

PARLEY TO BE HELD MONDAY

Lewis Expected to Participate in Conference Looking to Reopening of Mines

WASHERIES MAY RESUME

Washington, July 22.—In an effort to bring about resumption of mining operations in the anthracite coal fields, a conference, in which John L. Lewis, head of the United Mine Workers, is expected to participate, will be held Monday, either in Scranton, Pa., or New York, John F. Durkan, Mayor of Scranton, announced today after he had conferred with President Harding regarding the situation.

Mr. Durkan is one of five Mayors of cities in the anthracite region of Pennsylvania who has been negotiating with miners' representatives and operating in an effort to bring about a resumption of operations. The Scranton Mayor has conferred with Mr. Lewis and said today he was certain the miners would attend the conference. He added he did not know whether operators would be present.

Mr. Durkan said he had gone over the entire situation with the President and had explained to him the plan, he and his colleagues had in mind for bringing about a cessation of the anthracite suspension. He declined to disclose details of their plan.

"The outlook is very bright," said Mr. Durkan, "and I am confident that substantial progress would be made at Monday's conference. After his interview at the White House, Mr. Durkan returned to Scranton.

Pottsville, Pa., July 22.—Although it is stated that some anthracite coal companies have asked Governor Spruill for protection for reopening operations, a resumption is planned in any part of the Schuylkill coal fields next Monday. Later on, if the plans in the bituminous regions prove successful in the operation of mines for railroad transportation to open up strippings and washeries, from which considerable coal can be produced.

Miners' leaders, however, say the amount of coal thus produced would have no material effect in breaking the strike, with the main coal-producing centers idle.

"The coal shortage would continue to increase enormously each day, even with these few plants in operation," declared leaders.

The departure of State National Guard units from this region today, with strikers for railroad transportation for only one way, the men not having been furnished with any transportation for the return trip, was regarded as significant. The opening of only the strippings and washeries, and not expected to provoke the mine unions to withdraw the pumpmen and maintenance crews, who are keeping the interior of the mines in condition.

Harrisburg, July 22.—Following the departure yesterday of 1100 National Guardsmen, including many overseas veterans, into the soft-coal fields of Southwestern Pennsylvania under orders from Governor William C. Spring, a request for protection from the operators in the hard-coal fields.

The guardsmen had no more than arrived at their destinations when operators, some from the hard-coal fields of Northumberland, Schuylkill and Luzerne, telegraphed assurance of readiness to reopen their mines if protection were given to them.

R. R. Labor Board Is Still Helpless

Continued from Page One

gored" is verified in the fact that it has been but a few weeks since the striking shopmen themselves were roundly cursing the Labor Board because Chairman Hooper and "contingents" of them for striking—or in words to that effect.

Samuel Gompers in his plea for a parley between the railroad executives and their employees by command of the President refers to Mr. Hooper's tribunal as the "Helpless and all but defunct Labor Board." And that about describes the sentiment on both sides here in Chicago.

The railroad executives, I discovered, have little of commendation for the board. They feel it largely a pro-labor, pro-union tribunal with mighty little to be proud of. This is an impartial opinion, inapplicable to its members, but wholly applicable to its powers.

As a source of appeal it is rarely bothered by the railroads, simply because it has no power to enforce its decisions. As one official described it: "It is a tribunal for show; it is a mere shell."

Of all the hundreds of cases passed upon, existing in the Federal Railroad Labor Board, not more than eight in every hundred are carried up to it by the railroads. The other ninety-two are brought up by the various unions, brotherhoods and associations; complaints against the roads.

SCENES AT STATION AS 103D ENTRAINS



Sergeant S. P. Volters, Sergeant Carlisle, champion mule driver of 103d; Captain B. A. Glis and Lieutenant H. L. Fisher. At right is Captain Edward Hooper in command. In insert is William Ruck, running for train

Must Defy Board

The Baltimore and Ohio officials therefore must adopt the "Pennsylvania plan" and deal with their men en masse and in defiance of the Labor Board and the union. There appears to be no other way of "discussing the situation with their employees."

In addition to the question of "seniority," the right of the strikers to resume their old places on the pension rolls and in shop precedence if they return, the other barrier to a settlement of the strike is that of regional boards of adjustment to settle questions of wages and conditions.

Mr. Jewell and his strikers demand one national board of adjustment that will have nation-wide jurisdiction in only in certain territory.

Here is presented another example of the spineless character of the Transportation Act. It does not say emphatically that there "shall be" regional or national boards for the adjustment of wages and similar subjects, but it substitutes "may" for the imperative "shall" and does not specifically indicate the method of their formation.

It has not yet been explained by these insistent advocates of a national board of adjustment, Mr. Jewell and his executive council, why the "Big Four" national boards for the adjustment of wages and similar subjects, but it substitutes "may" for the imperative "shall" and does not specifically indicate the method of their formation.

There are two regional boards for the adjudication of wage disputes between the engineers, firemen and trainmen and the railroads, already functioning; one in the East and one in the West, and others in the process of formation in the Southeast and a fourth is forming in the Southwest.

The background in each case so far as the strikers and the shopmen are concerned is the same. The territorial and working conditions apparently are identical, and yet what is advantageous for the strikers is disadvantageous for the interests of the shopmen, according to their leaders.

There was a long session of the executive council of the federated shop crafts held at strike headquarters yesterday. Nothing was given out for publication, though Mr. Jewell stated that a lengthy statement was in course of preparation in answer to many of the questions asked yesterday that have arisen during the last week. This will be given to the Sunday papers for publication.

No Benefits Paid

No union benefits are being paid to the strikers, I was informed at headquarters. Such a thing is not possible when the entire brotherhood is out and nothing coming into the treasury. Information received here is that a strike of shopmen in Canada, similar to the one in progress in the United States and for the same general cause, is impending. The shopmen's brotherhood is an international organization, and if a walkout across the line does take place, it will be under the general management of the strikers here.

Very conflicting statements regarding the curtailment and annulment of trains are being received at the rival headquarters. It is generally understood that the pinch is being felt and trains in increasing numbers are being taken out of service.

It is estimated that a total of 300 trains, suburban and interstate, have been annulled since the strike began. On the other hand, reports indicate that some trains have been restored, but the number is negligible. As I indicated in my dispatch yesterday, the maintenance of way men, 452,000 in number, have decided not to strike at this time.

The train lodge officers at their meeting in Detroit yesterday, according to long-distance telephone messages received here, accepted the report of the meeting. Edward P. Grable, president, and adopted his views, which were opposed to a walkout at this time.

Although this outcome was anticipated it is nevertheless a blow to the strikers' cause.

Guardsmen Off as Bands Blare

Continued from Page One

three officers. Among them was the Rev. John H. Lee, who served abroad. The City Troop which followed the 103d and entrained at the same point, was in command of Captain Clement B. Wood.

An extra locomotive was required to help start the train of twenty-one coaches.

Charlie Albright, engineer of the train, and Thomas Jefferson Herman, the fireman, a descendant of Thomas Jefferson of Revolutionary fame, kept their word and put the soldiers' special through in quick time.

When the 103d's special pulled into Philadelphia, a few miles from Mount Gretna, most of the men were off the train before the wheels stopped turning. They found the scene all set for them and the smoke and appetizing odors from the cook tent showed that nothing important was being overlooked.

Their first task was to unhorse the cars which carried their steeds. The horses themselves, anxious for exercise, readily co-operated in getting out of their pent-up quarters. From the time everything was shipshape the men were ready for mess—and the way they went after it showed that they had not lost any of their campaign spirit.

All who arrived were in happy mood, ready to go where ordered. Few of the men believe they will be needed for strike duty.

11th Infantry On

Down town poured out in large numbers the 11th Infantry—the old Third Regiment—a farewell worthy of their record, when they left for Mount Gretna.

As their train, from Broad street and Washington avenue, did not pull out until 11:10 o'clock, these warriors of Southward had the biggest farewell send-off of them all.

Several hundred girls, all togged for the regular holiday appearance, they were many last good-by kisses and embraces.

A band of thirty-one pieces set the pace for the men from their armory at Broad and Wharton streets, and they made the distance to Washington avenue in quick time.

The 11th includes Companies E, F, G, H and three battalions of the Headquarters Company, a service company and howitzer company. The infantry was in command of Colonel Robert M. Brookfield. It left in two sections. The first section was in command of Lieutenant J. A. Finley and the second in command of Major C. C. Myers.

Other Guardsmen Leave

North Philadelphia Station was a busy scene when the 103d Field Artillery entrained for Philadelphia at 9:35 o'clock.

Coal Commission to Avert Strikes

Continued from Page One

and that they must produce coal while the commission which he promises to name makes thorough inquiry into the coal industry.

When it has been demonstrated that the miners will not return to work and the sufficient coal cannot be produced by unskilled labor, the operators may even be told to take back their workers, even at the wages and on the terms that prevailed when the strike began.

The gain from an exhaustive investigation of the soft coal industry and from legislation based on what is disclosed will be enormous. Every two years a controversy breaks out between workers and operators, and there is either a strike, as there was in 1920 and again now, or at least the danger of a strike.

The facts are always in dispute. Nominal wages and actual earnings are far apart. Profits on coal vary from nine to nine. Statements regarding them which appear in the press may be based on returns from the most profitable mines or on returns from the least profitable mines. The reasons why workers are idle half the year are never clear to the public.

The coal industry is the most profitable industry in the United States, and it is the only one in which competition has fully survived. It is probably as a whole the most wasteful and most incompetent industry in the country. It is the one in which strikes and the danger of strikes are most frequent, the one from whose losses management social losses are most numerous.

It is believed here that after it has been demonstrated that coal cannot be mined in time to prevent a serious shortage, even with the protection of the State, the operators cannot refuse to take back their men temporarily on any terms the President sees fit to suggest.

Let a band of thirty-one pieces set the pace for the men from their armory at Broad and Wharton streets, and they made the distance to Washington avenue in quick time.

GOVERNOR ALLEN PLANS ARREST OF WHITE TODAY

Fails to induce "Emporia Editor to Remove Poster

Emporia, Kan., July 22.—(By A. P.) The arrest of William Allen White, Emporia editor, for displaying a poster sympathizing with the striking railroad shopmen, probably will be made today, it was announced by Governor Henry J. Allen this morning.

Emporia, Kan., July 22.—Governor Allen had failed early today to persuade his life-long friend William Allen White, to remove from the window of the Emporia Gazette's office a yellow placard expressing sympathy with the striking railroad shopmen, and a final conference at Topeka today was to decide who should swear to the information on which it was expected Mr. White would be arrested.

The placard announces "We are for the striking railroad men 50 per cent."

Find Body of Another Riot Victim

Chillicothe, Mo., July 22.—Newspaper editors here yesterday, deputy sheriffs found the body of another victim of last Monday's riot, in which Sheriff H. H. H. of Brooke County, and five of the occupants are known to have been killed.

THE PEOPLE'S FORUM

Letters to the Editor

Copy of First Public Ledger

Praises Our Scientific Articles

Says Drunkenness Increases

Incubation an Ancient Art

Civil War Widow's Pension

Real Menace to Free Government

Does a Reader Know This Song?

Poems and Songs

McCormick on Business

REAL HOME DINNER, 35 to 75c

Little Benny's Note-Book

Ladies Let Cuticura Keep Your Skin Fresh and Young

POMPEIAN OLIVE OIL Sold Everywhere

THE PEOPLE'S FORUM

Letters to the Editor

Copy of First Public Ledger

Praises Our Scientific Articles

Says Drunkenness Increases

Incubation an Ancient Art

Civil War Widow's Pension

Real Menace to Free Government

Does a Reader Know This Song?

Poems and Songs

McCormick on Business

REAL HOME DINNER, 35 to 75c

Little Benny's Note-Book

Ladies Let Cuticura Keep Your Skin Fresh and Young

POMPEIAN OLIVE OIL Sold Everywhere

THE PEOPLE'S FORUM

Letters to the Editor

Copy of First Public Ledger

Praises Our Scientific Articles

Says Drunkenness Increases

Incubation an Ancient Art

Civil War Widow's Pension

Real Menace to Free Government

Does a Reader Know This Song?

Poems and Songs

McCormick on Business

REAL HOME DINNER, 35 to 75c

Little Benny's Note-Book

Ladies Let Cuticura Keep Your Skin Fresh and Young

POMPEIAN OLIVE OIL Sold Everywhere

WANTED—COMPETENT MEN THE DENVER AND RIO GRANDE WESTERN RAILROAD COMPANY WILL EMPLOY COMPETENT MEN FOR RAILROAD SERVICE AS FOLLOWS: MACHINISTS BOILER MAKERS BLACKSMITHS SHEET METAL WORKERS ELECTRICIANS CAR REPAIRERS Standard wages will be paid under rules and working conditions, with seniority dating from time of employment, as prescribed by the United States Railroad Labor Board. Those wishing to enter the service of this company will communicate with J. E. CROSTBY, General Agent, Denver and Rio Grande Building, Room 1118 No. 205 Broadway, New York City.

Little Benny's Note-Book By Lee Papp The Park Ave. News Weather. All rite if it don't rain. 'Eater! Allmost But Not Quite! Some moving men rang Puds Stimpkins door bell by mistake last Wednesday and take the piano away. Puds was just going to leave them take it feeling grate on account of not having men come down and chased the moving men out of the parlor and made Puds practice 2 hours instead of one. Business and Financial. Last Saturday Ed Wernick swapped his tennis racket for Ed Wernick's baseball bat as he saw Ed Wernick bouncin' it he realized how good of a bouncer it was and tried to swap back and is still trying. Pome by Skinny Martin. The polite way to eat a crinidge. If you're looking for reel enjoyment. You got to stick your face rite in. Intriguing Facks About Intriguing People. Mam Crow cant stand fish but his mother and father like it very much, the result being they have every Friday. Buy a horse shoe for luck and then if you are unlucky it wont be your fault. Shiny ones 10 cents rusty ones 5. The Ed Wernick and Lew Davison Horse Shoe Co. (Advertisement)

Ladies Let Cuticura Keep Your Skin Fresh and Young Cuticura is the best skin medicine ever made. It keeps the skin fresh and young. POMPEIAN OLIVE OIL Sold Everywhere

The Baltimore and Ohio Railroad Company Office of the President Baltimore, Md. July 21, 1922. TO THE PUBLIC AND EMPLOYEES: A large proportion of the men employed by the Baltimore and Ohio Railroad Company, designated as the "Shop Crafts," left the service of this Company by concerted movement at 10 o'clock A. M. on July 1st. The strike which began at that time on practically all of the railroads in the United States still continues. The absence of such a number of skilled and unskilled men from their regular positions has, of course, interfered with the orderly operations of this Company and has placed an unusual burden upon the officers and employees who have remained loyal. The Baltimore and Ohio Company has already employed a large number of new men and a much larger number were available and would have been hired had not the Management desired to avoid, or at least postpone so far as possible, filling the places of its former employees with other men. The failure on the part of local authorities at some points on the line to preserve order and protect those desiring to work also influenced the Company not to send more men until protection could be assured. Even under conditions as they now exist, the business handled by the Baltimore and Ohio Company yesterday, the 20th of the present month, was larger in volume than on any day since the strike began. The number of loaded cars handled yesterday was 80 per cent of the number moved daily on the average during the month of June. There are no matters in controversy between the Baltimore and Ohio Company and its employes that cannot, in my opinion, be settled and settled promptly by a conference called for that purpose. The Baltimore and Ohio Company would much prefer to keep in its employ the men who have been in its service, many of them for years, and who are familiar with its working conditions and requirements, and I am confident that if a conference could be had between representatives of the men and the officers of this Company that the present unfortunate situation could be quickly cleared up, and the Company earnestly invites the men to join in a conference for this purpose. In addition to the protection which the local public officers have afforded, there has now been added the further protection of the Federal Government through the issue of injunctions by Federal Courts at points where the upholding of law by local authorities has proven to be difficult, consequently a much more orderly condition now prevails over the entire System. We now have assurance that the men engaged in the performance of duty will be protected from violence and intimidation. It will therefore be much easier to obtain additional men such as may be required. Unless those who left their positions are willing to return to work without further delay, or are willing and able to promptly join in such a conference as is suggested, it will be the duty of the Baltimore & Ohio Company to take such other steps as may be necessary and still possible in order to resume normal operations. I feel confident that if a conference can be arranged and if the parties to such conference are willing to approach the matter in a spirit of fairness and with a sincere desire to effect a settlement, a prompt and satisfactory conclusion can be reached. The Baltimore & Ohio Company, for which I am authorized to speak, will approach the matter in that spirit. The public has a right to expect all of us to make every reasonable effort to bring about an early settlement of this controversy in order that we may thereby be enabled to give to the public the service which it has a right to demand and expect. DANIEL WILLARD, President, the Baltimore & Ohio Railroad Company.