

Strikers Denied Permit to Parade in Council Bluffs

Mayor Zurmuehlen Refuses Unions Permission to Stage Demonstration on Fourth of July Morning.

Plans for a huge street parade of the 1,200 railroad employees who are on strike in Council Bluffs were checked yesterday afternoon when Mayor L. Zurmuehlen refused permission for the demonstration, which the strikers planned to stage this morning.

Chief developments yesterday in the strike situation at Council Bluffs were the walkout of all oilers and stationary firemen at the Northwestern yards, the dismissal of two Great Western and one Milwaukee switchman for refusing to perform the duties of strikers in addition to their own and a mass meeting at the labor hall, addressed by T. J. Conboy, American Federation of Labor organizer from Washington, D. C.

The oilers and firemen who struck yesterday are not members of the Federated Shop Crafts union originally involved in the strike. Fifty-five of them threw down their tools, constituting a 100 per cent strike. Several of them registered at strike headquarters and many attended the meeting yesterday afternoon.

The three switchmen who say they were dismissed alleged that they were asked to couple air brakes and that they refused to do so because they had been instructed by their union to not perform any duties regularly performed by strikers.

Conboy, the labor leader who addressed the mass meeting of strikers yesterday at 138 1-2 West Broadway, intimated that Council Bluffs will be one of the middle western headquarters for the six crafts of railroad workers now on strike. The meeting was held behind closed doors, in accordance with orders from general strike headquarters.

J. G. Fogle, chairman of the joint strike committee in Council Bluffs, yesterday called attention to the fact that electrical workmen in this com-

Say Buying Power of Wages Still Above 1917

Chicago, July 3.—The cut of about \$135,000,000 in the wages of some 1,200,000 railroad employees, which became effective at the same time that a 10 per cent cut in freight rates amounting to about \$400,000,000 went into effect, still leaves hourly wages measured in actual buying power above the wages of December, 1917, just before government control, according to figures compiled by the United States railroad labor board.

Machinists who belong to the shopcrafts which have gone on strike were cut 7 1/2 cents an hour. They averaged 72.3 cents and now average 70.3 cents. In 1917 the rate was 50.5 cents, the new hourly rate being 39 per cent higher. Cost of living, according to labor board figures, is 17 per cent higher than in December, 1917. The board figures the new hourly rate for machinists 19 per cent greater in real purchasing power than in December, 1917.

Carmen, cut 9 cents an hour, now have an average hourly wage of 64 cents, as compared with 37.7 cents an hour in December, 1917. The board figures the new hourly rate for carpenters a net increase of 71 per cent in cash and an advance of 45.7 per cent in actual purchasing power of the hourly wage, the board maintains.

By a similar mathematical process, the wage increase for machinists is figured as 7 per cent.

The \$135,000,000 wage cut made effective July 1 is divided as follows: Clerical and station forces, \$24,336,317. Maintenance of way, structural and unskilled forces, \$48,898,893. Shop employees, \$59,669,347. Stationary engine and boiler room employees, \$551,954. Signal department employees, \$1,532,428.

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Strikers Charge Railroad Labor Board Partial

Accusation Made at Mass Meeting of Shopmen in Omaha Union Temple —Pickets Placed.

Striking shopmen of Omaha and South Omaha packed Labor temple here yesterday morning at the first mass meeting held since the walkout Saturday morning.

Rows of automobiles lined the curb for a block on each side of Labor temple during the meeting. Cheers and prolonged applause rewarded speakers.

Urges Government Ownership.

Thomas J. Conboy, general organizer of the American Federation of Labor, Washington, D. C., the principal speaker, advocated government ownership and control of railroads as a substitute for the Esch-Cummings bill.

Conboy charged that the only legal decisions which the railway labor board has been permitted to make have been against the railway workers and beneficial to railroad magnates, either directly or indirectly.

"The transportation act has destroyed the plan of volunteer agreements," continued Conboy. "President Harding called President Jellison to Washington to inform him that he had to go. No investigation was made into the justice of the agreement."

Conboy criticized the labor editorial appearing yesterday in The Omaha Bee and advised the men to go in a body to the court house and change their registrations so they could "vote for their friends."

No violence was reported at roundhouses or shops in Omaha this morning. Pickets were on duty about a block from the Cass street entrance to the Union Pacific shops but said, when questioned, that "no one has tried to get in."

Switchmen Discharged.

The Great Western railroad in Council Bluffs discharged two switchmen and the Milwaukee took

Gompers Scores "Outlaw" Order of Labor Board

Labor Chief Declares Action Against Strikers "Utterly Bolshevik in Character" and Wrong in Principle.

Washington, July 3.—The ruling of the United States labor board "outlawing" the railroad unions now on strike was denounced by Samuel Gompers, president of the American Federation of Labor, in a statement issued tonight as "utterly bolshevik in character," and an attempt by the board "to disband unions at will."

The ruling, Mr. Gompers added, was palpably "too ridiculous and fatuous to be accepted as permanent American government policy."

"The action of the board," Mr. Gompers' statement continued, "is exactly a replica of the action of the communists in turning the unions into government controlled agencies for the carrying out of the orders of the state. Freedom of expression vanishes under the order of the board."

"I say now that the workers of America either on the railroads or elsewhere, do not intend to sacrifice freedom of expression and of action. The board undertakes to say that the unions which differ with the board must cease to exist—they are 'outlawed.'"

Principle Wrong.

"Whether this is for the moment an assumption of authority on the part of the board is immaterial. It is the logical outcome of the virtual establishment of such board. It is the inevitable consequence of an initial action that was wrong in principle and that has proven impossible in action."

"The law gives the worker or the railroads the right to decline to accept the ruling of the board. The workers, of necessity, declined and by vote of the membership, withdrew their services. They declined to work for the terms ordered by the board. The board now declares them 'outlawed.'"

"This is autocracy with a vengeance. It seeks to put the whole force of government back of the movement to kill the spirit and the fact of collective bargaining, of joint negotiation and agreement by the voluntary coming together of workers and employers. It is the calamitous outgrowth of a mistaken idea."

Freedom Rooted in Soil.

"Unions cannot be unmade and remade at government dictation. This is neither the Russia of the black autocrat nor the red autocrat. This is America, where the principle of voluntary action, of conference and agreement, of freedom of expression and of lawful action is rooted in our soil and grown into our institutions. The unions exist for humanity, for the workers, and they cannot and will not be destroyed at the whim or fancy of a band of dictators."

"I ask whether the board ordered the directors of the Pennsylvania railroad dissolved and a new amenable board created when that railroad refused to obey the orders of the board. Of course it did not, nor will it in any such case. The railroad labor board is seeking to perpetuate what it believes to be the existing dominant economic condition. But the board is mistaken in its analysis of modern trends and fundamentals. It would have been equally as fitting and equally as ridiculous for the board to order the dissolution of railroad directorates where such directorates refused to obey the orders of the board."

"If anything could have been calculated to inspire the workers with determination to win a victory for democratic methods and for justice in their employment, this action of the board will have that result, unnecessary though it be."

Train Service Impaired.

Knoxville, Tenn., July 3.—Advices of the first impairment of train service reported locally as a result of the walkout of railway employees came from Corbin, Ky., last night, where it was said lack of motive equipments has forestalled the movement of 2,400 cars of coal in the yards. At least one passenger train was delayed for more than an hour, it was learned.

Strike of Maintenance of Way Men Is Deferred

Palmer Sees 'German Victory' in Harding Chemical Note

Stroudsburg, Pa., July 3.—A Mitchell Palmer, attorney general and alien property custodian under President Wilson, in a formal statement last night said if the patents, trade marks and other property transferred to the Chemical Foundation, Inc., during the Wilson administration were returned to the government, as demanded by President Harding, America would again "be at the mercy of the German dye trust." He characterized "the government attack" in the chemical industry as the greatest victory Germany had won since Pershing turned back their legions at Chateau Thierry.

Palmer's statement in part says: "If these patents are recovered from the Chemical Foundation they cannot be again sold to American citizens and the inevitable next step will be a return to their former German owners. We will then be back to the old days when we were at the absolute mercy of the German dye trust."

"These patents were seized by the alien property custodian under the authority of the trading with the enemy act. We had no means of determining their actual market value. If we had sold them to private interests, we might have sold them for less than their value and got nothing but a new American monopoly to take the place of the German trust."

Price Cut Announced by Hudson Motor Car Company

The Hudson Motor Car company announces price reductions on the following models of Hudson and Essex cars, effective July 1: Hudson speedster, old price \$1,695, new price \$1,645; Hudson seven-passenger

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Havelock Shopmen Hold Mass Meeting

Lincoln, July 3.—A mass meeting of Burlington railroad striking shopmen, with members of their families, to the number of 2,000, was held at Havelock, near Lincoln, yesterday, presided over by Michael Kincaid, general chairman of the Chicago, Burlington and Quincy machinists' organization. An address was made by William Hannon of Washington, D. C., a member of the executive board of the International Association of Machinists. He counseled against violence or disorder of any kind and said that if the strikers were patient and did not forfeit public good will their success was assured. "Keep up your picket duty and stay out of the shops," he said.

Officials of the shopmen's organization said this evening there was no change in the local situation.

Jap Troops Quit Hankow

London, July 3.—A dispatch from Hankow received here today says: "The Japanese garrison, consisting of a battalion with detachments of special troops evacuated Sunday. The troops have been maintained in recent years for the protection of foreign interests, the same as the foreign garrison in Tientsin and Peking."



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"Nobody Will Starve," Say Rail Executives

New York, July 3.—Asserting "that nobody will starve and nobody will freeze" even though the strike of shopcraft workers should continue until October, the season of heaviest traffic, officials of the American Association of Railway Executives today announced they would maintain a "hands off" policy, leaving each road to extricate itself from the strike.

This policy would not be altered if maintenance of way men should join to shopcraft unions, it was declared. With 4,500 locomotives and more than 100,000 cars in reserve, association officials asserted that "the situation could not possibly become as acute as the one which prevailed as acute as the switchmen's strike 1920, when all equipment was in a dilapidated condition."

Maintenance of way men are nearly 100 per cent unskilled, it was declared. Recruits to take the jobs of the 230,000 union men, contemplating a strike could be recruited from the "floating army of unemployed."

The Eastern Railway Managers' association, with E. M. Rine vice president of the Lackawanna presiding, met this afternoon to survey the strike situation and to prepare to cope with a possible walkout of the maintenance unions.

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A narrow belt for her sweater and skirt. All kinds from-- 50c to \$1.50



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