

TRAIN DISPATCHERS REFUSE TO GO OUT

Conference to Frame Policy for 1,500,000 Men Outside of Brotherhoods

CHIEFS GATHER IN CHICAGO

Chicago, Oct. 18.—Executive officials and general chairmen of a dozen unions of railroad employees, representing 1,500,000 workers, began arriving today for a conference...

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Brotherhood Heads to Meet Rail Body

summoned to Washington from a trip through the Middle West within a few hours after announcement was made in Chicago that a strike call had been issued.

ROADS GROUPED FOR SUCCESSIVE WALKOUTS BY UNION LEADERS

Cleveland, Oct. 18.—W. S. Stone, president of the Brotherhood of Locomotive Engineers, made public last night the four groups of railroads on which the strike will take place at successive forty-eight-hour intervals.

GROUP 1: Kansas City Southern, Missouri Pacific, Illinois Central, St. Louis Southern, Great Western, Texas and Pacific, Southern Railway System, Chicago and North Western, Chicago, Milwaukee and St. Paul, Erie, Toledo and Ohio Eastern, Terra Haute and Southern, Northern Pacific, Southern Railway, Seaboard Air Line, Virginia Railway, Chicago Great Western, Chicago Rock Island and St. Louis.

GROUP 2: Delaware and Hudson, Chicago and Eastern Illinois, St. Louis and San Francisco, Louisville and Nashville, Erie, Toledo and Ohio Eastern, Erie, Toledo and Ohio Eastern, Erie, Toledo and Ohio Eastern.

GROUP 3: New York, New Haven and Hartford, Burlington System, Chesapeake and Ohio, New York Central Lines, Boston and Albany, Western Pacific, Denver and Grande, Chicago and Alton, Illinois Central, Union and Mississippi Valley, Erie, Toledo and Ohio Eastern, Erie, Toledo and Ohio Eastern.

GROUP 4: Erie, Toledo and Ohio Eastern, Erie, Toledo and Ohio Eastern, Erie, Toledo and Ohio Eastern, Erie, Toledo and Ohio Eastern.

Government's next effort to find a solution for the immediate railroad controversy centered principally upon entirely unconfirmed reports that the railroad brotherhood chiefs would be summoned to the White House...

BROTHERHOOD HEADS WON'T MEET TODAY

Cleveland, Oct. 18.—(By A. P.)—A scheduled meeting here today of the Big Five transportation brotherhoods was cancelled this morning when the five executives were requested by the Railroad Labor Board to meet with the board in Chicago at 2 P. M. Thursday.

The message from the labor board reached Mr. Stone in his office here during the morning. He declared he had no intention of what the board wished to discuss with the leaders of the railroad workers, but said all scheduled conferences here would be postponed until after the Chicago meeting.

T. C. Cashion, president of the Section's Union of North America, and L. E. Shepard, president of the Order of Railway Conductors, are still in Chicago. They will be joined there probably tomorrow night by Mr. Stone, W. G. Lee, president of the Brotherhood of Railroad Trainmen, and W. S. Carter, head of the Brotherhood of Locomotive Firemen and Engineers.

Mr. Lee confirmed the receipt of the telegram from the Railroad Labor Board, requesting him to attend the Chicago conference. Mr. Lee would not comment on the proposed meeting.

Mr. Lee late and night issued a statement in which he asserted that "the Brotherhood of Railroad Trainmen very reluctantly takes the position that it cannot longer agree to give service unless there is assurance that there will be no further wage reductions, nor attempt to eliminate working rules that have been secured through many years of collective bargaining, and which represent only fair remuneration for extra service given."

After discussing the wages of trainmen in which he made comparison of wages in 1913 with those received now, Mr. Lee said:

"The men have been asked to accept what is an inadequate living wage. They know the railways are taking unfair advantage of business depression to force men to accept unfair wages and services conditions."

"To state the matter briefly, they believe that the companies are warring against them until they force the men to strike. Therefore, they must reluctantly decide to accept the challenge now."

The progressive strike scheduled to begin October 30 can be settled by the railroads or prevented by the Government, Mr. Stone said last night when asked his opinion of the situation.

"Taking over the railroads is the most effective way in which the Government can avert the strike scheduled for October 30," Mr. Stone said.

RAILROADS TO URGE WAGE REDUCTIONS

Executives Determined to Carry Proposal Before Federal Labor Board

REJECT PUBLIC GROUP PLAN

New York, Oct. 18.—Undertaken by threats of a general railroad strike, the railroads of the United States through the Association of Railway Executives, were pushing plans today to apply to the Railroad Labor Board for an additional 10 per cent reduction in wages.

The association rejected yesterday the proposal of the public group of the Railroad Labor Board that the railroads should immediately cut freight rates so that the shipper would get the full benefit of the wage cut of July 1.

Determination to press immediately for a general railroad strike, the railroads of the United States through the Association of Railway Executives, were pushing plans today to apply to the Railroad Labor Board for an additional 10 per cent reduction in wages.

Rate Cut at Once, Is President's Plan

Continued from Page One wages deferred. It is generally believed in Administration circles that wages will go up the more reduced.

It may be said that the Interstate Commerce Commission is about ready to order the cut in freight rates. It has on the subject much consideration and is prepared to act.

This cut will not affect commodities in which freight rates are a small part of cost. For example, transportation charges add little to the price of watches or any other highly finished product.

Despite the note of optimism sounded in Administration quarters at Washington, many railroad officials here appeared convinced that the strike would become effective, and were preparing to meet it. Some welcomed it.

"This is the time and the place for it," said P. D. Underwood, president of the Erie Railroad, who declared the strike was against the Railroad Labor Board rather than against the lines involved.

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He said motortrucks and possibly airplanes would bring the city enough supplies to keep it going nicely, with the three-week reserve of food and fuel already on hand.

The strike, if it became a complete tie-up, would hamper more than 425,000 commuters in making their daily trips to and from New York. Lines operating commuter trains, however, are making emergency plans, some of them calling for the recruiting of volunteer crews made up of the commuters themselves.

Motor Transports Is Plan of Sprout

Continued from Page One students and citizens generally to volunteer to step into the breach if the situation this winter becomes acute.

Bourse Appeals to Harding

President Harding has been appealed to by the Philadelphia Bourse for congressional action that would impose upon the labor leaders restrictions similar to those now governing the carriers.

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Mr. Stone said that the local branch of the Order of Railway Conductors has received orders from Chicago. Until these are opened the result of their vote will not be known here.

Union Leaders Disagree

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entirely incorrect so far as the trainmen employed by the Pennsylvania lines are concerned.

There is said to be no possibility that the strike will never reach the Pennsylvania lines east of Pittsburgh. The employees of the Baltimore and Ohio walked out, the strike was settled in a day, thus blocking walkouts on other lines which were to have followed automatically.

Fall Fractures Skull

In coming down the stairs for dinner at her home, 321 Washington avenue, last evening, Edna Jackson tripped and fell. She was removed to St. Agnes' Hospital, where she remained unconscious five hours, suffering from a fractured skull.

Wire Tapping Laid to Insurance Chief

Continued from Page One for by Mr. Goldsmith and was told by Goldsmith that an investigation of flag-bugs in this city was being made.

"The State is behind this investigation," Mr. McLaughlin said. Goldsmith told him, "I was introduced to Mr. Cann by Goldsmith and I tapped the telephone wires."

During the hearing it developed that a conversation was overheard on the tapped wires that Young needed a stenographer, and McCann sent five girls Young's office, and Miss Enselor obtained the position, where she copied nearly all the letters written by members of the firm and handed them to McCann at the close of the day's business.

Young, on the witness stand, declared that the operations of McCann and his men were conspiracy on the part of the large insurance companies to crush the independent adjusters. He said that there were no flag-bugs in his office and that the whole affair was nothing more than a conspiracy.

Max Corbett, a partner of Young, under cross-examination, admitted having served a prison sentence in New York on the charge of filing fraudulent proof of loss and that he was also known under the name of Leder.

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