

Concerted Drive Started to Avoid Railroad Strike

Farm Bureau Sends Petitions To Commerce Commission Asking Rate Cut—Labor Board Calls Meeting.

Chicago, Oct. 18.—Efforts to avert the nation-wide rail strike scheduled for October 30, tonight found governmental agencies representatives of the public and some railway labor unions taking action simultaneously which all three hope would prevent a tieup of the transportation system.

Foremost among moves being made was a meeting between the railroad labor board and the heads of the five unions, which have already authorized their men to strike, called for Thursday by the board and at the request of President Harding, it was said by the board members.

The first move by a public organization to avert a strike came when the American Farm Bureau federation, representing 1,250,000 farmers, sent petitions to the Interstate Commerce commission asking an immediate 10 to 20 per cent reduction in freight rates on necessities and announced that it also would appeal to the labor board not to grant a new 10 per cent wage reduction which the roads have announced they will seek, but rather to revise wages generally in accordance with the cost of living. Concurrently in these requests should avert the strike, the federation said, and volunteered to meet with union and rail representatives as a mediator.

To Hold Meetings.
Meetings lasting all week will be started tomorrow by the 11 rail unions which have not yet issued strike calls, although most of them have voted for a strike. Leaders of several of these unions announced that they will oppose a strike call in the hope a split between them and the five unions already authorizing a walk-out may avert a strike.

Union leaders called in by the labor board were W. S. Carter, president of the Brotherhood of Locomotive Firemen and Engineers; Warren S. Stone, president of the Brotherhood of Locomotive Engineers; William G. Lee, president of the Brotherhood of Railway Trainmen; L. E. Sheppard, president of the Order of Railway Conductors, and T. C. Cashen, president of the Switchmen's Union of North America.

The conference was called for the avowed purpose of preventing a strike, according to Ben Hooper, vice chairman of the labor board. He returned tonight from Washington where he and other members of the public group conferred with President Harding.

"It is the desire of all elements of the board to do everything possible to prevent a strike," he said after a conference with board members. "What the procedure will be on Thursday, I can't say. It is safe to assume every possibility of averting a walk-out will be taken up and it is our hope that the two parties can be brought together on some basis looking toward settlement."

To Observe Order.
Mr. Hooper refused to say whether the board regarded the conference summons as an investigation of a threatened violation of the board's orders. It was pointed out, however, that there would be no violation of the board's July 1 wage reduction order until the men walked out.

By coincidence, the first hearing at which any party has been cited to appear because the board believed it has violated a decision is set for the same day as the conference, 10 a. m. Thursday. The Pennsylvania has been ordered to appear then because it has not held an election of shop men's representatives as directed by the board.

Explaining further the statement issued by the public group in Washington Sunday, Mr. Hooper said that the board recognized that there was "a universal demand for the reduction of freight rates."

"In suggesting translation of the last wage cut into reduced freight rates and advising against further requests for wage reductions at this time, the board does not mean that parties may not come before it with disputes," he said.

"The suggestion was made merely as a 'modus vivendi' for solving the present transportation problem. We suggested that the roads cease wage reductions for the present and reduce rates at a step in the revival of industry. We believe such action would result in helping bridge the business depression and lower the cost of living."

Wage Cuts Later.
"Then after the public had been given a breathing spell, the roads would be at liberty to come back to the board with further requests for wage reductions."

Proposals of the American Farm Bureau federation were made known in a statement by J. R. Howard, its president.

The federation, he said, was eager and willing to meet with either railroad executives or employees or with both, if anything can be accomplished in preventing the threatened strike. Telegrams asking for a conference here have been sent to both sides.

A 10 per cent reduction on basic commodities, including farm products, food, fuel, building materials and possibly ore would amount to between \$200,000,000 and \$250,000,000, farm bureau officials estimated. A 10 per cent reduction on everything, they said, would amount to about \$430,000,000, approximately the amount by which wages of railroad employees were reduced July 1.

President Howard asserted that he had presented his proposition for an immediate reduction in freight rates at a recent meeting of railroad executives in New York. The executive committee of the railroad executives, he said, approved the plan, but the Association of Railway Executives, meeting in Chicago last week, voted it down, deciding to press for a further wage reduction.

The 11 great railroad unions which have not yet formally issued a strike call, although most of them have voted for a walkout with the brotherhoods, will go ahead with their proposed meetings.

Sidelights on Strike

Coal Prices.
Bethlehem, Pa., Oct. 18.—W. R. Coyle of this city, president of the American Wholesale Coal association, last night telegraphed the National Association of Purchasing Agents and the directors of his own organization urging that "cool head and steady hand" be kept in the railroad situation as it may affect the coal industry.

He recommended that "in case of emergency, members of the coal association put aside immediate profit in favor of completing business now on their books" and asked them to "let no charge of boosting prices be brought against our membership."

State to Run Trains.
Columbia, S. C., Oct. 18.—Trains will be operated in South Carolina "strike or no strike," Governor Cooper declared last night in announcing that a special session of the legislature would be called if necessary to meet the emergency of a threatened tieup.

"In case the strike becomes a reality," Governor Cooper said, "it would be the duty of the state to use every means in its power to see that trains are operated, and I would not hesitate to call for volunteers to aid in running them."

To Operate Own Train.
Okmulgee, Okla., Oct. 18.—In the event of a railroad strike the Okmulgee post of the American Legion will operate its own train over the St. Louis & San Francisco line to the legion national convention at Kansas City, according to plans announced yesterday by F. Wood, past commander in charge of arrangements.

A train crew will be made up of members of the legion post, regular Frisco men, who anticipate no objection from the union to their operating the legion train. G. A. Brundage, general agent of the road here, expressed the belief the train could be operated if approved trainmen manned it.

To Use Autos.
Iowa City, Oct. 18.—Automobiles will be used to transport the University of Iowa football team for its scheduled games should a railroad strike tie up transportation, Coach Howard Jones announced today.

9,000,000 Motor Cars Ready for Rail Tieup
New York, Oct. 18.—More than 9,000,000 automobiles and trucks will be available for emergency use if a railroad strike called for October 30 goes into effect, Alfred Reeves, general manager of the National Automobile Chamber of Commerce, declared in a statement yesterday. He said the motor trucks of the country could easily handle freight necessary to relieve emergencies, and added that in cities commuting passenger traffic could be taken care of by motor buses.

Farmers, Mr. Reeves said, own 139,000 trucks and these, with those in cities, could be utilized in delivering food products.

Rail Executives Claim No One Will Starve by Tieup
New York, Oct. 18.—Assurance was given yesterday at the offices of Association of Railway Executives, 61 Broadway, that there is no need of public alarm over the threatened railroad strike. "No one will be allowed to starve or freeze to death if the rail unions carry out their threat," said the spokesman for the executives, "because every well-managed railroad in this country has skeleton plans and the necessary skeleton forces to meet any emergency."

The speaker also pointed out there are approximately 5,000,000 unemployed in the land.

Portugal mines less coal than any production being about 22,000 tons, other European country, its annual

serve to prevent strikes and that labor would not hesitate to strike in defiance of any order of the labor board deemed unacceptable. Originally there were provisions in the bill prohibiting strikes in defiance of decisions of the labor board and prescribing penalties therefor, but they were eliminated at the behest of organized labor.

While exerting his influence to procure obedience to the decisions of the labor board, the president is also endeavoring to bring about a general reduction in freight rates. Such a reduction would demonstrate to the public that the benefits of railroad wage reduction were being passed on to the consumer.

The question of rate decreases is being discussed by the Interstate Commerce commission, which is in touch with the responsible leaders among the railroad owners. A reduction may materialize either as a more or less voluntary proposal by the railroads or as a measure imposed on the roads by the government.

Readjustment Needed.
Negotiations, inspired by the president, are in progress and administration officials are confident that it will be possible to announce rate reduction within the next few days.

On the question of freight rates Representative Anderson of Minnesota, chairman of the joint committee on agriculture inquiry, said today:

"One of the greatest problems before the American people today is the establishment of a more economic system of distribution, and one of the greatest factors in the cost of distribution is transportation, and it appears that the greatest factor in transportation costs is represented in wages."

"We are now passing through a period of readjustment of prices of commodities and wage levels incident to the activities of production and distribution."

"The unwillingness of any group which is an element in costs of distribution to do their full share toward effecting a proper readjustment of costs and wages, necessarily retards a return to normalcy. The interests of all groups and classes

President To Support Railway Labor Board

(Continued From Page One.)
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Approves Action.
Mr. Harding believes that the labor board should cite any individual or organization ignoring its decisions. He approves the recent action of the board in citing the Pennsylvania railroad to show cause for its refusal to comply with a decision on working rules involving the refusal of the road to recognize certain representatives of its organized employees. He regards the summons to the brotherhood chiefs as in the same category.

The president's attitude is unanimously supported by the members of the cabinet, which met today and discussed the strike situation only informally and briefly. The question was deemed one that is being dealt with by the authorities constituted by the transportation act and therefore not one requiring, as yet, the formal attention of the cabinet.

The president takes the position that there is no occasion for undue excitement over the situation, which was foreseen as a possible, if not probable, contingency by congress when it passed the Commis-Esch bill and which is being dealt with in the manner prescribed by that law. If the law fails to prevent strikes in the manner contemplated, it will be time to adopt other measures and possibly propose additional legislation. This time has not come, in the opinion of the president, and in the meantime the public should remain calm and lend its support to a full and fair trial of the law.

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of people in this readjustment are so interwoven that no group or class can properly avoid the concessions necessary to a re-establishment of normal activities."

Roads Plan to Ask Further Salary Cut for Employees
New York, Oct. 18.—The railroads, through the Association of Railway Executives, last night announced their intention of making immediate application to the railroad labor board "for a reduction in wages of train service employees sufficient to remove increases made by the labor board's decision of July 30, 1920, (which would involve a further reduction of approximately 10

per cent) and for a reduction in wages of all other classes of railroad labor to the going rate for such labor in the several territories where the carriers operate."

Miner Klansmen Must Hire Own Attorneys
Muskogee, Okla., Oct. 18.—Members of the United Mine Workers of America, who join the Ku Klux Klan must provide their own means of defending themselves should their activities as klansmen result in prosecution, John Wilkinson, president of District 21 of the United Mine Workers announced on his return from Arkansas, where he said he

investigated the arrest of 38 alleged klansmen in the Spadra coal fields. He said he found four of the defendants were members of the mine workers. Previous reports, he said, declared all of the defendants were members of the union.

Yardmasters Won't Quit
Columbus, O., Oct. 18.—There will be no strike of the Railroad Yardmasters of America, whose headquarters are located here, according to William Brown, grand secretary-treasurer.

"This organization is not a striking organization," he said.

Paraguay has established a factory for the manufacture of twine and bagging from native plant fibres.

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Things to Embroider

Between times and during the idle moments of the day when your fingers are just itching to do something.

For the baby there are made-up dresses and skirts, pillows, carriage robes, bibs and bonnets, all stamped and all ready to work.

For the child from 2 to 8 years are dresses made up and ready to embroider. Also a beautiful line of stamped handkerchiefs in all colors. All are pleasingly simple, but most attractive.

Hosiery for Children

¶ School hose with double knee, heels and toes in black or cordovan. Special for 25c.

¶ Did you know that pony hose are made with triple knees, heels and toes. Small sizes, 55c. Large, sizes, 65c.

¶ Three-quarter silk and wool socks with fancy roll tops for \$2.35.

Button—Button

Who has the button? The clever woman who fashions her own garments has them. She sews the large ones on her coat and suit and saves the fancy ones to trim her blouses and her frocks.

And so we remind her that we have all kinds, colors and sizes, appropriate for every purpose.

Modish Fall Apparel for the School Miss

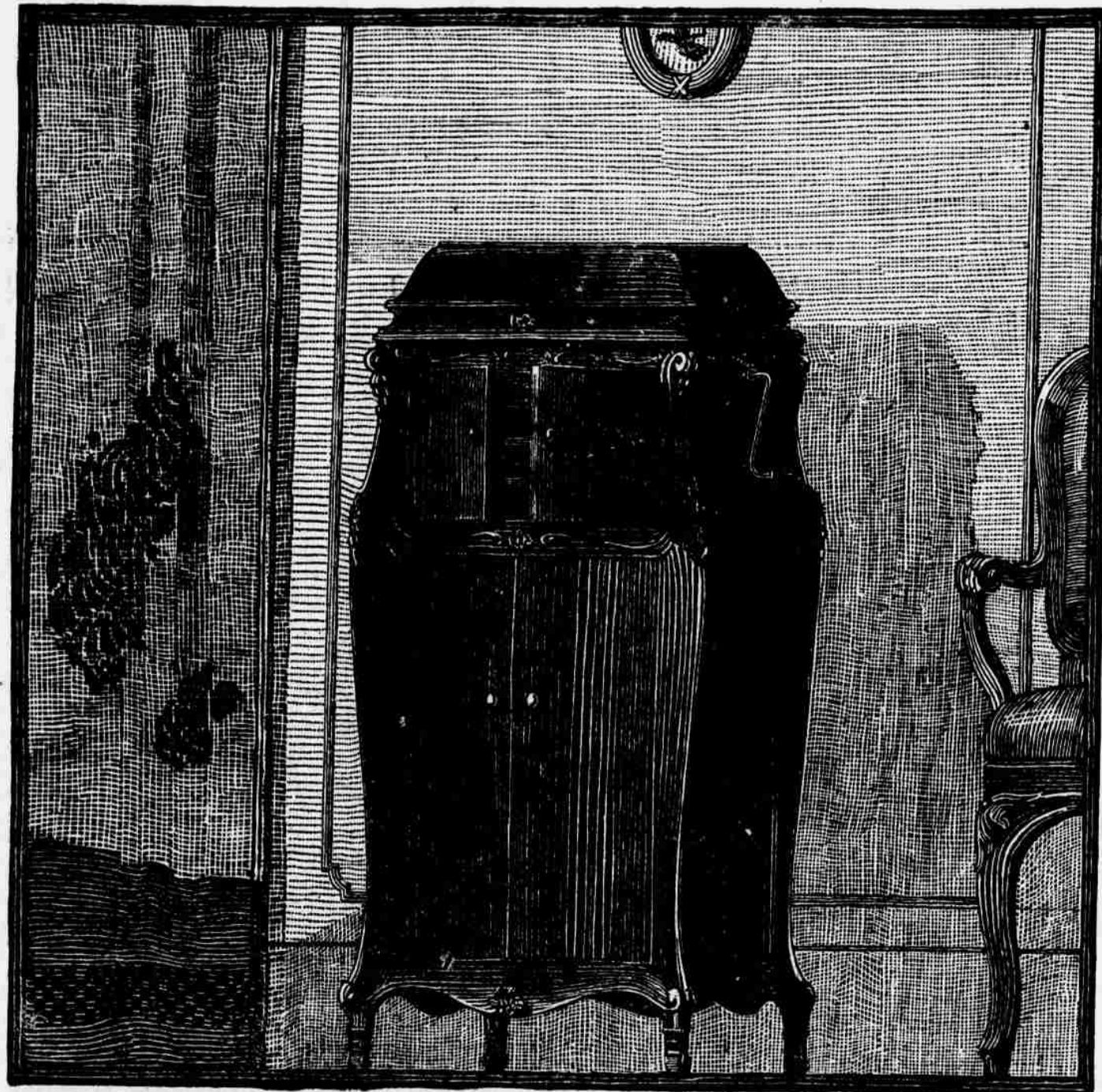
Youth's fresh attractiveness is becomingly expressed by these smart models for late fall and winter.

Very nifty are the heavy coats for the Miss from 15 to 19 with their narrow belts and large collars. Some, too, have adroitly assumed the fur trimmings of their older sisters. They come in Mixtures, Duvet de Laine and Tweeds. From \$25 to \$45.

Clever frocks for every day wear are the infinitely popular blue serge middy dresses and the nobby little jersey models with their Peter Pan collars and long sleeves. From \$9.50 to \$25.



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