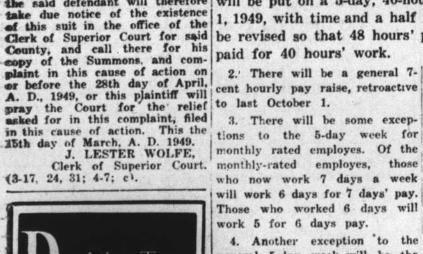
State of North Carolina, County of Mecklenburg. Loraine Brown Hamilton, Plaintiff, vs. John William Hamil-ton, Defendant.

defendant above named will take notice that a suit for an absolute divorce has been instituted in this Court upon this the 15th day of March, A. D., 1949; that because of the return of the High Sheriff to the effect that the defendant is not to be found in the above named County, and the affidavit made by the plaintiff to the effect that the in the State of Norh Carolina; the said defendant will therefore take due notice of the existence plaint in this cause of action on or before the 28th day of April, A. D., 1949, or this plaintiff will



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Final Accord Reached In Rail Dispute: Unions Benefit -

By DAN SMYTH,

Chicago Correspondent For AFL News Service

Chicago.—The long dispute between the hation's major railroads and 16 unions of 1,000,000 nonoperating employes priation for the Bureau of Printhas ended with a signed agreement. The results:

1. For the first time, the railroad industry generally of the \$15 million voted by the will be put on a 5-day, 40-hour week, beginning September House. 1, 1949, with time and a half for overtime. Wage rates will of this suit in the office of the 1, 1949, with time and a half for overtime. Wage rates will 'The amount provided in the Clerk of Superior Court for said be revised so that 48 hours' pay at the going rate will be House bill will wipe out our re-

2. There will be a general 7-

3. There will be some excepmonthly rated employes. Of the Clerk of Superior Court, monthly-rated employes, those who now work 7 days a week who won't, nearly all will have will work 6 days for 7 days' pay. Those who worked 6 days will work 5 for 6 days pay.

> 4. Another exception to the general 5-day week will be the yardmasters. They will remain



cent hourly pay raise, retroactive on a 48-hour week, but will receive a pay raise of 10 cents an

> hour instead of 7 cents. 5. Most of the 1,000,000 workers involved will work a Mondaythrough-Friday week. Of those consecutive days off, other than Saturday and Sunday. Only about 50,000 employes permitted to accumulate days off to be taken consecutively later.

> The settlement ended 11 months fact-finding board appointed by President Truman sat three board and twice later, as medireport.

Signing of the final agreement ended a historic session in the Union Station between representaives of the carriers and the union committee, headed by George Leighty, president of the Order of Railroad Telegraphers.

It began at 9:30 a. m. March 19 and ended at 7 a. m., March 20. Leighty said the settlement brings to a successful conclusion the most momentous wage and hour movement in railroad history, or, for that matter, in the history of American industry."

The carriers' representatives estimated the reduction in the work-week, superimposed on he retroactive wage increase, would result in an over-all average increase in wage rates per hour of about 25.9 per cent.

Railroad unions have been trying to win the 40-hour week since 1938 when the Fair Labor Standards Act gave it to all other industries in interstate commerce.

The fact-finding board recomnended the 40-hour week and the retroactive 7-cent raise in a report to President Truman on December 17. But a new dispute then arose over the methods to be used in putting the 40-hour week into effect.

The railroads contended the board's recommendation would allow them to stretch the 40 hours work per week over 6 or 7 days without payment of premium pay. The board reassembeled as a mediation board and issued a clarification, explaining the report had meant employes should have two days' rest each week, and the days off should be consecutive so far as possible. Still other points of dispute arose, which were settled by sub-

mitting the issues again to the board for arbitration. After the board's third formal decision, the only issues remaining were the yardmasters' work-week and the work-week of monthly-rated employes. Those issues were settled by negotiation.

Leigthy said the agreement could have been reached two months earlier if the railroads had accepted the board's original report wholeheartedly, in spirit as in letter.

GALVIN TAKES OATH (Continued From Page 1)

American Federation of Labor. who was accompanied to the ceremony by George Meany, AFL secretary--treasurer.

In a 3-minute talk to those attending the ceremony, Galvin said that he came to the Department of Labor expecting and prepared to work hard, many hours a day and, if necessary, ? days a week. He would strive constantly, he pledged, to forward the legitimate functions of the Department of Labor. Prominent among these he listed the promotion of co-operaion between employers anl labor unions.

Galvin is a former Boston attorney and wartime Operations Chief of General George S. Patton, Jr.'s 6th Armored Division. He also served as Patton's Intelligence Chief for 15 months with the same Division. With General Patton's forces he earned 5 battle stars for action at Bastogne, Normandy, Rhineland, Germany, and northern France. He was awarded 10 decorations and

U. S. IS ALSO RUNNING

LOW ON CURRENCY Washington-Just like a lot of ordinary folk, the government is running low on currency. Bills being turned in as unfit

for circulation are running ahead of new production. . Secretary of the Treasury Sny.

der told a Senate appropriations suncommittee about it today.

He asked a \$17 million approing and Engraving for the fis-

'The amount provided in the serve stock completely and leave us in the position of being ounable to supply new currency to balance redemptions," Snyder tes-

MILLIONTH AUTO

HAS BEEN COMPLETED Detroit. - The auto industry took just 12 weeks to build its first million cars this year. The first million passenger cars were completed today. The second million probably wil come in 11 weeks despite the uncertainties of negotiating, during which a about retail demand. There are few uncertainties about production planning. The industry has times, first as an investigating a heavy field stock of passengers cars but it appears headed into ators, to clarify its own original one of the biggest production periods of its history.

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(Continued From Page 1) tional disputes and certain un- and provide means for meeting justifiable secondary boycotts, re- national emergencies in vital in-

WRIGHT SAYS NEW DEAL establish the Conciliation Service in the Department of Labor, prowide means for the settlement of ship and panel structure, enable disputes arising out of the interthe NLRB to deal with jurisme- pretation of existing contracts

dustries which affect the public in-

"We are going to win the fight for repeal of the Taft-Hartley Act and return of the Conciliation Service," Wright added.



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