

LABOR FAVORABLE TO WARFIELD PLAN

Railroad Control Proposal Is Held Supported.

SITUATION NOW CLEARING

Early Solution of Railway Problem Believed Possible as Result of Gotham Conference.

NEW YORK, April 4.—The National Association of Owners of Railroad Securities, in co-operation with representatives of the "big four" railroad brotherhoods and the shop crafts and telegraphers, today took steps to bring about an adjustment of the railroad situation, which they declared to be "destructive and impossible."

After an all-day conference, S. Davies Warfield, president of the association, and Warren S. Stone, general manager of the Brotherhood of Locomotive Engineers, in a statement said both sides "feel convinced that a solution is practicable, and through proper co-operation there should be no further delay in adjusting this situation."

It is understood that the labor leaders were favorable to the "Warfield plan" of railroad control, proposed by the security owners' association. This plan, submitted by Mr. Warfield to the interstate commerce commission, provides for a national railway service division of the commission and four regional railway boards to supervise the management and operation of the railroad system. It is designed to co-ordinate facilities and bring about greater efficiency and economy in railroad management and operation.

It was learned that the railroad workers' representatives today made it plain that the adjustment of the situation could not be made at their sole expense, especially if the proposals were not accompanied by comprehensive methods that will lead to general economies in railroad management and operation.

Asked if it would be possible to force railroad executives to recognize any plan proposed by the conference, representatives of the railroad security owners, who claim to hold \$12,000,000,000 worth of railroad securities, said:

"We have decided to bring about a solution, and while not ready to make known our plan, we feel that we are in a position to act. It must be remembered that \$12,000,000,000 worth of railroad securities mature this year and that practically none of the roads is making sufficient revenue to meet its fixed charges."

William Johnston, international president of the International Association of Machinists, declared that, while some plan might temporarily avert a crisis, the only permanent solution was government control of the roads.

LABOR REPORTED YIELDING

Break From National Agreement on Wages Indicated.

CLEVELAND, O., April 4.—What is said to be the first break from the national agreement by national labor leaders and the first step toward direct negotiations with the railroads occurred today at a conference between representatives of 450 clerks employed in the New York Central's clearing house accounting bureau and General Manager Ingalls, of the New York Central lines.

The conference was arranged at a request of the employees, Mr. Ingalls said. He said he accepted a proposition submitted by those attending the conference that when the company finds it necessary to reduce wages it make the revision "along proper lines of business practice." Readjustment of salaries will be held in abeyance until the labor board decides on wage reductions involving similar employees in other branches of the service, Mr. Ingalls said.

HARDING GETS LABOR VIEWS

President Has Conference With Organization Officers.

WASHINGTON, D. C., April 4.—President Harding in continuing his inquiry into the railroad situation heard today the views of labor, which were presented by Mr. Garretson, former head of the Order of Railway Conductors, and B. M. Jewell, president of the railroad employees' union of the American Federation of Labor.

Both men, who had come at the president's request, said they received no indication from the president as to his attitude.

Mr. Jewell is understood to have pressed his contentions, expressed to the president last week in a telegram that the war-time wage agreement had not been automatically abrogated by the return of the roads to private control.

Mr. Garretson said he had also discussed the wage question in connection with a review of the transportation question.

KANSAS COAL STRIKE ENDED

Settlement Declared to Be Complete Victory for Union.

PITTSBURG, Kan., April 4.—Settlement of the strike at mines of the Patton Coal & Mining company, in progress since March 22, was announced today. Alexander Howat and five other officials of the Kansas miners' union are to be tried Wednesday for contempt of court in calling the strike in violation of an injunction.

The settlement of the strike is said by the miners' union officials to have been a complete victory for the union.

GRAVE CRISIS IS FACED

(Continued From First Page.)

anxious to probe every suggestion to see if a solution of the coal strike might be found. Premier Lloyd George told the house of commons today in answer to a question. He declared he was alive to the importance of giving every assistance possible.

Mr. Lloyd George presided at a cabinet meeting tonight, held to discuss the situation. The balance of opinion tonight was that the triple alliance will refrain from the declaration of a general strike until it is certain attempts at a peaceful settlement are hopeless. It is announced that the admiralty has cancelled all leave.

In the Skewenheats colliery in Wales a fire was reported burning, which it was feared would destroy the workings.

Announcements that additional big industrial works were preparing to suspend their double shifts, prepar-

TURKS ROUT GREEKS ALONG WHOLE FRONT

Retreat to Line Held Before Offensive General.

NEW YORK, April 4.—John L. Jones, British labor leader, declared in a statement today that he intended to enlist support of American workers in efforts of striking British miners to "nationalize the mines, placing them under the direct control of the miners." Jones, who is a representative of the triple alliance of Great Britain, declared he had information that British railwaymen and transport workers would join the miners in their strike within 48 hours.

He said propaganda would be spread in this country urging American miners and transport workers to aid in boycotting British shipping here. He added he was going west on his mission within two days.

All efforts of Irish-American labor to aid Ireland are expressed in pulling down a flag or starting a row at a meeting. They are ready to do anything for Ireland but really help," he said.

PEST TO BE COMBATTED

TIMBER MEN WILL COMBINE AGAINST PINE BEETLE.

Oregon and California Experts Meet for Organization With View to Extermination.

KLAMATH FALLS, Or., April 4.—(Special.)—Organization of Oregon and California timber men to combat the western pine bark beetle was the aim of a conference of timber owners, state and federal forest officials and entomologists which opened here today. Field demonstrations in a heavily beetle-infested area occupied the day. Tomorrow association plans will be discussed.

Among the score or more forest and entomological experts here were George S. Long, coast manager of the Weyerhaeuser Timber company; Professor Chamberlain, Oregon state entomologist; J. E. Patterson, United States forest entomologist; E. F. Elliott, Oregon state forester; Colonel C. S. Chapman, the western forestry and conservation agent; Charles W. King, of the Long-Bell company; Donald Bruce, University of California entomologist; and George Cornell, editor of the Timberman.

During the last two years the pine beetle annually has destroyed \$250,000 worth of timber in Klamath county, said Professor Chamberlain. This year the loss will exceed \$250,000. In 1919, he said, the beetle loss in Klamath county alone was five times as great as the total fire loss in five leading timber-producing counties of Oregon.

While this territory at present shows perhaps the heaviest infestation, it was said the beetle is making serious inroads at many points along the Pacific coast pine belt.

William Johnston, international president of the International Association of Machinists, declared that, while some plan might temporarily avert a crisis, the only permanent solution was government control of the roads.

Asked if it would be possible to force railroad executives to recognize any plan proposed by the conference, representatives of the railroad security owners, who claim to hold \$12,000,000,000 worth of railroad securities, said:

"We have decided to bring about a solution, and while not ready to make known our plan, we feel that we are in a position to act. It must be remembered that \$12,000,000,000 worth of railroad securities mature this year and that practically none of the roads is making sufficient revenue to meet its fixed charges."

William Johnston, international president of the International Association of Machinists, declared that, while some plan might temporarily avert a crisis, the only permanent solution was government control of the roads.

Asked if it would be possible to force railroad executives to recognize any plan proposed by the conference, representatives of the railroad security owners, who claim to hold \$12,000,000,000 worth of railroad securities, said:

"We have decided to bring about a solution, and while not ready to make known our plan, we feel that we are in a position to act. It must be remembered that \$12,000,000,000 worth of railroad securities mature this year and that practically none of the roads is making sufficient revenue to meet its fixed charges."

William Johnston, international president of the International Association of Machinists, declared that, while some plan might temporarily avert a crisis, the only permanent solution was government control of the roads.

Asked if it would be possible to force railroad executives to recognize any plan proposed by the conference, representatives of the railroad security owners, who claim to hold \$12,000,000,000 worth of railroad securities, said:

"We have decided to bring about a solution, and while not ready to make known our plan, we feel that we are in a position to act. It must be remembered that \$12,000,000,000 worth of railroad securities mature this year and that practically none of the roads is making sufficient revenue to meet its fixed charges."

William Johnston, international president of the International Association of Machinists, declared that, while some plan might temporarily avert a crisis, the only permanent solution was government control of the roads.

Asked if it would be possible to force railroad executives to recognize any plan proposed by the conference, representatives of the railroad security owners, who claim to hold \$12,000,000,000 worth of railroad securities, said:

"We have decided to bring about a solution, and while not ready to make known our plan, we feel that we are in a position to act. It must be remembered that \$12,000,000,000 worth of railroad securities mature this year and that practically none of the roads is making sufficient revenue to meet its fixed charges."

William Johnston, international president of the International Association of Machinists, declared that, while some plan might temporarily avert a crisis, the only permanent solution was government control of the roads.

Asked if it would be possible to force railroad executives to recognize any plan proposed by the conference, representatives of the railroad security owners, who claim to hold \$12,000,000,000 worth of railroad securities, said:

"We have decided to bring about a solution, and while not ready to make known our plan, we feel that we are in a position to act. It must be remembered that \$12,000,000,000 worth of railroad securities mature this year and that practically none of the roads is making sufficient revenue to meet its fixed charges."

William Johnston, international president of the International Association of Machinists, declared that, while some plan might temporarily avert a crisis, the only permanent solution was government control of the roads.

Asked if it would be possible to force railroad executives to recognize any plan proposed by the conference, representatives of the railroad security owners, who claim to hold \$12,000,000,000 worth of railroad securities, said:

"We have decided to bring about a solution, and while not ready to make known our plan, we feel that we are in a position to act. It must be remembered that \$12,000,000,000 worth of railroad securities mature this year and that practically none of the roads is making sufficient revenue to meet its fixed charges."

William Johnston, international president of the International Association of Machinists, declared that, while some plan might temporarily avert a crisis, the only permanent solution was government control of the roads.

Asked if it would be possible to force railroad executives to recognize any plan proposed by the conference, representatives of the railroad security owners, who claim to hold \$12,000,000,000 worth of railroad securities, said:

"We have decided to bring about a solution, and while not ready to make known our plan, we feel that we are in a position to act. It must be remembered that \$12,000,000,000 worth of railroad securities mature this year and that practically none of the roads is making sufficient revenue to meet its fixed charges."

William Johnston, international president of the International Association of Machinists, declared that, while some plan might temporarily avert a crisis, the only permanent solution was government control of the roads.

Asked if it would be possible to force railroad executives to recognize any plan proposed by the conference, representatives of the railroad security owners, who claim to hold \$12,000,000,000 worth of railroad securities, said:

"We have decided to bring about a solution, and while not ready to make known our plan, we feel that we are in a position to act. It must be remembered that \$12,000,000,000 worth of railroad securities mature this year and that practically none of the roads is making sufficient revenue to meet its fixed charges."

William Johnston, international president of the International Association of Machinists, declared that, while some plan might temporarily avert a crisis, the only permanent solution was government control of the roads.

Asked if it would be possible to force railroad executives to recognize any plan proposed by the conference, representatives of the railroad security owners, who claim to hold \$12,000,000,000 worth of railroad securities, said:

"We have decided to bring about a solution, and while not ready to make known our plan, we feel that we are in a position to act. It must be remembered that \$12,000,000,000 worth of railroad securities mature this year and that practically none of the roads is making sufficient revenue to meet its fixed charges."

TURKS ROUT GREEKS ALONG WHOLE FRONT

Retreat to Line Held Before Offensive General.

CASUALTIES EXCEED 5000

Army Operating Against Eskishelvi Is Driven Back Beyond Brussa Line.

CONSTANTINOPLE, April 3.—The Greek retreat is not confined to the northern sector, it was declared, but is general to the line held before the present offensive.

The Greek casualties exceed 5000, it was said. The Greek army which has been operating against Eski-Shehr has been driven back behind the Brussa line, following its defeat by the Turkish nationalists, it was asserted. Authoritative sources declared confirmation of reports to this effect had been received.

The Turks, it was added, were advancing energetically.

WASHINGTON, D. C., April 4.—Soviet Russia pledges military support to Turkey should the latter government be attacked by the allied powers or by Greece, according to a summary of the treaty concluded March 18, received in official circles today.

Turkey has promised to refrain from propaganda among the Mohammedans in territory under bolshevik control and each country has agreed to forbid passage of any forces hostile to the other through its territory. In recognizing abrogation of all former agreements between Russia and Turkey, Russia agreed to remit the Turkish debt to Russia, and both promised to abstain from alliances against the government of the other.

In the renunciation by Turkey of the province of Batum, Russia agreed to make of it an autonomous province, but free transit is granted Turkish goods shipped through the province. Russia also recognized Turkish claims to Smyrna and Thrace and Turkey renounced her claim to Azerbaijan.

The freedom and independence of near eastern peoples and their right to determine independently their form of government were recognized. Provision was made that the capital of Turkey is to be regarded as Constantinople.

While this territory at present shows perhaps the heaviest infestation, it was said the beetle is making serious inroads at many points along the Pacific coast pine belt.

Asked if it would be possible to force railroad executives to recognize any plan proposed by the conference, representatives of the railroad security owners, who claim to hold \$12,000,000,000 worth of railroad securities, said:

"We have decided to bring about a solution, and while not ready to make known our plan, we feel that we are in a position to act. It must be remembered that \$12,000,000,000 worth of railroad securities mature this year and that practically none of the roads is making sufficient revenue to meet its fixed charges."

William Johnston, international president of the International Association of Machinists, declared that, while some plan might temporarily avert a crisis, the only permanent solution was government control of the roads.

Asked if it would be possible to force railroad executives to recognize any plan proposed by the conference, representatives of the railroad security owners, who claim to hold \$12,000,000,000 worth of railroad securities, said:

"We have decided to bring about a solution, and while not ready to make known our plan, we feel that we are in a position to act. It must be remembered that \$12,000,000,000 worth of railroad securities mature this year and that practically none of the roads is making sufficient revenue to meet its fixed charges."

William Johnston, international president of the International Association of Machinists, declared that, while some plan might temporarily avert a crisis, the only permanent solution was government control of the roads.

Asked if it would be possible to force railroad executives to recognize any plan proposed by the conference, representatives of the railroad security owners, who claim to hold \$12,000,000,000 worth of railroad securities, said:

"We have decided to bring about a solution, and while not ready to make known our plan, we feel that we are in a position to act. It must be remembered that \$12,000,000,000 worth of railroad securities mature this year and that practically none of the roads is making sufficient revenue to meet its fixed charges."

William Johnston, international president of the International Association of Machinists, declared that, while some plan might temporarily avert a crisis, the only permanent solution was government control of the roads.

Asked if it would be possible to force railroad executives to recognize any plan proposed by the conference, representatives of the railroad security owners, who claim to hold \$12,000,000,000 worth of railroad securities, said:

"We have decided to bring about a solution, and while not ready to make known our plan, we feel that we are in a position to act. It must be remembered that \$12,000,000,000 worth of railroad securities mature this year and that practically none of the roads is making sufficient revenue to meet its fixed charges."

William Johnston, international president of the International Association of Machinists, declared that, while some plan might temporarily avert a crisis, the only permanent solution was government control of the roads.

Asked if it would be possible to force railroad executives to recognize any plan proposed by the conference, representatives of the railroad security owners, who claim to hold \$12,000,000,000 worth of railroad securities, said:

"We have decided to bring about a solution, and while not ready to make known our plan, we feel that we are in a position to act. It must be remembered that \$12,000,000,000 worth of railroad securities mature this year and that practically none of the roads is making sufficient revenue to meet its fixed charges."

William Johnston, international president of the International Association of Machinists, declared that, while some plan might temporarily avert a crisis, the only permanent solution was government control of the roads.

Asked if it would be possible to force railroad executives to recognize any plan proposed by the conference, representatives of the railroad security owners, who claim to hold \$12,000,000,000 worth of railroad securities, said:

"We have decided to bring about a solution, and while not ready to make known our plan, we feel that we are in a position to act. It must be remembered that \$12,000,000,000 worth of railroad securities mature this year and that practically none of the roads is making sufficient revenue to meet its fixed charges."

William Johnston, international president of the International Association of Machinists, declared that, while some plan might temporarily avert a crisis, the only permanent solution was government control of the roads.

Asked if it would be possible to force railroad executives to recognize any plan proposed by the conference, representatives of the railroad security owners, who claim to hold \$12,000,000,000 worth of railroad securities, said:

"We have decided to bring about a solution, and while not ready to make known our plan, we feel that we are in a position to act. It must be remembered that \$12,000,000,000 worth of railroad securities mature this year and that practically none of the roads is making sufficient revenue to meet its fixed charges."

William Johnston, international president of the International Association of Machinists, declared that, while some plan might temporarily avert a crisis, the only permanent solution was government control of the roads.

Asked if it would be possible to force railroad executives to recognize any plan proposed by the conference, representatives of the railroad security owners, who claim to hold \$12,000,000,000 worth of railroad securities, said:

"We have decided to bring about a solution, and while not ready to make known our plan, we feel that we are in a position to act. It must be remembered that \$12,000,000,000 worth of railroad securities mature this year and that practically none of the roads is making sufficient revenue to meet its fixed charges."

William Johnston, international president of the International Association of Machinists, declared that, while some plan might temporarily avert a crisis, the only permanent solution was government control of the roads.

Asked if it would be possible to force railroad executives to recognize any plan proposed by the conference, representatives of the railroad security owners, who claim to hold \$12,000,000,000 worth of railroad securities, said:

"We have decided to bring about a solution, and while not ready to make known our plan, we feel that we are in a position to act. It must be remembered that \$12,000,000,000 worth of railroad securities mature this year and that practically none of the roads is making sufficient revenue to meet its fixed charges."

William Johnston, international president of the International Association of Machinists, declared that, while some plan might temporarily avert a crisis, the only permanent solution was government control of the roads.

The Community Chest Thermometer

Is Rising Slowly—Every Good Citizen Will Help to Raise It to \$850,000

Lipman Wolfe & Co.
"Merchandise of Merit Only"

Candy Special for Today!
The Unusually Delicious Mukilets
24c Pound
—Made of sugar, butter, corn syrup and thick with coconut and peanuts.
Street Floor.

A Most Extraordinary Sale of Grass and Reed Furniture! At Prices Actually Less Than the Wholesaler's Cost

Our Customers Will Have to Think Back for Years to Recall Values Even Beginning to Compare With These!

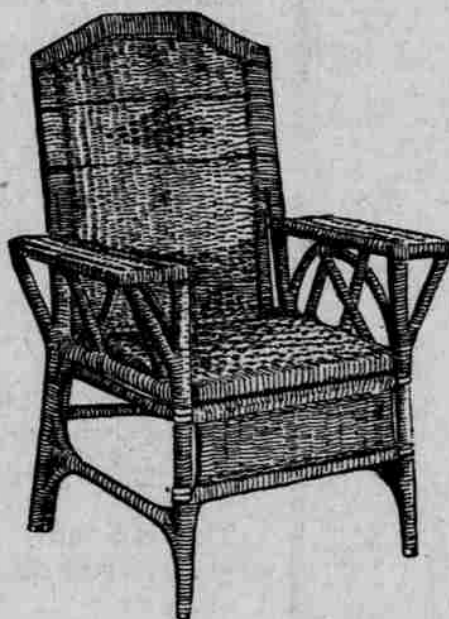
Two of the Finest Groups of Japanese and Chinese Furniture to Reach This Country in Years

—There is not much of a story to relate in the explanation of how we happened to secure this great lot of nearly 1000 pieces of Reed and Grass Furniture to sell at these astonishingly low prices. The importer simply had them on his hands and he needed money badly when we came along—and we got them at such a great price concession that

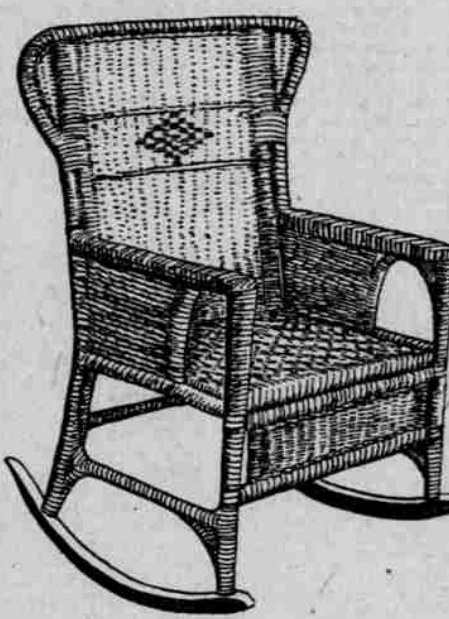
at
\$5.95

at
\$6.95

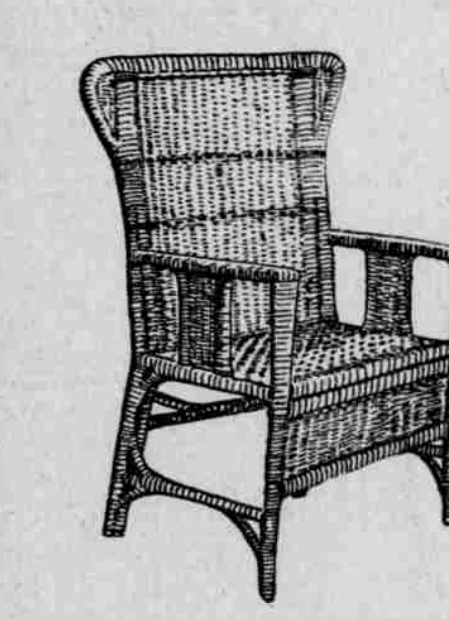
You, Who Want to Furnish Your Home or Summer Bungalow With Handsome, Sturdy Furniture Can DO SO NOW and SAVE Money!



Sea Grass Chair (or Rocker)
—Height 40 inches, width 28 inches, depth 25 inches, seat 19x19 inches.



Sea Grass Rocker (or Chair)
—Height 38 inches, width 27 inches, depth 26 inches, seat 19x19 inches.

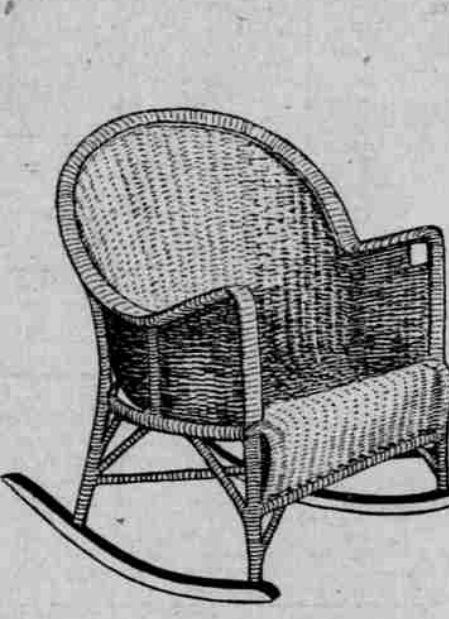


Sea Grass Chair (or Rocker)
—Height 39 inches, width 28 inches, depth 25 inches, seat 19x18 inches.

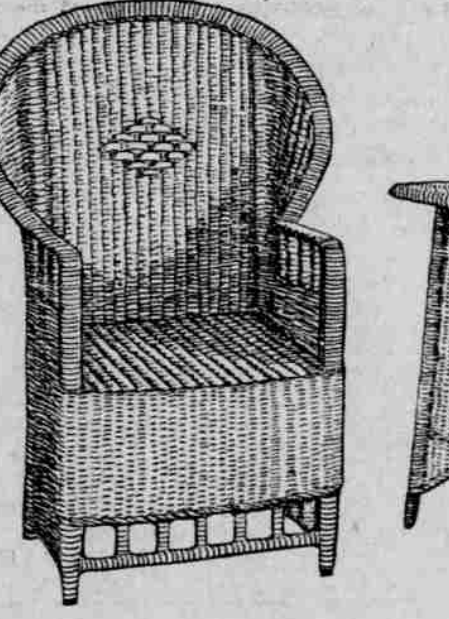


Sea Grass Table
—Height 30 inches, diameter top 24 inches, weight 21 pounds.

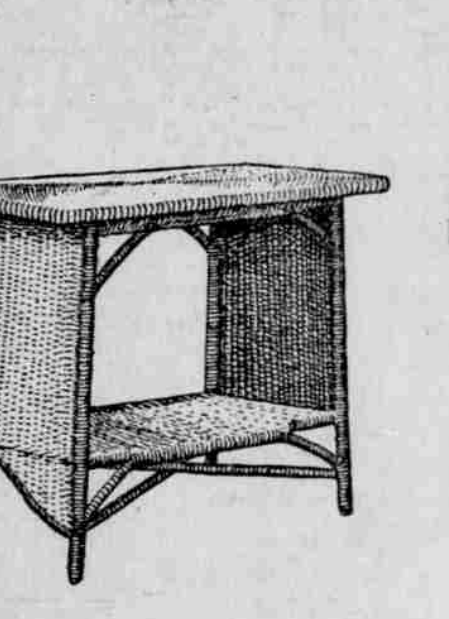
\$5.95 More Than 500 Pieces of Imported Grass Furniture, Consisting of Chairs, Rockers and Tables as the Above Illustrations Show **\$5.95**



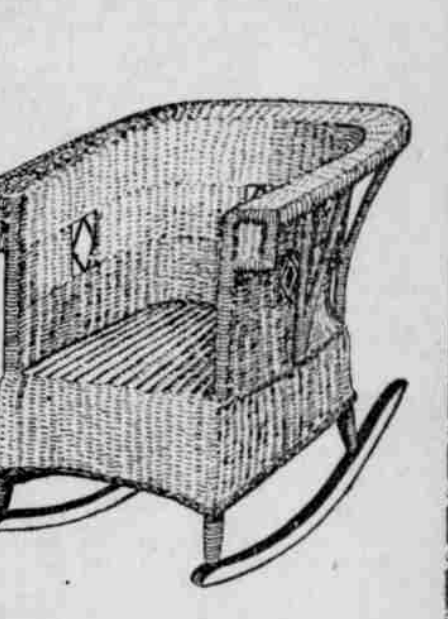
Reed Rocker (or Chair)
—Height 32 inches, width 25 inches, depth 26 inches, seat 18x19 inches.



Reed Chair (or Rocker)
—Height 40 inches, width 27 inches, depth 34 inches, seat 18x18 inches.



Sea Grass Table
—Height 30 inches, top 21 1/2 x 32 1/2 inches.



Reed Rocker (or Chair)
—Height 33 inches, width 29 inches, depth 27 inches, seat 19x19 inches.

\$6.95 242 Pieces of Imported Grass and Reed Furniture, Every Piece Firmly Built as Illustrated Above **\$6.95**

Fifth Floor—Lipman, Wolfe & Co.

This Store Uses No Comparative Prices—They Are Misleading and Often Untrue

TURKS ROUT GREEKS ALONG WHOLE FRONT

Retreat to Line Held Before Offensive General.

CASUALTIES EXCEED 5000

Army Operating Against Eskishelvi Is Driven Back Beyond Brussa Line.

CONSTANTINOPLE, April 3.—The Greek retreat is not confined to the northern sector, it was declared, but is general to the line held before the present offensive.

The Greek casualties exceed 5000, it was said. The Greek army which has been operating against Eski-Shehr has been driven back behind the Brussa line, following its defeat by the Turkish nationalists, it was asserted. Authoritative sources declared confirmation of reports to this effect had been received.

The Turks, it was added, were advancing energetically.

WASHINGTON, D. C., April 4.—Soviet Russia pledges military support to Turkey should the latter government be attacked by the allied powers or by Greece, according to a summary of the treaty concluded March 18, received in official circles today.

Turkey has promised to refrain from propaganda among the Mohammedans in territory under bolshevik control and each country has agreed to forbid passage of any forces hostile to the other through its territory. In recognizing abrogation of all former agreements between Russia and Turkey, Russia agreed to remit the Turkish debt to Russia, and both promised to abstain from alliances against the government of the other.

In the renunciation by Turkey of the province of Batum, Russia agreed to make of it an autonomous province, but free transit is granted Turkish goods shipped through the province. Russia also recognized Turkish claims to Smyrna and Thrace and Turkey renounced her claim to Azerbaijan.

The freedom and independence of near eastern peoples and their right to determine independently their form of government were recognized. Provision was made that the capital of Turkey is to be regarded as Constantinople.

While this territory at present shows perhaps the heaviest infestation, it was said the beetle is making serious inroads at many points along the Pacific coast pine belt.

Asked if it would be possible to force railroad executives to recognize any plan proposed by the conference, representatives of the railroad security owners, who claim to hold \$12,000,000,000 worth of railroad securities, said:

"We have decided to bring about a solution, and while not ready to make known our plan, we feel that we are in a position to act. It must be remembered that \$12,000,000,000 worth of railroad securities mature this year and that practically none of the roads is making sufficient revenue to meet its fixed charges."

William Johnston, international president of the International Association of Machinists, declared that, while some plan might temporarily avert a crisis, the only permanent solution was government control of the roads.

Asked if it would be possible to force railroad executives to recognize any plan proposed by the conference, representatives of the railroad security owners, who claim to hold \$12,000,000,000 worth of railroad securities, said:

"We have decided to bring about a solution, and while not ready to make known our plan, we feel that we are in a position to act. It must be remembered that \$12,000,000,000 worth of railroad securities mature this year and that practically none of the roads is making sufficient revenue to meet its fixed charges."

William Johnston, international president of the International Association of Machinists, declared that, while some plan might temporarily avert a crisis, the only permanent solution was government control of the roads.

Asked if it would be possible to force railroad executives to recognize any plan proposed by the conference, representatives of the railroad security owners, who