

# N. Y. DRIVERS MAY AGGRAVATE STRIKE

### Teamsters, Chauffeurs and Seamen Threaten to Walk Out

## CITY OFFICIALS UNRUFFLED

By the Associated Press  
New York, Oct. 19.—Teamsters and chauffeurs, as well as marine engineers on harbor boats, may add their bit to the difficulty New York faces in getting food and fuel in the event the threatened railroad strike goes into effect October 20.

Officials of local of the International Brotherhood of Teamsters, claiming 20,000 members, have summoned the men to vote tomorrow on acceptance of a \$5 weekly decrease announced yesterday by the Merchant Truckmen's Bureau. The marine engineers, affiliated with the Marine Engineers' Benefit Association, already have been called to vote November 1 on a proposal to join the rail strikers.

Members of the Seamen's Union will refuse to man coastwise passenger boats leaving New York if there is a railroad strike, according to John P. Walsh, an organizer for the union.

Despite the double threat of disorganization of local transportation facilities, officials planning for the city's relief in the event of a railroad strike declared they were confident they could feed and fuel the city.

Health Commissioner Copeland said trucks would be commandeered and volunteer drivers put in charge if necessary. Surveys of the city's food resources are still being completed by various agencies. Early estimates of a three weeks' supply on hand was conservative, it was stated, while large quantities of vegetables and other foodstuffs are available within trucking distance.

Officials of various railroads centering in New York City indicated uncommunicative today regarding their plans to meet the threatened strike. The only two lines that have shown their hand to any extent are the Central Railroad of New Jersey and the Erie.

Thomas DeWitt Cuyler, president of the Association of Railway Executives, called a conference of heads of several railroads today, and a statement was promised later.

## Hope for Averting Railroad Strike

Continued from Page One  
EVENING PUBLIC LEDGER yesterday from Clinton W. Gilbert, staff correspondent at Washington, said President Harding's plan to avert the strike.

To Act on Rate Reductions  
"I understand," said Commissioner Ben W. Hooper, a member of the public group of the labor board, "that the Interstate Commerce Commission has a number of important rate reduction cases on hand, on which it will not immediately. That will give us something to work on."

The board's policy, as outlined by Commissioner Hooper, would propose to the railroad chiefs immediate suspension of the strike order on their part and their influence on other railroads, while the executives would be asked to concede the withdrawal of the request for further wage cuts and grant an immediate reduction in freight rates.

In the event the threatened strike is put into effect the railroads are prepared to do their utmost to move necessities utilizing to the fullest possible extent all the man power available. Charles H. Markham, president of the Illinois Central Railroad, declared today in an address before the American Mining Congress.

Mr. Markham said the present transportation trouble is due to the fact that ninety-nine public bodies have a hand in fixing the rates, income and expenses of the roads and that the railroads have no voice in the expenditure of more than 37 per cent of their operating costs.

The remedy, he said, "is to place one central authority in the hands of management—under complete and exclusive supervision—the control of operating costs, in such a way that responsibility may properly be fixed upon the management for the operation of their properties."

J. R. Howard, president of the Farm Bureau Federation, today had on file before the Interstate Commerce Commission here a petition for a 10 to 20 per cent freight-rate reduction on necessities of life, and at the same time he telegraphed union leaders and railroad executives urging them to join in a conference here.

Strike Conference Uncertain  
Failure of the brotherhood chiefs to join a strike agreement which is a conference here last week has made uncertain the outcome of their strike conference here, beginning today.

Referring to the maintenance of way men and shop men, who meet here today and tomorrow, to call a strike at any time, shop men, however, have announced their executive council and executives of the maintenance of way union have called general elections of their twelve divisions.

Members of these two and other two of the eleven organizations which have not issued strike notices number 1,600,000, as compared with half a million in the main service groups now under instructions for sectional walkouts beginning October 20.

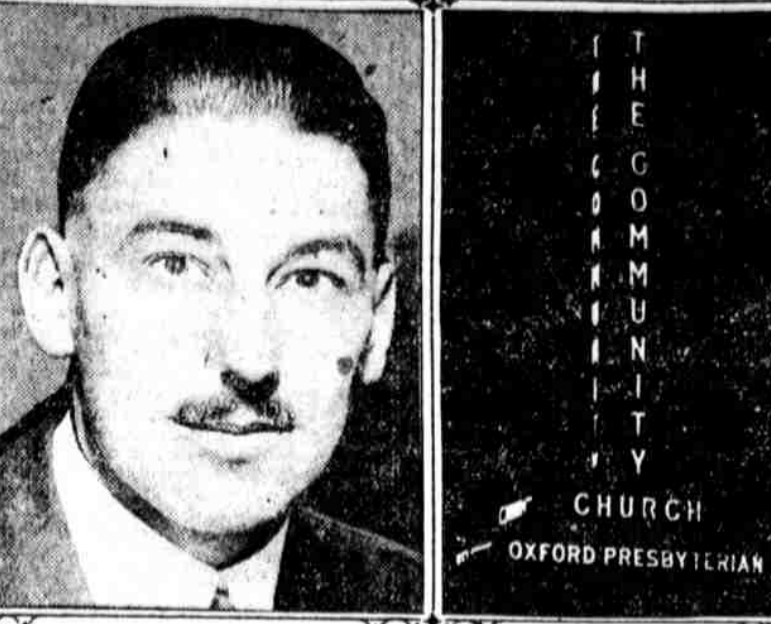
Officials of the telegraphers have scheduled a meeting here Friday and the clerks Sunday. No definite decision, leaders of these eleven unions indicated, will be made before the end of the week. While prospects for settlement of the strike were growing brighter, army officials, it is understood, were making preparations for shouldering the burden of the strike.

Dispatches from San Antonio said officers of the Eighth Corps area, in compliance with the railroad executives and the union leaders to accept the board's mediation in the present critical situation.

The President personally has taken no step toward interference in the wage controversy.

These facts were learned officially at

## ELECTRIC CHURCH SIGN DEDICATED



The Oxford Presbyterian Church, Broad and Oxford streets, now better known as the Community Church, dedicated its massive electric sign last night. Below the church sign proper arrangements have been made to flash a nightly religious message to automobilists and pedestrians. The Rev. Herman P. Gulise is the pastor.

The White House yesterday after a meeting of the President and his Cabinet. Action of the Labor Board yesterday in summoning the brotherhood chiefs into conference in Chicago is virtual indication of the government's determination to seek a "showdown" upon the efficacy of the Esch-Cummings Transportation Act as a means of adjusting railroad labor disputes. The railroad executives, it was learned authoritatively, will be summoned when the conversations with the labor leaders are concluded.

Testing Rail Labor Board  
The move, made with the consent of President Harding, marks the first step in the government's plan for averting the threatened railroad strike. The conferences are designed to determine for the information of the Administration the general public whether or not the Labor Board created to protect the public from the constant warfare between the railroads and their men, is a failure agency to be flouted at, with both the labor chiefs and railroad managements.

Although suggestion was made yesterday in high official quarters that important revision of railroad freight rates were in prospect and might eventuate immediately, the Interstate Commerce Commission had no preliminary announcement to make today at the regular period for the issuance of decisions.

Only one case asking a large reduction in rates on commodities over wide territory is now complete in the commission's record, that of the Middle Western States for reductions on grain, hay and feed. This has brought by State utility commissions and farm organizations and pressed to completion before the commission this week.

Seek 50 Per Cent Reduction  
The complainants seek reductions of 50 per cent on the ground that the fall in the price of the farm products has made it impossible for them to carry on their farm land values and threaten the prosperity of the whole mid-West area. Some twenty-four States and organizations have expressed in some quarters today that developments in the rate question might hinge about an anticipated voluntary action of the railroads themselves, which, if taken, would require merely Interstate Commerce Commission approval.

## STONE CRITICIZES U. S. LABOR BOARD

Cleveland, Oct. 19.—(By A. P.)—Why has not the Washington Administration long ago taken the position that it intends to find out whether or not the United States Labor Board is a "useless public body"? Warren S. Stone, president of the Brotherhood of Locomotive Engineers, asked today in a statement in which comment is made on a press report that the proposed conference between the "Big Five" railroad transportation leaders and the board at Chicago, tomorrow, is to decide upon the question.

"We note in the morning papers that the Railroad Labor Board is going to assert its authority. It is strange that it should be discovered only when labor is trying to better its condition and is filing a protest against further wage reductions, and that then, and not until then, the United States Railroad Labor Board has full authority," Mr. Stone said.

He cited alleged instances of the Missouri and Northern Arkansas, the Atlantic and Birmingham, the Pennsylvania, the Erie and "numerous other" railroads, which, he said, "have simply flouted the authority of the labor board and have told them very plainly and forcibly that they would not recognize them and abide by their decisions and now, at this late date, the commission to talk about asserting their authority, when labor is interested."

"If the press reports are to be believed," he continued, "the Administration has issued a statement that it now proposes to find out whether or not the United States Labor Board is a useless public body. Why has not the Administration taken this position long ago? The violation of the part of the railroads has repeatedly been brought to the attention of the Administration and no action was taken."

The scheduled conference today between the three local executives of the "Big Five" brotherhoods and T. C. Cashen, president of the Switchmen's Union of North America, and a representative of President L. E. Sheppard, president of the Order of Railway Conductors, was confined to telephone conversations because of the inability of Presidents Cashen and Sheppard to be present.

Mr. Cashen is expected to reach here today and will go to Chicago tonight with three local chief executives—Mr. Stone, Mr. Lee, president of the Brotherhood of Railroad Trainmen, and W. S. Carter, president of the Brotherhood of Firemen and Engine Drivers, where they will meet President Sheppard and go into formal conference tomorrow morning preliminary to the meeting with the Railroad Labor Board at 2 o'clock tomorrow afternoon.

The Advisory and Executive Committee of the Brotherhood of Locomotive Engineers were in conference with Mr. Stone this morning and the Executive Committee of the Brotherhood of Firemen and Engine Drivers conferred with President Carter.

Trainmen on the Pennsylvania lines west of Pittsburgh, last night, voted to strike, according to a statement issued here today by R. A. Knoff, general chairman of the Brotherhood of Railroad Trainmen of the Pennsylvania lines west. The statement was issued in answer to one by C. E. Musser, chairman of the brotherhood for the lines east of Pittsburgh, last night.

"While it is true the trainmen under Mr. Musser did not vote for a strike, they are one of five systems in the United States who did not vote strike," said Mr. Knoff. "There are approximately 200 systems represented by general chairmen in the country. It is also true that of the 15,000 trainmen he assumes to represent less than two-thirds of them cast a ballot for or against a strike."

"So far as the Pennsylvania lines west are concerned, the members I represent voted overwhelmingly for a strike and have received their instructions to begin the service at 6 A. M. November 5, standard time, their territory."

"Reports that the Pennsylvania is making secret agreements with its employees, asking the men to pledge not to strike are nothing new on this property, and while these reports may not be true they do not surprise any one who has been associated with the Pennsylvania."

"Mr. Musser is general chairman of the Brotherhood of Railroad Trainmen on the Pennsylvania east of Pittsburgh and Erie, and his assertion that the members of his organization will continue to work in event of a perfectly legal strike on other parts of the system may not prove true."

YARDMASTERS NOT TO QUIT  
8000 Members of Association to Remain at Work  
Columbus, O., Oct. 19.—(By A. P.)—National headquarters here of the Railroad Yardmasters' Association of America, with a membership of more than 8000 throughout the country, today sent out notices to its members to remain at work, performing their usual duties, in the event of a railroad workers' strike.

The notices were sent out following the receipt of telegraphic orders from the president of the organization, J. L. Cone, of New York. Many of the members of this organization also are members of the United States Labor Board, although the yardmasters are not affiliated with any of the large unions or the American Federation of Labor.

No general strike vote was taken in the vicinity of New York and did not result in a strike vote, which resulted in favor of remaining at work in the event of a general strike.

Boys Gain in Drive  
Team leaders reported last night at a luncheon in the Germantown Boys' Club that \$11,195.34 had been subscribed in the first two days of the ten-day campaign for \$25,000 for club maintenance. The Rev. Dr. Luther D. Yoc, of Trinity Lutheran Church, Germantown, spoke.

## Harding Insists on National Spirit

Continued from Page One

God's good world—must share the aspirations to realize the noblest ideals for mankind, there is a fresh hungering for understanding, a new call for co-operation, a clear conviction of purposes and devotions and loyalties not limited to sovereignties nor national boundaries. As the fortunate, successful citizen is both inspiration and example to the community of his growth, so must the fortunate and successful nations help the world to the higher and nobler levels of accomplishment. Here at Yorktown was sealed the charter of the new and free America, but in the charter was written the national liberalism of the maturing eighteenth century crying out from both continents.

Common Good Sought  
"Shall mankind, then, go on yet for generations, for centuries, knowing but refusing to be guided by these truths? Not if conscience and reason are properly asserted. I believe the time is come when there must be recognition of essential co-operation among nations, devoted, each of them, in its own peculiar national way, to the common good, the progress, the advance of all human kind."

"Let us hope that we stand at the dawn of a new day, in which nations shall be stronger for contribution to the world's betterment, because each will feel the assurance of common purpose and united aspiration and the security of a common devotion to the ends of peace and civilization."

"One need not picture a world sovereignly ruling over all the varying races, traditions and national cultures, because it will never be. No program which seeks to submerge nationality and national spirit, and to destroy so priceless a heritage, will never destroy the soul which impelled our gratifying attainments. In sober circumspection, retrospection and introspection of these crucial times, we believe there is sanity and urgent need in bringing the best thought of all great

## GREAT EDUCATIONAL SYSTEM IS URGED

Williamsburg, Va., Oct. 1.—(By A. P.)—Declaring the nation confronts an "educational crisis" through lack of teachers and public school facilities, President Harding appealed in an address here today for patriotic support of an educational system commensurate with national resources.

The President's address was delivered before the alumni and students of William and Mary College, one of the oldest institutions of learning in the United States, having been founded in 1693. The President, who was a guest at the exercises which induced Dr. J. C. C. Chandle, president of the college, to speak in part as follows:

"I wish it were possible for us to drive home to the whole American people the conviction of national concern for our educational necessities. We must have more and better teachers, and to get them the profession must be compensated as it deserves."

"It is no exaggeration to say that the Nation confronts an educational crisis. From every corner of the land, from country, town and city, comes the same report that the housing capacity of our public schools is inadequate, that tens of thousands of pupils have no place for their studies, that teachers and school revenues are insufficient."

"It may be said that, in this realm of education, we have been drawing on our capital instead of spending it. The annual increment only; we have been taking the teachers away from the schools and leaving a constantly increasing deficit in our capacity to train that product of disciplined minds which only can be insured through ever educational facilities."

"Let me hasten to add that this is not a condition which leads us to pessimism or misgivings. I would not

wish it to be otherwise. No people ever approached the lavishness with which, from public revenue and private purse, Americans have given to support education, yet, the more generously we provide today the greater is the deficiency tomorrow, and I am glad it is thus. So long as the eagerness for education outruns our most generous provision of facilities, there will be assurance that we are going ahead, not backward."

"So long as I find that the proportion of public revenue properly devoted to education is increasing, I desire to be counted among those in public life ready and anxious to struggle with the problem of raising the necessary revenues."

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## Praises Small Colleges

"I am not sure that you young people are living up to that full estimate of an education's worth. I doubt if there is as much of plain living and high thinking in academic studies as there was once, or might well be now. I cannot prescribe the cure, but much of the unrest of the world today is chargeable to our living too rapidly, and too extravagantly, and colleges have been the reflex of it."

"Along with all this there is the obligation to maintain and encourage the smaller colleges, among which none is entitled to claim so romantic and appealing a history as the institution whose guests we are today. It is the small college that democratizes the higher education; that brings it within the vision and means of the average young man and woman."

"We hear much of the traditions of famous universities, but if we look into them we commonly find that they concern men, men who have stamped their personalities, who have given of their generous natures, who have colored the intellectual atmosphere about them. And men who are big and strong enough to do that are as likely to be found in the modest as in the impressive environment."

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LABOR BOARD'S FATE HINGES ON SUCCESS

Washington, Oct. 19.—President Harding has put it squarely on to the members of the Railroad Labor Board to adjust their duties under the law as to traversing, and the railroad executives and the union leaders to accept the board's mediation in the present critical situation.

The President personally has taken no step toward interference in the wage controversy.

These facts were learned officially at

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