

NEW TRAFFIC RULES IN EFFECT MONDAY

Patrolmen Will Post New Rules Tomorrow on Broad and Chestnut

READ 'EM CAREFULLY

The new traffic rules regulating parking and left-hand turns, especially in the central section, will go into effect at 8 o'clock Monday morning.

Patrolmen will post the new traffic rules tomorrow on Broad street and on Chestnut street, covering all thoroughfares affected by the regulations.

In the territory bounded by Vine, Pine, Seventh and Twentieth streets one-way parking will be permitted between 8:30 A. M. and 4:30 P. M., although Chestnut street is subject to special regulations.

Parking will be forbidden absolutely on Chestnut street between Tenth and Sixteenth streets. On Chestnut street between Seventh and Tenth streets, and between Sixteenth and Twentieth streets, one-hour parking will be permitted from 8:30 A. M. until 4:30 P. M.

East of Seventh street and west of Twentieth street on Chestnut, motorists will be allowed to park for sixty minutes regardless of the hour of the day.

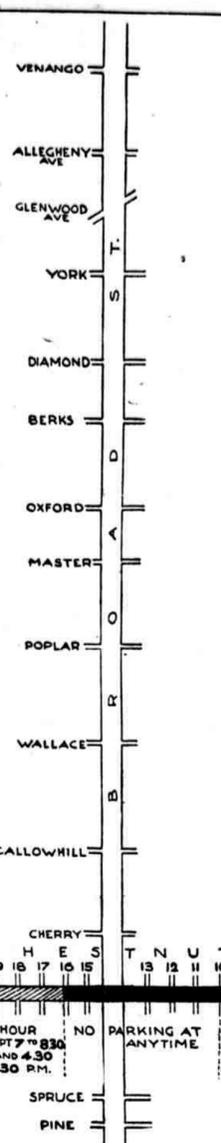
New regulations concerning left-hand turns will become effective Monday on Broad street between South street and Erie avenue. Traffic control points will be established at Pine, Spruce, Cherry, Callowhill, Wallace, Poplar, Master, Berks, Diamond, York, Allegheny and Venango.

A driver who wishes to make a left-hand turn from Broad street must go to a traffic control station, draw up at the right-hand curb and wait for the traffic patrolman's signal to proceed.

New traffic substations will be created in addition to those at the Park and Lehigh avenues station and the Fifteenth street and Snyder avenue station.

Lieutenant George W. Woehr, who was promoted recently, will have charge of traffic in the northern part of the city and Lieutenant Robert Wassing will have charge of traffic in the southern section. Captain Harry Shultz is in charge of the traffic division.

Watch Your Step!



Etching shows streets affected by new traffic regulations which go into effect Monday. Places and time of parking are also shown. Left-hand turns are permitted on Broad street on streets indicated in diagram

Lewis Gives Miners' Side of Controversy

Continued from Page One

us, as they agreed to under the clause in the old contract, and negotiate a scale.

"It is your idea that both anthracite and bituminous miners must work under a similar agreement?" I asked. "In this one of the operators' objections?"

"The bituminous and anthracite agreements are different propositions. Each agreement contains provisions without reference to the other. The miners and operators in the two fields have nothing to do with each other."

"Get this clear in your mind. The miners did not force this strike. It was forced upon them by the operators' refusal to meet for negotiations, as they had pledged themselves to do."

"Says All Must Obey Rules" "Inasmuch as the United Mine Workers are the signatories to our contract with the operators, we insist that all men working in and around the mines must conform to all of our rules in our contract. And the organization sees that this is done."

"Why do you particularly ask for the introduction of the check-off system?" "Because the United Mine Workers contribute one-half to the maintenance of the Conciliation Board. We pay large sums toward the expenses of the general wage agreement, for the maintenance of wage dispute settlements and the current expenses of our organization."

"As it is now we are compelled to hire men to go around and collect this money, which is an additional item of cost."

"The increased Wage Demand" "Another demand of the Shamokin convention was for a 20 per cent increase in wages. The increase given the miners since the beginning of the war was not sufficient to keep pace with the increased cost of living."

"The Wilson Anthracite Commission, which gave the miners an increase of 17 1/2 per cent in 1920, announced that this increase should not come at any cost to the consumer. In spite of that some of the anthracite companies almost immediately increased the price of coal at the mine as much as \$1.50 a ton."

"Now, as to the miners' wages," added Mr. Lewis: "let me say that the minimum rate a day for 40 per cent of the bituminous field is \$4.20, while the maximum wage for the skilled labor inside the mine is \$5.42."

"The average working time of the men for the last two years, or since the 1920 contract was made, has been 200 days; that is for 1920-21 and '22, up to the first of April."

"That would give the day laborer an annual income of approximately \$1100, while for the skilled labor inside it would mean \$1400."

"But from these amounts must be deducted about \$200 for upkeep, according to the estimates of mine officials and local officers, thus leaving a net income of \$900 and \$1200, respectively."

"The United Mine Workers contend that this is not sufficient to support a man with a family in a decent way according to our American standards."

Differences Over Coal Cost

"But the anthracite operators insist that the reason for the high price of coal to the consumer is the excessive cost of mining and the high wages demanded by the miners. They contend that they are fighting the public battle in reducing the miners' demand," I suggested.

"According to the figures of the Anthracite Operators' Association—when I depose," declared Mr. Lewis: "the labor cost of coal at the mine is \$3.92 a ton."

"As miners, familiar with the subject, of \$3.92 at the mine has no relation to the ultimate cost to the consumer. There are other things which the operators conceal; which they are afraid to expose to public gaze."

"Take their sales agencies and selling corporations," he went on. "All of these are merely devices to write additional profits from the public pocket."

"The present railroad rates are another imposition on the consumer. Approximately the rate for hauling a ton of anthracite coal from the mines in Eastern Pennsylvania to tidewater, a distance of, say, 155 miles, is under the latest figures, \$2.41 a ton."

"Public Molested, He Asserts" "Bituminous from Western Pennsylvania, 300 miles further inland, is transported to tidewater for some 150 miles, with a haul of 300 miles further."

"Another method of piling up profits is what is known as 'barge charges.' The coal is hauled to barge wharves, there are the railroads. These are owned by the railroads. They add 40 cents a ton for this transfer, and the coal is only carried across the river to Brooklyn."

"The operators have the work of mauling the public down to a fine system."

"Are you aware that the much heralded 'Compensation law' is a big paying proposition with the operators?"

"I confessed that this was a new angle to this vexed question of operators' profits."

"I cannot give the exact figures of course," said the head of the United Mine Workers, "but we have investigated in the past, and since that law became operative the coal operators added ten cents a ton to coal to pay the expenses incurred by the operation."

"Estimates Return at \$5,000,000" "In other words the public pays the bill for every injured or crippled miner," I interjected. "How do you figure to substantiate this?"

"To the best of our information," Mr. Lewis replied, "last year the anthracite coal operators gathered in about \$5,000,000 from the public on this score."

"This is one of the anthracite coal mysteries we would like to see cleared up," he went on, "for the future there is a Federal Commission appointed to investigate this industry, we will demand, just as President Harding promised, that every phase of the business be investigated and also including this question of royalties."

"I am informed that the Girard Estate, a Philadelphia City Trust, is one of the greatest offenders in respect to anthracite royalties."

Refused to attend a conference with the operators which he called?

"Yes, we did. Why? Because it was a conference for a State conference, and our agreement specially provides for an interstate conference. That is just what the operators want—State conferences," said the mine workers' president.

"Opposed to State Conferences" "Do you regard the attitude of the coal operators as an attempt to disrupt the mine workers' organization?" I asked.

"In reply to that I refer you to the declaration of Mr. Penna, who said our organization should be wiped out of existence."

"But about these State and district conferences, what is the objection to them?"

"Once they get State conferences it is only a matter of time until they have local conferences, and after that individual contracts with miners, which they are aiming for, and which would be the union off the face of the earth."

"It is easier to break up a union by breaking it into separate and small districts, upon which they could impose their will. From that it is only a step to dealing with separate locals, and finally, with individual miners."

"That was the plan pursued by the British mine owners which has taken away wages and conditions that existed for thirty years and demoralized the coal trade in Great Britain."

"Explains Cause of Failure" "What was the reason for the failure of the conference at Washington called by President Harding?"

"When we assembled at Washington we pointed out to the President that 50 per cent of the bituminous operators were on strike were not represented."

"There was no representation in that conference for 80,000,000 tons of output in the Western and Central Pennsylvania district, and nearly 100,000,000 tons in West Virginia, and an additional 100,000,000 tons in Kentucky, Colorado, New Mexico, the State of Washington and Maryland."

"That left only 60 per cent of the mines represented, and we asked President Harding to invite them in."

"He requested A. M. Ogil, president of the National Association, to invite those producers to appear. But in selecting his representative operators Mr. Ogil excluded those who are disposed to settle the strike."

"Another thing. Of the 60 per cent of operators who were present only half accepted the President's proposition. When you reduce it to the final analysis you can see that only 25 per cent of the country's operators accepted his proposition."

"Mr. Ogil himself has dual interests. He is a large non-union producer in the Pocahontas field in West Virginia and is a union operator in Indiana. These are facts worth consideration by the public. And Mr. Ogil is not the only operator in the same category."

"Now you understand why the Washington conference failed."

RAIL PEACE NEAR, HARDING BELIEVES

President Confident Basis for Settlement of Trouble Has Been Found

COMPROMISE ON SENIORITY

Washington, July 25.—Details of the rail strike settlement plan drawn up by President Harding and to be considered at separate meetings of railroad executives and union officials at New York and Chicago next Tuesday were still withheld today, but the President was said to feel that they offered a basis upon which the two sides should be able to come to an early agreement.

After announcing the general strike committee of the shopcraft unions on strike would be convened in Chicago to consider the proposals on the same day the rail heads met in New York for that purpose. B. M. Jewell, leader of the shopmen, and international officers of the unions left here for Chicago last night apparently prepared to recommend favorable action by the committee. That the spokesmen of the rail executives who have conferred with the President would have the same favorable recommendation to make, however, appeared improbable today, with the seniority issue looming in that quarter as the doubtful point.

As understood in broad outline the President's settlement plan deals in major part with the seniority question as virtually the only controversial issue now remaining between the railroads and their workmen.

Other sections, it was said, would concede to the strikers the right to a re-hearing before the Railroad Labor Board on the wage issue, bind the railroads to set up regional adjustment boards and require their abandonment of repair contracts with "outside shops."

With a view to overcoming the strong objection indicated by a number of roads to the displacement of new men by returning strikers, President Harding is understood to have suggested a compromise on the seniority question by which the former would retain their positions, while the strikers would be given a seniority rank just behind the men who did not walk out July 1. A large number of lines are said to have indicated a willingness to take back all of their men in the exact positions held prior to the strike.

Chicago, July 25.—(By A. P.)—As the strike of 300,000 railway shopmen entered its fifth week today the outlook for peace was regarded as bright and in

rail circles here the belief was expressed that the walkout would not last into the sixth week.

While union chiefs and rail heads were presumed to be on the verge of making peace violence was slightly increased in strike areas, reports indicated.

Thirty colored laborers were said to have disappeared from the Chicago and Northwestern shops at Milwaukee after a number of shots were fired in the vicinity.

A non-union employe of the Wabash was beaten and another kidnapped at Chicago.

A deputy Federal marshal on guard at the Missouri Pacific roundhouse at Jefferson City, Mo., was slugged into unconsciousness by three men after he had been called from the building.

A mob at Jansville, Wis., surrounded a roundhouse of the Chicago, Milwaukee and St. Paul, where ten non-union men were at work and compelled the men to run from the building. Women and girls in the mob threw stones at the workers.

At St. Louis two guards of the Missouri Pacific and a blacksmith of the Terminal Railroad were stoned and beaten.

Troops at Erie, Pa., were stationed about the homes of several men who remained at work following attacks in which the men's homes were stoned.

New York, July 25.—(By A. P.)—The Chamber of Commerce of the State of New York today wired President Harding requesting that in negotiating a rail strike settlement he "give full recognition to the loyal railroad employes, who, during this assault upon established government and the life of the nation, kept trains moving and have thereby given courage to all who believe in support of the laws of the land and the peaceable settlement of industrial disputes."

Improved Shackamoxon Street Ferry Service On Sundays and holidays, continuing throughout the summer, there will be a ten-minute boat service from 8:00 P. M. to 10:00 P. M. Eastern Standard Time, on the West Jersey and Seashore Railroad ferries, between Cooper's Point, Camden, and Shackamoxon Street, Philadelphia.

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Borah May Fight Harding Mine Plan

Continued from Page One

States were so organized that a national body were to determine the policy of every member and permit no sales of coal except on dictation of terms by the national officials, every State Legislature and Congress itself would practically put to an end such a practice.

The mine workers' unhesitatingly assumed national dictation. It is the big issue involved in the present dispute.

"Frankly I think it must be dealt with if we are to have any security and any assurance of a supply of fuel."

This is a more definitely anti-union position than the President has taken at any other time since the strike began.

If President Harding's proposed legislation contemplated dealing with this problem, it will encounter the opposition of Senator Borah, who is strategically placed at the head of the committee to which it must normally go.

Apparently Mr. Borah aims to have a congressional investigation, the union circles there is much quiet objection to having an inquiry made by commissioners named by the President, and the group of progressive Senators, of whom in this instance Mr. Borah is the spokesman, echo this criticism.

It is said that all of President Harding's advisers are anti-union and special attention is laid on the fact that the Secretary of War is not a union man and that Secretary Mellon, who is said to have had great influence in this strike, is closely associated with the interests of Western Pennsylvania.

This view found utterance yesterday in an editorial in a newspaper which voices the Progressive point of view. The opinion of Mr. Borah and the Progressives does not greatly differ

Long Fight Forecast

The Progressive wing of the Republican party since its recent successes in the primaries is looking for an issue, and it may have found one in the context which is likely to develop over the rights of labor.

The question which Mr. Harding proposed in his letter to Grovesback will hardly come up in this session of Congress. Time is too short for the settlement of any controversy and the attempt to make any such definition of the rights of labor as Mr. Harding's suggestion will result in a long fight.

Moreover, the issue will probably arise after the commission of inquiry makes its report and it will have to be disposed of in the short session next winter. It will thus go over into the session which will precede the campaign of 1924.

The labor issue is now definitely in politics. Some definition of the rights and status of labor will inevitably come in the next few years, and to have a hand in defining their own rights the great national unions at least will organize as the farmers have done to control elections.

In the next Senate the labor influence will, even as it is, be much stronger than in the past.

Senators Brookhart of Iowa, Frazier of North Dakota, and Howell of Nebraska, if he is elected, will all belong to the group of which Borah, Follette and Johnson are the leading members now. Beveridge's position on this issue is in doubt. This is to mention only the Republicans who have been so far nominated.

The new Democratic Senators labor will also gain some supporters.

Thus there is already the beginning of a labor bloc in sight.

Men Want Eight-Hour Day

"Our men in the anthracite field are acting in accordance with the policy and under the direction of the Shamokin convention of January of this year."

"They are asking for the establishment of an eight-hour system for all classes of employes around the mines and collieries."

"There are several thousand employes in the region, such as pumpmen, inside engineers and watchmen, now working underground from twelve to fourteen hours a day."

"Our organization has been striving for years to attain for these men the same eight hours a day that is enjoyed by the other employes."

"What other employes work only eight hours a day?" I inquired.

"All other classes of labor," was the response: "drivers, motormen, breaker boys, trip riders, consideration of the men working in and around the mines and contract miners," said Mr. Lewis.

"Another thing the Shamokin convention demanded of the operators was the recognition of the United Mine Workers of America. Only party recognition has been accorded us in recent years."

"Says All Must Obey Rules" "Inasmuch as the United Mine Workers are the signatories to our contract with the operators, we insist that all men working in and around the mines must conform to all of our rules in our contract. And the organization sees that this is done."

Friends of the Public

"The operators claim to be the friends of the public. Can they make the public believe that?"

"In demanding a free expose of the mysteries of the coal business, including its profiteering methods, the United Mine Workers of America are demonstrating that they are really the ones who are trying to help the public."

"We want to know what becomes of the difference between the \$3.92 a ton labor cost and the \$15.30 which the people of Brooklyn and elsewhere pay for this same ton of coal?"

"Questions of wages and working conditions are not the only questions at issue in this contest. We do not propose to permit the operators to make the United Mine Workers the goat, while we are to have the justice of our claims passed upon, then the impenetrable mystery that envelops the anthracite operators' side must be revealed, and the probe must go deep enough to reach the seat of the trouble."

"The Saving to the Consumer" "If anthracite miners' wages were reduced twenty-one cents a ton, as the operators demand, what would be the savings to the ultimate consumer?" I asked Mr. Lewis.

"It would be about eighty cents," was the reply. "But would the consumer get it?"

"Did the consumer get a return of the State tax that the operators collected in 1915-16 after the bill was declared unconstitutional?"

"If the operators would disregard the order of President Wilson's commission in 1920 not to pass the wage increase of 17 per cent along to the public the benefit of a wage cut in the miners' wages?"

"The Governor of Indiana says you



Heading Toward Government Ownership?

WHAT IS the real meaning of the Railroad Strike? Is it a matter deeper than a struggle to maintain a certain level of wages? Is it a strike toward Government ownership?

THOMAS DeWITT CUYLER Chairman of the Association of American Railway Executives, is perhaps the leading authority in the country on railroad matters.

He has been persuaded to express his views of the real meaning of the rail strike and his idea of how disaster may be averted.

The rail situation vitally affects every man, woman and child in the United States. Thinking men should inform themselves as to the views held by both parties to the struggle, for, in the mass, the readers of the Sunday press constitute that great third party to every industrial struggle, the American public.

This unusual, this timely article, is the front page feature of the Magazine Section of the SUNDAY PUBLIC LEDGER, July 30

A new department of the Sunday Public Ledger is of particular interest to women. It is entitled "Our Women in Politics." Edited by Mrs. Harriet Hubbs, Executive Secretary of the Pennsylvania League of Women Voters, it will deal not only with noted feminine figures in politics, but a trained analysis of the attitude of women voters during this most important of campaign years.

The complete Magazine Section, beautiful sepia-tone Rotogravure Section and six-page all-star Comic Section are in addition to the comprehensive News Section of the Sunday Public Ledger.

After-Dinner Tricks



No. 226—Appearing Dime in Handkerchief A handkerchief is spread out and shown to show that it contains nothing. It is then crumpled up into a ball and given to a spectator to hold. When he opens up the handkerchief he finds a dime has appeared within its folds.

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