WAGES INCREASING port two wage increases reaching 20,000 workers in each case. There are 130 wage increase re-

SIX MILLION TOILERS ARE GET-TING MORE MONEY

ALL INDUSTRY AFFECTED

Striking Increases Throughout Entire Country Shows That Workingmen Are Receiving Higher Wages Than When Protective Tariff Flourished.

The entire army of American labor is sharing in the nation's pros-

Information gathered by the Deof the men who work with their hands in every industry and gainful occupation.

In every state of the union the full dinner pail is a reality; there are no "bread lines;" the calamity howlers are put to rout.

Government experts are of the opinion that the general average men, while nine cases involving wage increase in the last year will thousands raised Ohio street railway approximate 12 per cent.

An examination of 1,486 reports indicates \$300,000,000 added to the annual pay checks of approximately 5,700,000 workmen.

Tabulating Wage Increases.

Secretary of Labor Wilson has had compiled the wage announcements to 4,000 pickets. and reports appearing in such newspapers as came to the Department, and has summarized the interesting result. The period covered was from July 1, 1915, to May 15, 1916. The publications examined included 18 dailies, 20 monthly and semi-weekly trade journals, and 100 weeklies—in all 138 publications.

About 3,000 wage increase articles were tabulated, which by careful checking to eliminate duplications netted 1,486 wage increases reported in the 138 publications.

Of the 1,486 wage increase re ports, 794 reported the number of es-tablishments affected as 2,247. On a similar basis, the total number of establishments affected by the 1,486 wage increases would approximate 4,200 establishments.

. Near Six Million Wage Earners. Again, only 493 of the total 1, 486 wage increase articles gave the number of wage earners receiving the increased pay. But these 493 reported a total of 1,901,322 wage earners affected. On a similar basis, the total number of wage earners affected by the 1,486 wage increases would reach 5,700,000.

The number of wage increases reported by these 138 newspapers and trade journals represent, of course, only a partial story. If the files of 1,000, instead of 138 publications auspices, though Utah boasts one case ly complete review of the labor field of the 48 states would have result-ed. It is true, likewise, that hun-dreds of wage increases are made which do not get press publicity.

All American Industries Affected. The rate of increase ranges all the way from 5 per cent to 30 per cent; from 5 cents to 60 cents per hour; from 25 cents to \$6.00 per day; from \$1 up to \$25 per week. Here are a few of the interesting

tory and occupation.

Five thousand Arizona miners and smelters get a flat raise of 20 per rate of increase.
cent; while 4,000 get 88 cents increase per day, and 4,000 more up to age raise throughout the United 60 cents per hour.

California printers and bookbinders get raises running from \$2 to let us call it 10 per cent. \$25 per week; while metal workers, The average annual wage will ap-foundry and machine shop operators, proximate, say, \$600 a year. This and the building trades get increases of 50 cents to \$4 per day.

increase reports in foundry and ma- affect 5,700,000 wage earners. But chine shops alone, the rate of in, apply this conservative estimate to crease being from 10 per cent to 25 an army of even 5,000,000 wage per cent. One of these increases, of earners, and you have \$300,000,000 15 per cent, affected 19 establish- as the volume of increase in the pay ments employing 23,000 wages earn- rolls of American labor during reers, and another 30,000 men.

Eight Colorado cases increased 10 per cent the pay of 24,000 miners and metal workers.

Various Increases in Illinois. Illinois increases reported to the on.

number of 85 included bakers, building trades, clothing, foundry and machine shops, laborers, printers and bookbinders, railroads, street railways, stock yards and packing plants, teamsters and theatres, affecting hundreds of establishments and thousands of wage earners. Three wage increases in packing houses reached

Indiana, Iowa, Kansas and Kentucky wage increases reached a broad list of industries as in Illinois; the principal increases being 10 per cent to 20 per cent, or \$1 to \$5 per week. In Maine the wage gains were largely in paper mills and textiles, one raise reaching 7,000 textile workers; though the building trades, printers and longshoremen also got

Bay State's Good Fortune.

Over 200 wage increases were noted in Massachusetts, embracing practically every industrial occupation. Two cases covered 97 building trade ers. establishments. There were about 50 cases affecting foundry and machine shops; the number of wage earners being from 50 to 5,000, and the rate of increase being commonly 10 per cent to 15 per cent. There were also 50 or more wage increases in cotton. wool and other textile establishments. One 10 per cent raise went to 50,000 textile workers, and 20 other raises of 5 per cent to 15 per cent affected 1,000 to 30,000 wage earners each.

In Michigan, Minnesota and Mis-In Michigan, Minnesota and Missouri, bakers, building trades, foundrymen and machinists, printers and railway employees got raises, one 19 per cent Michigan raise hitting 14,-600, while in Missouri \$1 per week was added to 30,000 pay employees is also urged that service on the line between Hamlet and Atlanta.

Letters, urging that an early movement of the secretary of and Atlanta. The river then washed and Atlanta. The river then washed and Atlanta. Southern's treatle between Rock Hill and Charlotte and the Seaboard's treetle at Catawba Junction on the line between Hamlet and Atlanta.

In Montana the building trades got Guarda.

The Montana the building trades got Guarda.

No word has been received at Came on 25 cents up to \$5 per day.

Camp Styx as to when the Guard near New Hampehire textile mills re- will be moved.

There are 130 wage increase re-There are 130 wage increase reports for New Jersey, covering bakers, building trades, clothing, foundry and machine shops, from and steel, miners, munitions, printers, railroads, teamsters, textiles, and common labor. Bakers got raises of \$1 to \$2 per week; building trades, 40 cents to 50 cents per day. There were 16 foundry and machine shop raises of 12 per cent to 30 per cent. raises of 12 per cent to 30 per cent, and nine textile mill raises of 10 per

cent to 25 per cent. New York Shares Prosperity. Over 180 wage raises were listed for New York. One clothing case added 50 cents to \$2.50 per week to 40,000 wage earners. Three building trade raises ran from 25 cents to 50 per day for 26,000 mechanics. Fifty foundry and machine shop raises touched 190 to 3,000 men each, and one common labor settlement placed 10,000 men on a basis of \$2 to \$2.75 per day. There were seven partment of Labor shows a pro- wage jumps for street railway opernounced trend upward in the wages ators, and 15 for printers, in each case affecting thousands of pay en-

It takes about 200 wage articles to cover Ohio, and about the same for Pennsylvania; and the wage wave water transportation raised wages in Ohio, and two iron and steel raises of 10 per cent each affected 60,000

Oklahoma bakers, builders, printers and stonecutters got busy with the pay envelope; and out in Oregon the same industries plus railroads and miscellaneous took wage liber-ties, in one case adding \$2 per week

Record of Pennsylvania. Pennsylvania, which used to think that high tariff was necessary to high wages, gives 80 wage increase settlements in the iron and steel industries and the Toundry and machine shops-38 of these wage increases being from 10 per cent to 30 per cent, and nine of them affecting 5, 000to 24,000 men each-and all under a Democratic tariff law. Also, without a tariff, Pennsylvania raised the wages of coal miners as follows: In two cases 20,000 each, one case

one case 50,000 and another Rhode Island presents 35 good cases, in which textile workers take and the same is true along the Yadthe lead with an average of about 10 per cent wage increase; six cases

involving 24,000 wage earners. South on Honor Roll.

Most of the Southern states ar wise on the honor roll of increased wages; the big empire of Texas showing strong. Maryland and West Virginia make showings similar to those of Ohio and Pennsylvania. Wisconsin furnishes one case o

12,000 wage earners getting an in-crease of 10 per cent to 12 per cent. Utah and Vermont, which endors-ed Taft and the Payne tariff, are somewhat more modest in presenting wage increases under Democratic

where 8,000 miners were benefited. Then there are 33 wage reports on interstate corporations, such as the big steel companies and some of the textiles. One textile raise affected 44 establishments and 35,000 hands. One 10 per cent steel raise went to 162,000 men, and another to 250,-

Increase Near \$300,000,000.

By reason of the great variety of ways in which wages have been rais-ed throughout the United Statescases, showing how general the wage sometimes by the day or week, and movement has been both as to terriagain by horizontal percentage or by the piece—the Labor Department has not attempted to strike an average

States this year will approximate 12 per cent. But, to be conservative,

would make \$60 a year as the average increase per hand. This increaso, In Connecticut there were 35 wage it has been shown, would certainly cent months, as approximately re-

ported to the American press. Doubtless this is only a small part of the big story of this high-wage era, for the tidal movement of good times for American labor is still rolling up and

WILL NOT DRAFT MEN

War Department Issues Denial Widespread Report.

Published stories that use of general draft was being considered to fill the National Guard ranks were denied by the war department. The following statement was issued by the official press burcau:

"The statement that the war department is contemplating the draft system to recruit the National Guard is nonsense. Statements to that ef- lina. fect are purely speculative and have

no basis in fact." Reports that National Guard units are being supplied poor and insufficient food are not borne out in preliminary telegraphic reports received from all the department command-

WANT TO GO TO BORDER

Manning Writes War Departmen Urging Early Movement.

Gov. Manning Tuesday took up the matter of moving the South Carolina Guards to the Mexican border with the Washington government.

Letters, urging that an early movetroops will dampen their spirits. It is also urged that service on the border will arouse interest in the

SHOWS ALARMING LOSS

Many Bridges Destroyed-Railways Suffer Heavily-Some Towns are Still Cut Off and No Word of Their Loss is Known—Cotton Mills Damaged and Bridges are Wiped Away

Flood waters throughout the stricken districts of North Carolina, South Carolina, Tennessee and Virginia were receding Tuesday. Later reports increased the death list to

The property loss continues to

grow and when towns and counties

now cut off from communication are heard from the first estimates of from \$10,000,000 to \$15,000,000 damage probably will be increased. Railroads apparently have suffered far more than was at first realized. Reports from Western North Carolina are that some lines there will have to be almost entirely rebuilt, while bridges were carried

away at many points in all four

states and serious washouts and

landslides occurred along the roads. Cotton mills in North and South Carolina have been heavy sufferers from the flood and thousands of workers have been thrown out of employment. In many instances mills will have to be entirely rebuilt and it will be months before these are

put into operation. Reports of damage along the Ca tawba river in North Carolina continue to come in and several cities long that stream, including Hickory and Lenoir, still are cut off from communication. Great damage has been done all along the waterway

In central South Carolina the flood waters did not reach the crests predicted and all fears of more damage had passed. That and the Piedmont sections of the state suffered heavily. however, in damage to mills, railroads and crops.

Asheville is getting to something like normal, with gangs of workmen busy rebuilding plants and clearing debris. There was limited electric power and health authorities were taking stringent measures to prevent any disease epidomic. Latest re-ports there made it certain that the Lake Toxaway dam had held against the flood waters.

In Tennessee the flood waters wer about stationary and were expected to begin falling later in the day. Great damage was done to crops railroads, mills and warehouses throughout the flooded area in the eastern part of the state. Many towns and villages there were yet to

Conditions in southwest Virginia were rapidly approaching normal and work of repairing railway bridges and tracks was proceeding rapidly. Considerable damage to industrial plants and crops in that section were reported in latest dispatches.

Although damage to property in South Carolina is reported to be heavy interrupted communication and transportation prevent anything like an accurate estimate.

Highway and railway bridges washed away, power plants under water, railway tracks submerged and largo lose to livestock, crops and farm property in the lowlands are some of the toll recorded from the flood. Railway transportation in every

part of the state is severely crippled, and it will be several weeks before anything like normal conditions are restored.

Fears are felt for Lockhart mill, where the river has broken its banks and established a new channel. The reported floating down Catawbe river of a number of bales of cotton leads rise to the supposition that two large cotton mills at Belmont, N. C., have been damaged.

Chester reports that the steel trestle of the Seaboard crossing the Catawba river between Chester and Waxhaw, the Southern railway bridge over the Catawba between Rock Hill and Fort Mill, and the Carolina and Northwestern trestle at Cliffs crossing the same waterway

also are gone. There is not a bridge of any kind on the Catawba river. The Wateree, which is the Catawba below the Great Falls, may get by without such serious loss. The loss on the Catawba was caused principally by the breaking of a dam in North Caro-

The Southern railway bridges north and east of Rock Hill and the Seaboard bridge east of that city, were carried away by a sudden torrent caused by the giving way of part of the earth dam at the Catawba river power plant between Rock Hill and Fort Mill. Here the water ate out the side of a hill.

With the washing away of a sec tion of the Seaboard's t. estle at Camden Tuesday afternoon the Catawba river, known farther along its course as the Wateree, is sweeping all before it.

Railroad officials stated Tuesday that nothing short of a miracle could save the Atlantic Coast Line trestle near Eastover.

The first trestle carried away by the Catawba was that on the Southern's main line between Charlotte trestle at Catawba Junction on the line between Hamlet and Atlanta. The mad rush of the river has carried away the Seaboard's trestle at Camden and the Coast Line's trestle near Eastover is in imminent dan

BRITISH ARE SEIZING

U. S. MAIL IN PACIFIC

\$25,000 for Missing Packages.

Other Ships Bothered. The British steamship Chinese Prince has finally filed a bond and sailed from Manila Tuesday. The amount of the bond, twenty-five thousand dollars, covers the fine of fifty thousand pesos, which the collector of the customs imposed when it was discovered that two thousand packages were missing from he cargo upon her arrival in Mani-

from New York via Peking.

These packages had been confiscated by the British authorities at Peking because some of the con-signees had, it was reported, been blacklisted by the British. After the vessel's departure court proceedings were begun in connection with an appeal made by her agents against

the payment of the fine. The Spanish vessel Elzaguirre which reported upon arrival at Iliolo on Sunday that the British authorities at Singapore had taken off five hundred packages of cargo bound for Manila, reached Manila Tuesday. Her officers report that they filed a protest with the Spanish consul at Singapore, who in turn communicated this protest to the American consul, and that the latter doclared he was not authorized to accept the protest.

The dead: Stuart Dean, policeman; also that the British seized one hundred and four sacks of Manila mail. returning them to the vessel after eight hours. The local postal authorities are unable to state at this time whether any packages were -confiscated from the sacks.

This is the first report of Manila mail being tampered with on a through voyage, although at Hong Kong mail to and from Manila has repeatedly been seized when transshipped there,

MUST BE EQUIPPED

National Guardsmen Not to be Rus ed to Mexican Frontier.

Department commanders of National Guardsmen now mobilizing for service on the Mexican border,

have been instructed by the war department to defer transportation to he frontier until the militiamen have been thoroughly equipped and organized. This order revokes a ruling issued by the department when the Mexican situation was acute, which waived certain requirements. About twenty-five thousand men are

The latest information of the department is that about one hundred thousand National Guardsmen now are at the border. With the fifty thousand regulars there and five the reserves, officials estimate that the American strength on border service within a few weeks will be adequate to cope with any present emergency and will make unnecessary the dispatch of any more Guardsmen until they are completely equipped and organized.

URGE WORK AGAINST BANDITS

Mexican Press Approves Action of Carranza Authorities.

A message from Gen. Funston Monday reported that Gen. Trevino had sent many troops south with the intention of occupying the Guer-rero-San Barja-Santa Rosalia line against any possible northward advance of bandits. The dispatch added that newspapers in Chihuahua were urging the necessity of an ac-tive campaign against bandits "to prevent their reaching United States forces and border."

FIRST BALE IN GEOR⁷IA

Negro Farmer Raises Crop Ahead Again This Year.

Raised by Ned Sanders, a negro, of Pelham, Mitchell county, Ga., the first bale of the 1916 cotton crop arrived in Savannah Sunday. It was auctioned off in front of the cotton exchange Monday morning. It is shipped from Thomasville, Ga., to a local cotton factor. A year ago the 1915 first bale arrived and was sold for eight and one-sixteenth cents a pound.

RETIRE TO MOUNTAINS

Vienna admits Retreat into Fastnesses of Carpathians.

Under the menace of a heavy Russian assault, the Austrians in the Carpathian region of southern Bukowina southeast of Tatarow, have withdrawn toward the main ridge of the Carpathians, the Vienna war office officially announced Sunday.

SWAP FIRE ON THE BORDER

Mexicans and Massachusetts Guards-

men in Clash.

A party of mounted Mexicans exchanged fire with L Company, of the Ninth Massachusetts infantry near El Paso Tuesday. According to re-ports the Guardsmen were doing outpost duty when the Mexicans rode up on the opposite bank of the Rio Grande and opened fire. The Guardsmen suffered no casualties, but re-ported they believed they had killed one Mexican.

Thirty Homes Demolished. Thirty homes in Bat Cave and Chimney Rock, N. C., have been washed away. The death list includes Isaac Connor, two Freeman children, Connor's grandchildren, Miss Hill, M. V. Hill, and two unbettle cruiser divisions of an expert and determined many? How many known men, Mr. and Mrs. Edgar Hunley and two children.

LATER NEWS FROM FLOODS Authorities at Manila Fine Steamer BATTLE CRUISERS WILL DO THE **WORK SAFELY**

Famous Rear Admiral, Chairman of Aerial Coast Patrol Commission. Writes New York Times, Urging Construction of Sixteen Ships for Atlantic and Pacific.

Until we have at least eight thirty-five knot battle cruise two divisions of four each, armed with sixteen-inch guns—in the Atlantic, and an equal fleet in the Pacific, our coasts and coastal cities will not be safe from attack and raid, almost at will, by the swift battle cruiser divisions of a hostile power, no matter how many battle ships we may have.

Recent occurrences on our southern border have awakened the country with a shock to the value of aeroplanes and our utter deficiency in that line. The inauguration of hostilities by a first class naval power will awaken us with a ruder and thousand times more serious shock to the value of battle cruisers and ing people and children might view our deficiency in them, if we are the body. caught with less than two divisions in each ocean-stxteen ships in all -of this indispensable weapon for safeguarding our coasts from continuous harassment by the enemy's battle cruiser divisions.

The House naval committee provided for five battle cruisers in this year's building program. The Sen-ate Naval Committee, it is said on good authority, increased this pro-gram to six battle cruisers and two our battleships, strike and raid any battle ships. Later, on the news of the North Sea fight, the Senate com-will, and set away, their speed and mittee finally decided on four battle long-range guns enabling them to laugh at destroyers and submarines?

which, from the exigencies of the occasion, the battle cruisers on both sides bore the brunt of the fight, and consequently suffered the most serious losses, that the battleship is the one and only fundamental element of the navy, and that the battle cruiser is merely a secondary or tertlary proposition, seems as premature as it was in the early stages of the present struggle to assume that the submarine would supplant all tho last eight months, three sh

The story of the recent North See engagement, as now reported, indicates that the British battle cruiser fleet encountered and engaged a superior force of the enemy, losing a number of ships in so doing, but causing equal damage to the enemy. It is probable that had the same number of battleships engaged an is battle cruisers.

ers, had their first division been com-posed of battleships, the enemy might not have been engaged at all; and one thing is entirely clear, that the battle cruiser division accomplished its purpose, intercepted and held the German fleet until reserves arrived, which inflicted serious damage, and drove the German fleet to the shelter of its mine fields and harbors.

The hardest fighting fell to the battle cruiser fleet.—Report of Admiral Jellicoe.

Had our battle cruisers not followed the enemy to the southward the main fleets would never have been in contact.—Report of Admiral Jellicoe. Being between the enemy and

his base, our situation was both tactically and strategically good.— Report of Vice Admiral Beatty, Commanding Battle Cruiser Fleet.

In the present war, geographical conditions of inclosed seas of comparatively contracted area, together with the close proximity of the contestants, and the enforced concentration of navies, have resulted in naval conditions, as regards both subma-rines and main fleets, such as will probably never occur again.

Certainly it seems difficult, if not impossible, to conceive of any circumstances in which the navy of the United States would meet the navy

Let any reader who wishes to get of battleships. We have no battle my meaning clear look at a globe and compare the little southeast cordivision will be a deadly menace. ner of the North Sea where the Ger- | The only caswer to it is a sufficient man fleet is concentrated with our number of battle cruisers of our open and far-stretching coasts.

For the United States more than any other naval power a swirt, powerful, and homogeneous battle cruiser fleet in each ocean is a sine qua non for our naval supremacy, and for the safeguard-ing of our extended coasts from ruinous and humiliating attacks and raids.

I think it will be generally accepted that, no matter how many dreadnoughts and superdreadnoughts Great Britain possesses, had she been lacking in swift battle cruisers the squadron of von Spee might still be navy?
harassing British shipping in any or all of the seas of the globe. It is times also a self-evident fact that in spite growth of Great Britain's many dread-noughts and superdreadnoughts the German battle cruisers have raid-ed the east coast of England almost

TO SINK DEUTSCHLAND

Allies Have Two Warships A

to Run Her Down.

Naval officers believe Great Britain and France have issued instrucclose to American waters not to le the Doutschland get out of the sight after she leaves the United States. They believe a decoration awaits the gunner who sends her to the bottom or the commander who captures her.

lieved, have received instructional already to follow the undersea cross the Atlantic and at least two British vessels, it was said, have been ordered to devote their en re efforts to the destruction of the merchantman.

The allied naval officers, it is be

They will be used in no other service, it was said, until the Deutschland either is destroyed or her safe return to Germany has been reported.

INDIANA POET DIES

James Whitcomb Riley Passes Away

Suddenly at His Home. The body of James Whitcomb Riley, the Indiana poet, who died unexpectedly at his home in Indianapolis, In., lay in state at the In-

diana state capitol from three p. m. until nine p. m. Monday. The hours were fixed especially with the view of providing a time when the workwith twenty-two knots speed, even though she carries twelve powerful

guns, would protect our Atlantic Coast from a division of four thirty to thirty-five knot battle cruisers? Would such a division of hostile battle cruisers, choosing their own time, kept informed of the location of our ships by spites ashore, play hide and seek with any number of

United States navy, as revised by the Senate naval committee, has yet to be ratified by the Senate as a whole, and then to be accepted by the House. It seems permissible, therefore, to note certain facts and inferences in regard to battle cruisers.

To assume from a single battle in which, from the

reason will protect our coests from raid and damage by an enemy's bat-tle cruisers unless we have a suffi-cient number of battle cruisers our-

As bearing on the facility with which a swift battle cruiser division under an alert commander com evade our scouts and battleshi

number of battleships engaged an equally superior force the losses would have been just as great.

One thing appears to be clear; had the British possessed no battle cruisers, had their first division been commany has at least six and et building: Japan has four and et building: Japan building; Japan has four and four authorized.

> By the time the four now con-templated for us are completed there will be not less than sixtees or twenty of this class of thips be longing to other powers in the Af-lantic and eight in the Pacific. We shall have one division of the ships, while each of at least the other powers will have two three divisions or more.

Is this a safe ratio? Can a single division of these ships properly pro-tect even one of our long coasts? Are two divisions on each coast sixteen ships in all-too many to render our cocats safe?

There are at present in the United States facilities for building sixteen capital ships cimulteneously. Why not utilize at least three-fourths of not utilize at least three-fourths of these building facilities and start immediately on the construction of eight battle cruisers—a division of four for the Atlantic and a division of four for the Pacific—and four battleships; and in the next year's building program duplicate this area. ing program duplicate this order?

No one interested in insuring our country against attack can object to building more battleships, if they are built in addition to a sufficient number of battle cruisors. But I submit for the most earnest consideration of another power under conditions approaching those of the recent North Sea naval battle.

The life index expression whether it may not be most unwise at present to build battle cruisers. We now have a consider; ble number own.

Who has forgotten the apprehension, to use a mild word, felt along our entire Atlantic Coast from the time Cervera's squadron laft Spain until it was located in the West

What is the comparison between Cervera's squadron and our navy at that time, and a battle cruicer division of ships like the Liun and Tiger, the Hindenburg and Ereats Freya, or the Kirishima and Haruna —ships credited with thirty knot speed or more and armod with at teen-inch guns—and our present

Is the ratio against Lo times greater new, in spite of tigrowth of our navy?

The object lossen and the warm are fair and clear before us, read understandable by any one.

If congress will give as saift, powerful, homogeneous cruisors this year, and an equal bar, and an equal bar, and an equal bar, and an equal bar.