating revenue of the national system, as already stated, was $93,000,000. The wage bill for the year exceeded $73,000,000, having, owing largely to the McAdoo award, jumped from $51,000,000 in 1918. In other words, out of every dollar of revenue earned 78 cents passed directly by way of wages to the employees.

GREEKS AND TURKS IN SEVERE FIGHTING IN ADRIANOPLE DISTRICT

Railway Traffic Is Held Up Along Disturbed Front.

Constantinople, July 19.—By the Associated Press.—Railway traffic has been interrupted by the fighting between the Greeks and Turks in the region of Adrianople. The Oriental Express, on its way to Paris, was held up here, while an express train in the same service on its way from Paris, and due here tonight, has been held up east of Adrianople. A mail train which started from Adrianople this morning was stopped at Cherkestiol, about 60 miles northwest of Constantinople.

Representatives of the allied powers have advised civilians to refrain from traveling.

VOTE IN RUPERT'S LAND WILL BE HELD SOME TIME IN SEPTEMBER

Winnipeg, July 20.—The deferred polling for Rupert's Land, which embraces the northwestern portion of the province, taking in the Rice Lake mining fields, Norway House and Grand Rapids, will probably take place in September, according to government officials. It has become certain during the past few weeks that it will be impossible to hold the by-election for The Pas before the last of September or the first of October.

PALESTINE SETTLERS MUST CULTIVATE LAND THEMSELVES

London, July 20.—The Jewish socialists won a victory in the Zionist conference here today, when, after three hours of tumultuous debate they forced the adoption of an amendment to the report of the colonization commission, the amendment declaring that all settlers in Palestine, with or without capital, must cultivate their lands themselves.

CANNOT GUARANTEE DELIVERY.

Berlin, July 20.—The Polish telegraph ministration announces that it cannot guarantee the delivery of messages from or to Poland, or messages intended for internal transmission, owing to the military situation.