

NOTICE
State of North Carolina,
County of Mecklenburg.
Lorraine Brown Hamilton, Plain-
tiff, vs. John William Hamil-
ton, Defendant.

The 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 said defendant is not to be found in the State of North Carolina, the said defendant will therefore take due notice of the existence of this suit in the office of the Clerk of Superior Court for said County, and call there for his copy of the Summons, and complaint in this cause of action on or before the 28th day of April, A. D., 1949, or this plaintiff will pray the Court for the relief asked for in this complaint, filed in this cause of action. This the 15th day of March, A. D. 1949.
J. LESTER WOLFE,
Clerk of Superior Court.
(3-17, 24, 31; 4-7; c).

Final Accord Reached In Rail Dispute; Unions Benefit

By DAN SMYTH,

Chicago Correspondent For AFL News Service

Chicago.—The long dispute between the nation's major railroads and 16 unions of 1,000,000 nonoperating employees has ended with a signed agreement. The results:

1. For the first time, the railroad industry generally will be put on a 5-day, 40-hour week, beginning September 1, 1949, with time and a half for overtime. Wage rates will be revised so that 48 hours' pay at the going rate will be paid for 40 hours' work.
2. There will be a general 7-cent hourly pay raise, retroactive to last October 1.
3. There will be some exceptions to the 5-day week for monthly rated employees. Of the monthly-rated employees, those who now work 7 days a week 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

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 Monday-through-Friday week. Of those who won't, nearly all will have consecutive days off, other than Saturday and Sunday. Only about 50,000 employees permitted to accumulate days off to be taken consecutively later.

The settlement ended 11 months of negotiating, during which a fact-finding board appointed by President Truman sat three times, first as an investigating board and twice later, as mediators, to clarify its own original report.

Signing of the final agreement ended a historic session in the Union Station between representatives 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 the 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 recommended 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 reassembled as a mediation board and issued a clarification, explaining the report had meant employees 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 submitting 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 employees. Those issues were settled by negotiation.

Leighty 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, 7 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-operation between employers and 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 ribbons.

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 Snyder told a Senate appropriations subcommittee about it today.

He asked a \$17 million appropriation for the Bureau of Printing and Engraving for the fiscal year starting July 1, instead of the \$15 million voted by the House.

"The amount provided in the House bill will wipe out our reserve stock completely and leave us in the position of being unable to supply new currency to balance redemptions," Snyder testified.

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 will come in 11 weeks despite the uncertainties about retail demand. There are few uncertainties about production planning. The industry has a heavy field stock of passenger cars but it appears headed into one of the biggest production periods of its history.

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WRIGHT SAYS NEW DEAL

(Continued From Page 1)
ship and panel structure, enable the NLRB to deal with jurisdictional disputes and certain unjustifiable secondary boycotts, re-

establish the Conciliation Service in the Department of Labor, provide means for the settlement of disputes arising out of the interpretation of existing contracts and provide means for meeting national emergencies in vital in-

dustries which affect the public interest.

"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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