

TWO-THIRDS OF

(Continued From Page One.)

BYRAM, president of the Chicago, Milwaukee and St. Paul Railroad. "The railroad is in good faith asked for and expected that the reduction of wages equivalent to an advance which it granted on July 20, 1920. That advance proved to be run at the rate of \$80,000,000 a year when the business was averaging about 20 per cent.

ONLY TAKE AWAY HALF. "The reduction authorized by the labor board to be made on July 1 is just one-half of this sum."

S. M. Felton, president of the Chicago Great Western Railway, declared the railroad believed that the reduction in the cost of living and in wages in other industries would justify a larger reduction of railway wages than the advance granted last summer and that the financial condition of the railroad demanded it.

ORDERED WAGE REDUCTIONS ARE RESULT OF COMBINED HEARINGS

Chicago, June 1.—Wage reductions ordered by the Railroad Labor Board resulting from a combined hearing involving 104 railroads which filed petitions to cut the wages of one or more classes of employees. The hearing began on April 18 and the labor and railroad representatives were each present one week to present their cases. The final date for submitting evidence was set for May 15, and the board has been at work on the cases ever since that date.

Reduction in the wages of laborers in other industries and the declining cost of living were set forth by the railroads as the basis of their plea for lower wage scales. The winter slump in business materially hastened action in the endeavor to cut down the country's railroad pay roll and many railroad officials declared before the board that their roads would be in the hands of receivers unless immediate relief was provided.

BEGIN IN FEBRUARY.

The campaign for lower wages was begun in February when Brig. Gen. W. W. Atterbury, vice-president of the Pennsylvania Lines, first demanded the right to hire unskilled labor at the rate prevailing in each road's territory. General Atterbury brought his demand to the board during the hearing on rules and working conditions, which the board then disposed of.

At the same time, General Atterbury demanded immediate abrogation of the national ship crafts agreements, which he declared, would further reduce the railroads' labor bill by \$300,000,000.

The board, however, took no action on the demands at that time and it was not until the following month that the wage cases came to the board's attention. The Erie Railroad and the New York Central Lines then took steps toward a reduction by presenting the matter to their employees. No agreement was reached, however, and the disputes finally reach the labor board.

DEFERRED IMMEDIATE CUTS.

Following their hearings, the Erie, which had already put a reduction in force, was ordered by the board to restore the former rates and the New York Central was denied permission to make an immediate reduction, pending a hearing of the merits of the dispute. Defeat of the efforts of both roads is referred to the Labor Board, which is to be a deluge of cases which will be poured into the board's office. Realizing the futility of attempting a separate hearing on each dispute, the board combined all the cases for the hearing which resulted in today's decision.

After only one-day's deliberation, the board made public a resolution on May 27 stating that present conditions justified a readjustment downward and that a new wage scale would be based on or about June 1, to be effective July 1. The decision, however, is not as comprehensive as that which granted the \$600,000,000 wage increase to railway workers on July 20, 1920. Reductions under today's decision will be effective only for the classes of employees named by the railroads which filed disputes prior to April 15 and which appeared in the hearing beginning on that date. The increase last year affected all so-called Class I roads, including nearly 60 of the larger rail systems of the country.

TWO PRETTY HATS FOR SUMMER WEAR



Pictured here are two very becoming hats for summer wear. The one is designed for the popular dotted Swiss frock of the present vogue. It can be made of material to match the frock. This one is red dotted in white. A bow of crisp white organdy is the only trimming. The dark hat, on top, is of navy satin. It is a small suit hat trimmed with long, white feathers, which go off at a dashing angle from the crown.

NEW HEARING JUNE 6.

A new hearing will be begun June 6 to include all disputes filed with the board between April 18 and June 6, and a speedy decision is anticipated in the new case, members of the board stating that today's decision would set a precedent for subsequent decisions.

Under the Transportation Act, seven factors are prescribed for consideration in determining "just and reasonable wages" of railway employees. The board's wage increase decision declared all these factors had been given consideration and that the rates established were considered just and reasonable. The decision at that time said:

"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 education, and yet to remember that no class of Americans should receive preferred 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. It is hoped that the present decision, which adds substantial amounts to present wages, will be felt to be just and equitable under all circumstances and railroad service will accordingly render the best service of which they are capable. If they will do this, it is believed the American people will receive benefits far outweighing the cost of the increases."

Easing their argument upon the board's declaration that wages as established by this decision were just and reasonable in July, 1920, the railroads presented a volume of testimony to show that living costs had declined and that wages in outside industries had dropped. The railroad representatives declared wages should be cut in proportion.

The employees, while giving figures combating the railroads' argument of lower wages and cost of living, made their main plea on the principle of the living wage. "The labor men declared railway workers were underpaid and attempted to set up so-called 'living wage' budgets to substantiate their fight against any reductions."

FIFTEEN ORGANIZATIONS.

Fifteen labor organizations, including the Big Four brotherhoods, together with the affiliated members of the Railway Employees' Department, American Federation of Labor, represented the employees involved in the present

case. All of the roads asked reduction of the common labor wage scale and numerous carriers asked reductions in several other classes, a few of the roads filing petitions for reductions of wages of every employe.

The following are the 104 roads: St. Louis-San Francisco, Chicago Great Western, Denver & Salt Lake, Boston & Albany, Boston Terminal, Pittsburg & Lake Erie, Lake Erie & Eastern, Delaware, Lackawanna & Western, Lehigh Valley, Rutland, Gulf Coast Lines, Houston Belt & Terminal, Buffalo, Rochester & Pittsburg, Toledo & Ohio Central, Zanesville & Western, Kanawha & Michigan, Kanawha & West Virginia, Staten Island Rapid Transit, Atchison, Topeka & Santa Fe, Gulf, Colorado & Santa Fe, Beaumont, Wharf & Terminal, Ann Arbor, New York, New Haven & Hartford, Central New England, Erie and subsidiaries, Central Union Depot & Railway of Cincinnati, Lehigh & New England, Chicago & Northwestern, Indiana Harbor Belt, New York Central, Maine Central, Portland Terminal, Cleveland, Cincinnati, Chicago & St. Louis and subsidiaries; Chicago, Peoria & St. Louis, Southern Pacific Co., Southern Pacific Lines in Texas and Louisiana, Grand Trunk West; Chicago, Burlington & Quincy, Illinois Central and subsidiaries, Chicago, Rock Island & Pacific; Chicago, Rock Island & Gulf; Central of New Jersey, Cincinnati, Indianapolis & Western, Boston & Maine; New York, Ontario & Western; Chicago, Indianapolis & Louisville; Texas Midland, Detroit Terminal, Monongahela, Great Northern, Buffalo & Susquehanna, Philadelphia & Reading and subsidiaries, Norfolk & Western, Northern Pacific, Minneapolis & St. Louis, Michigan Central, Nashville, Chattanooga & St. Louis, Bangor & Aroostook, Union Pacific, St. Joseph & Grand Island, Oregon Short Line, Oregon, Washington Railroad and Navigation Co., Hocking Valley, Pittsburg & West Virginia West Side Belt; Minnesota, St. Paul & Salt Ste. Marie; Duluth South Shore, Mineral Range, Minnesota & International, Big Fork & International Falls, Chicago & Eastern Illinois; Chicago, Milwaukee & St. Paul; Wabash; Missouri, Kansas & Texas; Wichita Falls & Northwestern; Missouri, Kansas & Texas of Texas; Belt Railway of Chicago, Baltimore & Ohio Chicago Terminal, Baltimore & Ohio; Baltimore, Chesapeake & Atlantic; Maryland, Delaware & Virginia; Central Vermont, Chesapeake & Ohio, Chicago & Western Indiana, Chicago Junction

Railway, Denver & Rio Grande, El Paso & Southwestern, Fort Worth & Denver City, Wichita Valley, International Great Northern, Indianapolis Union, Kansas City Terminal, Kansas City Southern, Los Angeles & Salt Lake, Lake Erie & Western, Fort Wayne, Cincinnati & Louisville, Long Island, Great Northern, Nashville, Missouri Pacific, Northwestern Pacific, Pennsylvania Lines, Pere Marquette, Tennessee Central, Western Maryland, Western Pacific.

DOG WHICH BIT BOY WAS RABID

Charles Caldwell of Avondale Avenue is Taking Pasteur Treatment.

A dog which last Sunday bit Charles Caldwell, son of Mrs. T. E. Caldwell, of 1904 Avondale avenue, has been pronounced mad by the state laboratory of hygiene following an examination of the dog's head. Young Caldwell will begin treatment for the bite Thursday.

The head of the dog was turned over to Dr. W. A. McPhaul, city health officer, Monday and was sent by him to the state laboratory. He received notice that the dog had rabies Wednesday morning.

The head of a large bull dog, which last Thursday bit James Kesterson, son of J. William Kesterson, of 914 East Third street, was sent to Raleigh Tuesday to be examined. It was not believed for a time that the dog was mad and the owner protested orders to kill it. Later developing signs of madness policemen were called upon to put an end to its life, however. Young Kesterson is now undergoing treatment.

Young Caldwell was bitten near the knee of the left leg as he was walking on the sidewalk near his home last Sunday afternoon. The dog also attacked Dr. B. J. Witherspoon, grabbing at his foot. The bite of the dog did not penetrate Dr. Witherspoon's shoe, however.

Around a dozen people have been bitten by mad dogs in Charlotte and the county within the last four months, one death having resulted owing to a delay in administering treatment. The health department has warned people to be on the lookout for mad dogs as the large number of the animals apparently at large is causing uneasiness among officials.

The son of a Mr. Alexander of the county, was bitten last week and is now undergoing treatment for mad dog bite. The animal was killed at the time but it showed such conclusive signs of having the rabies that no examination was called for from the state laboratory.

SIXTY-TWO DEATHS REPORTED FOR MAY

One hundred and six births and sixty-two deaths were reported to the city health department during May, according to vital statistics compiled Wednesday. Fourteen deaths were reported during the month were non-residents who came here for treatment.

Tuberculosis claimed eight lives, and pneumonia six. Six deaths from pneumonia during May is unusual, it was stated at the health department. Causes of other deaths included: external causes; heart diseases; other diseases of the respiratory system; diseases of the nervous system; cancer.

The deaths according to ages were given as follows: under 1 year, 6; 1 to 2 years, 4; 2 to 3 years, 2; 3 to 4 years, 1; 4 to 5 years, 2; 5 to 6 years, 1; 6 to 7 years, 1; 7 to 8 years, 1; 8 to 9 years, 1; 9 to 10 years, 1; 10 to 11 years, 1; 11 to 12 years, 1; 12 to 13 years, 1; 13 to 14 years, 1; 14 to 15 years, 1; 15 to 16 years, 1; 16 to 17 years, 1; 17 to 18 years, 1; 18 to 19 years, 1; 19 to 20 years, 1; 20 to 21 years, 1; 21 to 22 years, 1; 22 to 23 years, 1; 23 to 24 years, 1; 24 to 25 years, 1; 25 to 26 years, 1; 26 to 27 years, 1; 27 to 28 years, 1; 28 to 29 years, 1; 29 to 30 years, 1; 30 to 31 years, 1; 31 to 32 years, 1; 32 to 33 years, 1; 33 to 34 years, 1; 34 to 35 years, 1; 35 to 36 years, 1; 36 to 37 years, 1; 37 to 38 years, 1; 38 to 39 years, 1; 39 to 40 years, 1; 40 to 41 years, 1; 41 to 42 years, 1; 42 to 43 years, 1; 43 to 44 years, 1; 44 to 45 years, 1; 45 to 46 years, 1; 46 to 47 years, 1; 47 to 48 years, 1; 48 to 49 years, 1; 49 to 50 years, 1; 50 to 51 years, 1; 51 to 52 years, 1; 52 to 53 years, 1; 53 to 54 years, 1; 54 to 55 years, 1; 55 to 56 years, 1; 56 to 57 years, 1; 57 to 58 years, 1; 58 to 59 years, 1; 59 to 60 years, 1; 60 to 61 years, 1; 61 to 62 years, 1; 62 to 63 years, 1; 63 to 64 years, 1; 64 to 65 years, 1; 65 to 66 years, 1; 66 to 67 years, 1; 67 to 68 years, 1; 68 to 69 years, 1; 69 to 70 years, 1; 70 to 71 years, 1; 71 to 72 years, 1; 72 to 73 years, 1; 73 to 74 years, 1; 74 to 75 years, 1; 75 to 76 years, 1; 76 to 77 years, 1; 77 to 78 years, 1; 78 to 79 years, 1; 79 to 80 years, 1; 80 to 81 years, 1; 81 to 82 years, 1; 82 to 83 years, 1; 83 to 84 years, 1; 84 to 85 years, 1; 85 to 86 years, 1; 86 to 87 years, 1; 87 to 88 years, 1; 88 to 89 years, 1; 89 to 90 years, 1; 90 to 91 years, 1; 91 to 92 years, 1; 92 to 93 years, 1; 93 to 94 years, 1; 94 to 95 years, 1; 95 to 96 years, 1; 96 to 97 years, 1; 97 to 98 years, 1; 98 to 99 years, 1; 99 to 100 years, 1.

The records show that more people died between the ages of 20 and 39 years than of any other period of years, 11 deaths having been reported. The greatest number of deaths do not occur between these ages, Dr. W. A. McPhaul said, but for sometime past the department has received a big report of deaths among people from 20 to 30. Of the 62 people dying, 29 were males and 33 females.

GRISSOM WILL SOON GET APPOINTMENT

By PARKER ANDERSON. Copyright 1921, by News Publishing Co. Washington, June 1.—Commissioner Blair said today that he expects to make a recommendation for collector of internal revenue for North Carolina either the latter part of this or the early part of next week. Gilliam Grissom, it is said, will be named for the place. The commissioner expects to see President Harding this afternoon when he will discuss Federal appointments with the chief executive. As soon as this conference is over, the commissioner will begin to reorganize the entire department.

TO BE PERSHING'S RIGHT-HAND MAN



Maj. Gen. James G. Harbord. Maj. Gen. James G. Harbord has been chosen as chief executive officer to General Pershing, who on July 1 will become chief of staff of the U. S. army.

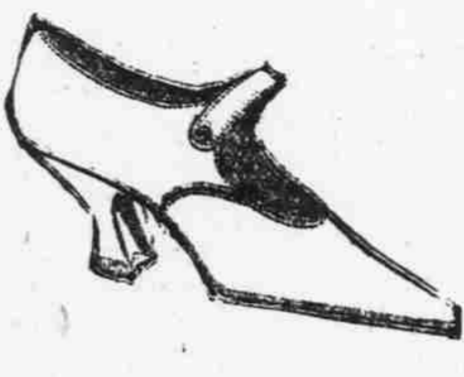
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Rousing June Bargains In Shoes at EFIRD'S

Efird's Big Shoes Selling Event Thursday-Friday-Saturday

If you don't want to pay from seven to twelve dollars for Shoes don't do it. Get them at Efird's for half that and less, all new styles and stock. Every pair guaranteed satisfactory or your money back.

Here they are. Pick out the ones you want, then come and look them over.



Some of the Women's Bargains Offered

- Ladies' \$8 and \$10 grey buck 2-strap and buckles, or plain strap Pump, military or baby Louis heel. Special in this sale at \$4.85
Ladies' \$10 and \$12.50 Brown Kid Oxfords, military and Cuban heels, plain and perforated tips. Special for this sale at \$7.45
Ladies' Black Kid Oxfords and Pumps, all lasts and styles, values up to \$12.50, Special in this sale at \$6.85
All Ladies' \$7.50 to \$10.00 Brown and Black Kid Pumps and Oxfords, all styles, now reduced to \$4.98
For \$3.98 the biggest and best values offered in North Carolina in Ladies' Oxfords. Let us prove it. Remember, the price just \$3.98
Ladies' \$8 and \$10 grey buck 2-strap and buckles, or plain strap Pump, military or baby Louis heel. Special in this sale at \$4.85
Ladies' Black and Tan Oxfords and Strap Pumps, all sizes, values up to \$5.00. Special for this sale at \$2.98 \$3.48
Ladies' Congress and 1-strap House Shoes. Cushion inner sole and rubber heels. Special sale prices. \$1.98 and \$2.48
Ladies' Genuine White Reignskin Oxfords, military and Cuban heels, absolutely the best values up to \$7.50. Sale price \$4.98 and \$5.48
Ladies' sport Oxfords, Brown and White and Black and White. Some beauties and the cheapest in town. Special sale price \$5.48
Ladies' Sport Pumps, white, one-strap with brown trimming. A good \$10.00 value. Sale price \$7.45
Men's \$3.50 Ventilated Oxfords, all sizes 6 to 11. Special sale price. \$1.98



Some of the Bargains for Men and Boys

- The well known Kneeland and Reynolds Oxfords for men. Values up to \$12.50, all styles and lasts. Special for this sale at \$7.45
Efird's Special Pullman Oxfords for men. We offer you this shoe with the confidence that it can't be beat at the price. Special sale price \$5.98
Efird's famous Tuxedo Oxfords in brown and black kid and calf leathers, English and blucher styles. Special sale price only \$4.98
Men's Brown Calf Brogue and Saddle strap Oxfords, absolutely all solid, a \$7.50 value. Efird's sale price \$4.85
SOME OF THE MISSES AND CHILDREN'S BARGAINS OFFERED
Misses and Growing Girls' Patent leather and Brown Calf Mary Janes, sizes 2 1/2 to 7. Special sale price \$2.98
Sizes 12 1/2 to 2. Price \$2.48
Growing Girls' Patent Mary Janes, sizes 2 1/2 to 7, a good \$3.50 value. Sale price \$2.48
Misses Black Kneeland patent Mary Janes, sizes 8 1/2 to 2, a good \$3.50 value. Special for this sale only \$2.48
500 pairs of Children's Sandals and Mary Jane Pumps, all sizes from 5 to 2. Special for while they last in this sale at only \$1.24
The famous E. C. Skuffer Play Oxford, absolutely the best. Ask the kiddies about them, they all know.
Sizes 3 to 8, price \$1.75
Sizes 8 1/2 to 2, price \$1.98
Sizes 2 1/2 to 7, price \$2.48
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Men's E. C. Skuffer Oxfords, with or without ventilation, a good \$5.00 value. Sale price \$3.48
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