

ALL MERCHANDISE
ADVERTISED IN THE
TRIBUNE IS GUARANTEED

Tribune

First to Last—the Truth: News—Editorials—Advertisements

THE WEATHER
Fair to-day and probably to-morrow;
gentle, shifting winds.
Full report on last page.

VOL. LXXX No. 26,911

(Copyright, 1920,
New York Tribune Inc.)

WEDNESDAY, JULY 21, 1920

TWO CENTS
In Greater New York
THREE CENTS
Within 200 Miles
FOUR CENTS
Elsewhere

Shamrock Wins Second Race by 2 Minutes 26 Seconds; Challenger, With Freak Jib, Holds Lead Over Resolute

Rail Unions Talk Strike, Despite 600 Million Raise

Heads of Brotherhoods Will Determine To-day Whether to Call for Referendum of Men

18 P. C. Increase in Freight Rate Asked

New Insurgent Unions in Last April's Strikes Do Not Share Award Made to Eighteen Groups

CHICAGO, July 20 (By The Associated Press).—Whether the specter of a nation-wide rail strike has been laid by the \$600,000,000 wage increase granted to-day to more than 1,800,000 railroad employees remained undecided to-night.

Brotherhood officials, after all-day conferences, made no attempt to conceal their disappointment that they did not get all of the billion-dollar increase they had asked. The belief grew, however, in the absence of any talk of an immediate strike, that the union officials would submit the award, probably without recommendation, to a referendum of the men.

A decision on this point was promised to-morrow by W. G. Lee, of Cleveland, grand president of the Brotherhood of Railway Trainmen.

Railroad representatives accepted the award philosophically, and immediately set about plans for passing the \$600,000,000 addition to their wage budget along to the ultimate consumer, in this case the man who pays the freight.

Roads Ask Rate Advance

Armed with advance knowledge as to what the award would provide, the railroads had their figures ready. Judge R. M. Barton, chairman of the Railroad Labor Board, had hardly handed down its decision when E. T. White, representing the more than 400 carriers involved, announced that the roads would need an increase of 18 per cent in freight rates to meet the wage boost. The Interstate Commerce Commission will be asked to spread the increase over both freight and passenger rates.

The \$600,000,000 award represents a 21 per cent increase in the pay of the railroad men. For the first time in history the railroad pay rolls this year will pass the three billion dollar mark. Mr. White estimated the 1920 pay roll at \$68,776,394 paid in 1916.

The board's award was made retroactive to May 1, with provision that back pay for three months falls due August 1, when \$150,000,000 is to be distributed in addition to the regular pay. The conductors, engineers, firemen and helpers who received an hourly increase of 13 cents, will get the biggest back pay checks, their three months' award totaling \$110.16.

Percentages Are Uneven

In its decision the board followed the long general policy laid down by the Lane Commission, appointed in 1918, that the man who received the least should get the most. On a percentage basis the biggest increases went to the unskilled and semi-skilled labor, while the conductors, engineers and shop crafts, the so-called "aristocracy of the road," received smaller percentages.

The one notable exception to this general rule was the year's service men, whose 18 cents an hour increase topped all others. Here, the board explained, the deciding factors were the extreme hazard to life and limb and degree of skill required.

To-day's award, if it is accepted by the men, will bring to a close, at least for the present, the board believes, the seemingly endless cycle of wage demands from the railway workers. Starting with the demands of 1916, which were met for a time by passage of the Adamson law, there has been an almost continuous procession of rail unions before various government boards and commissions, all demanding changes in pay.

U. S. Had Asked Trade

When the government took control of the roads in December, 1917, it found pending requests from many unions for more money. The Lane Commission responded with a graduated scale ranging from a 45 per cent increase for the poorest paid men to nothing for those getting above \$249 a month. A series of adjustments followed. Less than a year later, in January, 1919, Director General McAdoo received a request from the shop crafts asking that he add another \$800,000,000 to the wage budget to meet the rising cost of living. The request hung fire for many months. In August of last year President Wilson appealed to the men to wait and give the government a chance to reduce the cost of living. They waited until this year, then pressed their requests again.

Again the matter was deferred, as Federal control of the roads was about to end. In February Congress passed the Adamson law.

YACHT RACES: STR. PLYMOUTH MAKES the trip each race, see advt.—Adv't.

Pennsylvania Road Accepts Wage Award

PHILADELPHIA, July 20.—It was announced by the Pennsylvania Railroad to-day that "in accordance with the transportation act of 1920, creating the Railroad Labor Board, the Pennsylvania Railroad will stand by the award. It will, however, in accordance with that same act, expect the Interstate Commerce Commission to take this wage increase into consideration in deciding pending rate cases so that the railroads may be enabled to meet such increase."

Roads to Ask 1/2 Cent a Mile Fare Increase

Same Raise on Pullman Tickets Also Will Be Sought to Meet Big Wage Award to Employees

Would Levy Baggage Tax

Railroad Executives Will Go Before I. C. C. at Once; Quick Ruling Expected

From The Tribune's Washington Bureau

WASHINGTON, July 20.—Railroad executives will ask the Interstate Commerce Commission to increase passenger fares one-half a cent a mile to provide a part of the funds needed to meet higher wage costs.

The railroads are confronted with the necessity of raising \$600,000,000 a year as a result of the award of the Railroad Labor Board in Chicago, announced to-day. The executives, it is understood, believe that not more than half this amount should come from freight rate increases.

Passenger fares, at three cents a mile now yield approximately \$1,200,000,000 annually. An increase of half a cent a mile would add \$200,000,000 to this amount.

Another hundred million would be derived from other sources. A surtax of half a cent a mile on Pullman travel, it is estimated, would produce \$50,000,000. Higher commutation rates, baggage charges, higher express rates and other sources, it is figured, can be made to produce \$50,000,000 more.

That would leave \$300,000,000 to come from freight rates, and would mean an increase of approximately 9 per cent. This would be in addition to the requests for rate increases now pending before the Interstate Commerce Commission. The Eastern and Southern roads are asking 20 per cent and the Western roads 25 per cent.

The executives are planning to go before the commission as soon as possible. They are now determining just how the award will be applied to the Board applies to the roads in the different territories.

Law Is Mandatory

The transportation act stipulates the commission shall fix rates at a point to yield 5 1/2 per cent, or more, on the value of the railroads. The law is mandatory in its direction that increased labor costs shall be met by an adjustment of rates.

It is expected the commission will hand down its decision on the requests now pending, as well as for those to be made as a result of wage increases, at the same time. The Federal guaranty of pre-war income expires September 1, by which date it is expected higher rates will be in effect to prevent further operating deficits.

Mother and Child Perish in Flames

Two Other Children Die After Being Rescued in Jersey City Blaze

Fire overwhelmed Mrs. Piaseda Polski and her three small children as they slept last night in the three-story frame house at 611 Summit Avenue, Jersey City. The mother and one of the children were burned to death as they lay in bed. The other two were rescued by firemen, but died shortly after reaching City Hospital.

The woman's husband keeps a saloon on the first floor of the building. It is there that the blaze started. It is said that it was caused by an explosion of alcohol.

By the time the engines arrived the flames, rushing up to the second floor, had driven out seven persons who had been slumbering. Mrs. Polski and her children had not appeared. Firemen at the risk of their lives ventured into the furnace and brought out a little girl, about three, whose first name is not known, and a baby boy, about a year old. They were dying even then and succumbed only a few minutes after the ambulance reached the hospital.

Polski, who was in the saloon when the explosion occurred, made his escape. The body of his wife and his oldest daughter, Leokadya, ten, were found in the ruins.

The burning house is near the Five Corners, a traffic center, and the crowd that gathered taxed the patience and strength of the reserves to keep them in order. Only one alarm was turned in. The blaze was confined to the single building.

Republicans Raising Huge Sum, Says Cox

Declares Size of Fund To Be Used Against Him Will "Stagger Sensibilities of Nation"

Pledges His Party To an Accounting

George H. White Chosen as National Chairman to Succeed Cummings

COLUMBUS, Ohio, July 20.—Charges that the Republicans were raising a campaign fund "sufficient to stagger the sensibilities of the nation" were made to-night by Governor James M. Cox in an address to the Democratic National Committee, which perfected organization for the campaign.

The Democrats, Governor Cox declared, will insist upon continuance of the Senatorial investigation of campaign collections and expenditures and also will make frequent and detailed accountings of their finances.

The Democratic platform, he declared, is "a promissory note" which will be paid in full. He closed his address with a prediction of a November victory.

White Named Chairman

Governor Cox's address, together with brief supporting remarks by Franklin D. Roosevelt, his running mate, followed the election of George H. White, former Representative of Marietta, Ohio, as chairman of the Democratic National Committee and manager of the party campaign.

He succeeded Homer S. Cummings, of Connecticut, who has served for eighteen months and who desired to be relieved for other campaign duty. Mr. White was chosen after Edmond H. Moore, Ohio national committeeman, had declined the chairmanship because of personal reasons and made possible Mr. White's election by resigning from the committee and giving way to him.

Much of the campaign details were left to Chairman White. He was authorized to appoint a special campaign sub-committee, probably of fifteen members, and to arrange other details. The committee did not fix the dates for notifying Governor Cox and Mr. Roosevelt of their election, but left the candidates and the new chairman tentatively chose Saturday, August 7, for that of Governor Cox at his home, Trails End, at Dayton. The following Monday, August 9, was selected for similar ceremonies for Mr. Roosevelt at his home at Hyde Park, N. Y.

Governor Cox's statements regarding Republican campaign funds and his pledge of Democratic conduct were made in a half-hour address upon the retirement of former Chairman Cummings and the induction of Chairman White.

British Warn Soviet to End Drive at Once

New Note Threatens to Stop Trade Negotiations Unless Poles Get an Immediate Armistice

Cabinet in Long Session

Denial Made That Soviet Message Flouted Allies for Their Ultimatum

LONDON, July 20.—The British government's reply to the note of Georg Tchitcherin, Russian Soviet Foreign Minister, regarding an armistice with Poland, will be dispatched to-night.

It intimates that if the Russians advance further into Poland all negotiations for trade between Great Britain and Russia will be broken off.

From The Tribune's European Bureau

COPYRIGHT, 1920, NEW YORK TRIBUNE INC.

LONDON, July 20.—The Cabinet held a long session to-day to consider the Russian reply to the note suggesting an armistice with Poland. The Downing Street government is much annoyed by the interpretation placed on the Soviet's reply by the Northcliffe press and has declared unofficially it was inaccurate to say that the Bolsheviks had flouted the British.

As reported previously in these dispatches, the Foreign Office considers that the reply amounts to an acceptance of the principles outlined by Premier Lloyd George.

It was the intention to publish the reply to-day, but late this afternoon another Cabinet meeting was called and Andrew Bonar Law's contemplated statement to the House of Commons was abandoned. Cecil Harmsworth, representing the Foreign Office, announced in Commons that negotiations with the Bolsheviks were continuing and that the Foreign Office had decided to await their conclusion before publishing the Soviet's note.

It is declared authoritatively that the Bolsheviks are insistent that the Poles make direct overtures and then they would be willing to consider the general question of peace. The reply does not reject the proposition for an armistice, neither does it accept, and the Bolsheviks are at pains to show their desire to deal with the British.

It appears certain that the British will urge the Poles to agree to a cessation of hostilities. Also it can be said that the British policy toward reopening trade relations with Russia remains unchanged.

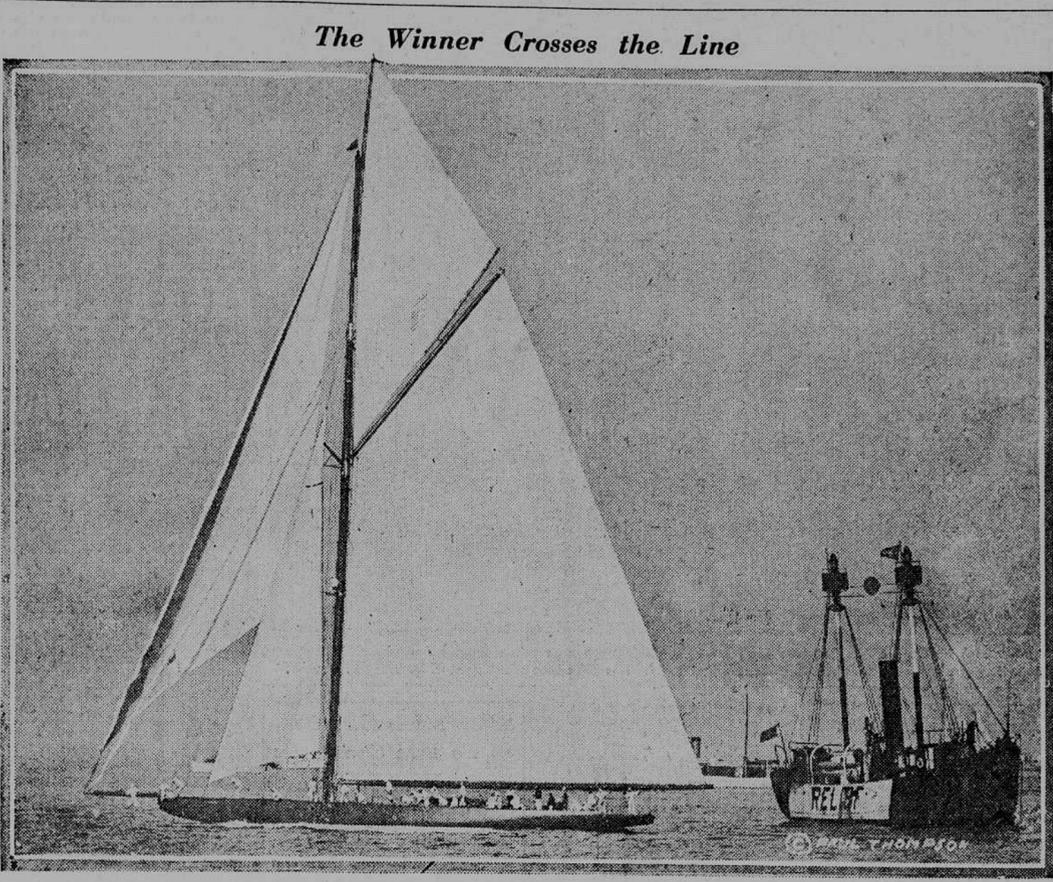
Special Cable to The Tribune

(Copyright, 1920, New York Tribune Inc.)

PARIS, July 20.—Amid violent protests from the Left, Premier Millerand to-day told the Chamber of Deputies that the British policy toward the "impertinent" Bolshevik refusal to heed the British demand for an armistice.

"The Allies have agreed to support Poland in every way and with all their power," he said. "France will keep her word, just as Great Britain will keep hers."

The Premier said that before entering into negotiations with the Soviet France would require recognition of the foreign obligations of former Russian governments.



Shamrock IV has just passed the Ambrose Lightship, taking her second straight race for the America's Cup from Resolute, the defender.

Summary of the Second Race

| | Start | 1st Turn | 2d Turn | Finish |
|----------|----------|----------|---------|---------|
| Shamrock | 12:15:48 | 2:28:21 | 4:26:25 | 5:38:06 |
| Resolute | 12:16:26 | 2:31:54 | 4:35:30 | 5:48:11 |

Shamrock won by 9 minutes and 27 seconds elapsed time; 2 minutes 26 seconds corrected time.

Shamrock gained on the first leg, 3:35; second, 4:54; third, 0:58.

Weather Forecast for Today's Race

Gently shifting winds, probably mostly southerly. Fair weather.

Victory Brings Lipton's Life Ambition Near

Sir Thomas, After Race, Says He Believes He's Justified in Hoping the Cup Will Go to England

Is Given Great Ovation

Surrounded by Friends Aboard Yacht, Baronet Praises U.S. Sportsmanship

"I am now justified in the hope that the ambition of my life will be attained."

In the dramatic moment when Shamrock passed over the finish line yesterday Sir Thomas Lipton uttered these words. As he spoke tears welled up in the aged sportsman's eyes.

Dr. Ethan Butler, in the uniform of a United States Army major, suddenly emerged from the crowd upon the bridge of the steam yacht Victoria.

"Ladies and gentlemen," he began, addressing the other guests on the forward deck, "you all know Sir Thomas Lipton as a dead game sport, but I know him and Mrs. Donnelly here knows him under the circumstances of war. We know him under circumstances that probably will never be adequately told. We know how he cared for our sick and wounded boys, and the care he bestowed upon Dr. Donnelly, who lies beneath the soil of Serbia, a victim of typhus he fought. It was what he did for our American boys and nurses in the war that makes us admire and appreciate him."

Lipton Acknowledges Tribute

This speech came as an unexpected break in the dramatic situation that followed the first time that a challenging yacht has won two international races. It wrought a profound change upon the weather-beaten face of the Irish baronet. Coming forward to the rail of the bridge, he said:

"What Dr. Butler has just said has gone straight to my heart. That is a very big thing indeed for me. It means just as much to me as would the winning of the America's Cup."

In the midst of the tumultuous rejoicing that followed the Shamrock's crossing there came the warning exhortation from Commodore Aemilius Jarvis on the Victoria's bridge. "Wait a moment," he said. "We have not won yet. This is a handicap race, and we must see how quickly Resolute crosses the line before we know who wins."

This had a dampening effect upon the guests, but only for a moment. Because it was plainly evident that Resolute could not cross the line within her handicap limit. Still quietude reigned as the guests stood with watches in hand counting the minutes as they sped by.

Then Commodore Jarvis cried out from the bridge, "Now you can cheer!" and Resolute was still some considerable distance from the lightship. There followed another outburst of cheering.

Honor for the Loser

Sir Thomas waited until Resolute passed the line and then ordered his captain to sound the foghorn in honor of the losing yacht. This done, he came down on deck and began to unbuckle the newspaper men whose

glory of its exit, our watch was not so perfect.

It was not a watch by which men should be judged, and as a matter of fact, we were always careful never to offer it for such purposes. It was never the same after the day we used it to time eggs and dropped it in the pot. During the last years it was essentially a soft-boiled watch. It was an approximator rather than a time-piece.

There was some talk yesterday that our watch had nothing to do with the victory and that the result was decided by a shiny gold watch on the judges' boat. To be sure, this watch gave a decision, but ours was the first to speak. That is victory enough for any \$2 watch.

When the news that Resolute had lost was bawled across the water by the flags we were not thrilled, for it was an old story to us. Still, our curiosity was constantly aroused by the signaling.

Say it with flags was the motto of the day. We never knew such chattering emblems. Our boat was forced to employ the international code for "is that so?" no less than seven times during the afternoon.

But getting back to our watch, there is no reason why we should belittle it. Time, its stepfather, is not invincible himself. Shamrock had to beat him to make the race official, and in a score of plays and novels and moving pictures we have seen him get the worst of it. Again and again heroines, laden with beads, have galloped up and cheated him out of executions. The young lady who swung in the belfry had much the better of him, and within a few months an entire community has successfully organized the theft of one of his hours and accomplished the feat without retaliation.

But he is good in a long race. Yes—

GOOD MORNING!

Mrs. A.—That maid is a wonder! Where did you get her?

Mrs. B.—Through a Tribune Help Want Ad.

Solve your domestic help problem that way. Call the Good Morning Girl. Bookman 3690, and give her your advertisement, or take it to any of The Tribune Want Agents—over 500 in Greater New York—Advt.

(Continued on next page)

At the very instant Resolute's last minute of time was up our watch stopped. We wound it and we shook it without result. It will never go again, we think, but there was a smug on its face. With all its pomp and pride the mighty Resolute was beaten yesterday by the minute hand of our two-dollar watch.

It is only fair to say that, for all the

Resolute and the Minute Hand Race for the America's Cup

It Wasn't Shamrock, but the Indicator on a \$2 Timepiece, That Was Contender at Finish After Challenger Crossed Line

By Heywood Brown

An old man came up out of the sea yesterday and raced with the yachts. His name is Time, and the old gaffer is a dangerous adversary, because nothing ever happens to his throat yalyards. We might go on and make some picture of him in which the long gray beard would figure as a balloon jib, but as a matter of fact we didn't see any old man. Instead, we watched the minute hand of our watch. That was the tiny piece of tin which stood between Resolute and the silver cup.

In all the years which we have spent at sea nothing has thrilled us quite so much as the race between Resolute and our minute hand. With Shamrock across the line, the American defender held still seven minutes and twenty-nine seconds of grace for victory. The breeze came fresher. The big boat heeled in the new wind and came spinning out of the haze, with the waves jumping this way and that to give her room.

But the spirit of competition was not lacking in our watch. There was no fury in the effort, but still the minute hand seemed to know what was expected of it. Perhaps it didn't heel over, and certainly it tossed no flying spume, but it kept moving. We would like to say that our watch sprinted, but we are not sure of that, although we have suspected it at times of pausing for a few minutes and then going extra fast for a round or two to catch up.

Yesterday's triumph was rather one of persistence. Looking up we would see Resolute with all its brave show of white canvas and whiter water. It was so big and fine a thing that the contest between yacht and watch seemed unfair. We little knew our watch. It was not to be daunted by odds. No whistles and no salutes were waiting, but it realized what was expected of it. Duty was a steady and an inspiring wind. It plugged along.

Closer came Resolute, but the watch was not unshaken by the huge straining mass of canvas. It never missed a beat. Five, six, seven minutes it tolled, and then hand over hand it climbed up to the eighth minute. Resolute was beaten. Shamrock had won. All the whistles and sirens in the world were cheering, and so we failed to hear the slight crunch in the works. In fact, we were so intent upon the celebration that it was not until some time later that we discovered what had happened.

But he is good in a long race. Yes—

(Continued on next page)

Burton Wins Over Critics; Yachts Meet Again To-day

Skipper, Condemned After Previous Race, His Sails Tangled at Start, Comes Back' in Light Breeze

One More Victory Will Get the Cup

Languid Contest for Two Legs Is Stimulated on Final Stretch, Challenger Taking More Canvas

By W. O. McGeehan

The blunt nose of Shamrock IV pushed past the red and white Ambrose Lightship Relief yesterday in a light breeze 9 minutes and 27 seconds by actual time before the trim prow of the defender Resolute came by the mark, winning the second race of the series for the America's Cup. With all time allowances deducted, Shamrock won the race by 2 minutes and 26 seconds.

Once before, in the early seventies, when Livonia was the challenger, the British boat won a race in the series, but Sir Thomas Lipton, the most persistent challenger of them all, now has two races to his credit. One more race and the historic cup that was lifted by the America in 1851 will go back to England.

The yachts will race again to-day, and the America's Cup may pass from its place in the New York Yacht Club.

Captain William P. Burton, the amateur skipper of Shamrock, whose seamanship was derided by all the experts after Saturday's race, sailed the British sloop to victory yesterday. His wife sat beside him in the cockpit and shared the triumph of her husband as a member of the crew. Sir Thomas Lipton, owner of Shamrock, whose heart's desire is the winning of the cup, gambled upon the ability of his skipper in spite of the fact that the experts to a man had challenged his competency, and Lipton's luck won. Or was it Lipton's shrewd judgment of men?

Challenger Gets Poor Start

Immediately after the start Shamrock seemed to be in trouble. A balloon jib, raised as the sloop went by the starting mark, refused to break and the canvas of the challenger was tangled up like a twisted and knotted clothesline. The balloon jib was dropped and a thin spinnaker was shot up. This dragged and flapped about in a futile fashion.

Shamrock had crossed the line first, but while the crew was juggling the confused canvas Resolute came up and passed her. The experts again began to chuckle over the plight of Captain Burton. They declared that the race was over, that there could be no fair test of the sloops under the circumstances.

But when the two twisted pieces of canvas had been dropped to the deck of Shamrock a new sail was hoisted that puzzled the experts. It filled and it held and Shamrock began to pick up immediately. It was agreed that this quaint, triangular piece of canvas was a fiddler's jib. It was the first time a sail of this sort ever had been tried in a cup race. But this canvas, the very name of which sounded ridiculous, carried Shamrock steadily along in the lightest of breezes.

Drama in Shamrock's Cockpit

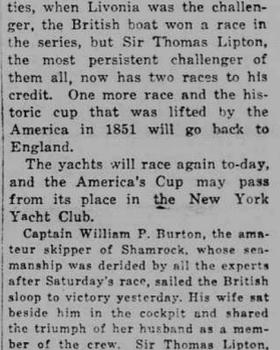
The race was lacking in any dramatic elements externally. It looked like no race from the start, for the wind was almost as light as it was Saturday. All of the drama was in the cockpit of Shamrock, where Captain Burton stood at the wheel of the challenger, while his wife sat with a stop watch in her hand. Burton had given his word to Sir Thomas that he would bring Shamrock through to victory, and his reputation was at the mercy of the same treacherous sort of winds that had tricked him Saturday.

On the second leg, with a lead that seemed to mean the race if it could be held, Shamrock was in trouble again. The sail shot out that balloon jib again and it ripped near the corner, tearing a gaping triangular hole. With a freshening breeze the canvas might have ripped through entirely.

But Captain Burton gambled on the strength of the canvas and the chance that the wind would not rise. Glasses were set on the green sloop and they watched for that sail to come down. But it stayed up, and Shamrock continued to gain slowly and steadily, with her canvas allowing and shapeless as the week's wash on a line, while the trim little defender became a faint outline behind.

Languid Race for Two Legs

Through the first and second legs it seemed for that sail to come down. Starting south-southeast from the red and white lightship, there was a reach for the first leg but in such a faint breeze



Shamrock IV's sails and rigging.