

RAIL MEN PERFECT PLANS FOR STRIKE

Group Walkouts Are to Be at 48-Hour Intervals.

ALL TO START AT 6 A. M.

Union Forces Gain Strength From Telegraphers' Pledge to Quit Jobs; Details Nearly Done.

(Continued From First Page.)
said. "If every telegrapher quits work, that will mean no train orders can be sent and train service necessarily will be at a standstill. There is no question but what we will order our membership out October 30, but the final instructions probably will not be issued until October 21."

The shop crafts unions, comprising about 476,000 employees, today deferred formal issuance of a strike call pending a meeting here Wednesday, but their leaders have officially announced that their organizations will be called out and that the delay in sending out the call has been caused purely by the time needed to draft the final plans and orders.

Shopmen Are Not Pledged.
At the same time, however, shop crafts leaders have made it known that while they will go out with the brotherhoods and the switchmen, they are not pledged to stay out after their own grievances have been adjusted.

"Our organizations will return to work when they are satisfied that they have gained their individual points," a high official said tonight. "The concessions which would satisfy one body of workers might not satisfy another. It is quite certain that we will all be on the same track going out, but there are many sidings and we don't have to come back to either."

B. M. Jewell, head of the railway employees' department, American Federation of Labor, which comprises the shop crafts, said that his men never would have been called out independently on a question of wages alone.

Fight to Last Ditch Forecast.
"Acting independently, our men never would go out on a question of wages alone," he said. "They will fight to the last ditch, however, for their rules and for fair working conditions—matters of principle—but the executive committee of the shop crafts were much opposed to calling a strike on the wage question alone."

Mr. Jewell referred to the recent decision of the shop crafts executives not to call a strike on the wage out ordered July 1 by the railroad labor board, although the men had overwhelmingly to strike rather than accept the cut.

Mr. Jewell indicated that final instructions to his men might be delayed until after the Pennsylvania railroad hearing before the labor board October 20, when the board is summoned before the board so that the board may determine whether the carrier has violated the board order directing a new election of shop crafts representatives to negotiate working rules.

Separate Election Held.
The controversy grew out of separate elections, which the board declared void. It ordered new elections, but they have not been held.
The shop crafts consider this case as a fight against their right to negotiate with employers over working conditions and their leaders expressed the opinion they would prefer to strike on this question as well as that of wages, Mr. Jewell said.

Despite insistence of union officials that the strike would paralyze the transportation system, railroad officials steadfastly maintained that they would operate their lines. A majority, in statements, seemed inclined to believe that a strike would not actually be put into effect.

Blow at Government Charged.
Several took the attitude that a strike would be a strike against the government and not against the railroads. Among these was William Finley, president of the Chicago & Northwestern, who said:

"The railroad men, if they strike, will be going against the law and the orders of the railroad labor board, created by act of congress.
"We have no controversy with our men. We are merely obeying mandates of the labor board, after proper hearings and due process of law, ordered by the government. The men now refuse to obey orders of the government, as issued by the labor board."

LABOR'S CASE PRESENTED
Misleading Figures Held Given by Railway Executives.

WASHINGTON, D. C., Oct. 16.—Presentation of labor's case in the senate interstate commerce committee's investigation of general railroad conditions was begun yesterday by F. J. Warne, statistician for the railroad brotherhoods.

Charges were made by Mr. Warne that misleading and incorrect figures regarding railroad operation receipts and net income had been presented to the committee by the railway executives.

A mass of information and detailed charts designed to prove inaccuracies in the executives' figures were presented by the witness, who denied that the railroads had suffered heavy losses from government control, and said their revenues during the war were the largest in history.

Railroads in recent years, he stated, had made large expenditures for permanent improvements, paying for them out of operating revenues and charging them as expenses of operation.

ISSUE PUT UP TO HARDING
President is Declared to Be Only One Who Can Avert Strike Now.

MINNEAPOLIS, Minn., Oct. 15.—The president is the only person who can now avert a strike of railroad workers, Timothy Healy, president of the International Brotherhood of Stationary Firemen and Oilers, said tonight. "Railroad men have determined to strike," he said. "So intense is the feeling that it will be difficult to keep sufficient men at work to protect property, as we aim to do."

Mr. Healy spent today conferring with the general chairmen of his union for the Northern Pacific, the Great Northern, Soo Line and the Chicago, Milwaukee & St. Paul lines west. He said all arrangements for the men of his organization striking on the reduction of wages, but the en-

DAY'S DEVELOPMENTS IN CALL FOR NATIONAL RAILROAD STRIKE

Walkout inevitable, declares W. G. Lee, president of Brotherhood of Railway Trainmen. Order is final, no provision being made for postponement. Action is protest against 12 per cent wage reduction put into effect last July 1.

Time separating each group walkout is lengthened from 24 to 48 hours. All walkouts to start at 6 A. M.
Reassignment of roads is completed by union leaders. Louisville and Nashville line also dropped from first group. Pennsylvania and Erie lines not to be included in first strike group. San Diego and Arizona railroad is added to first walkout group. Practically all big brotherhood leaders leave Chicago. Hub of situation is moved to Cleveland. Strike forces strengthened by pledge of telegraphers also to walk out.

Engineers' grand officers go to Cleveland for conference. Orders to call off strike in case of "satisfactory agreement" sent general chairmen in sealed code messages.

Reduced freight rates at once are suggested as feasible plan to settle controversy.
Cheaper living foreseen if suggestion is carried out.

Plan to cut men's pay would be held in abeyance until rates are cut. Plan to cut rates "seems inconceivable at first glance," says Chicago Great Western president.

The American railway system now threatened with a strike is ten times larger than the British railway system, which recently was the scene of the world's last great railroad strike.

Two years ago operating revenues of the United States railroads stood at \$15,844,000,000 and operating expenses ran to \$4,419,000,000. The average number of miles operated was 232,951.

Number of revenue passengers carried the first half of last year was 597,266,432 and freight tonnage handled in this period amounted to 1,631,645,130 tons.

Railway employees two years ago numbered 1,977,516.

concessions on their rights which are being put into effect by the railroad systems," he said.

RATE CUT PLAN MINIMIZED
Suggestion at First Glance Is Declared Inconceivable.

CHICAGO, Oct. 16.—The suggestion in Washington by the public group of the railroad labor board that the recent wage reduction authorized by the board be passed along by the roads in lower freight rates as a possible means of averting the threatened railroad strike "seems inconceivable at first glance," Samuel M. Felton, president of the Chicago Great Western railroad, said tonight when informed of the suggestion by the Associated Press.

"I cannot commit myself definitely until I am fully informed of the details of the suggestion," said Mr. Felton, "but at first glance it sounds absurd."

"Much of the recent 12 1/2 per cent wage reduction already has been translated into lower freight rates. To make a further reduction now is impossible, I think, as the association of railway executives pointed out in the announcement of its action last week, when it agreed that future reductions would be passed along into lower rates but that no reduction now is possible."

"The matter is one for the roads to decide and I am speaking, of course, merely for myself."

FELLOW LEADER CHALLENGED
Telegraphers' President Says Pierson Isn't Authorized to Talk.

ST. LOUIS, Oct. 16.—(By the Associated Press.)—E. J. Manion, president of the Order of Railroad Telegraphers, tonight denied the statement of T. M. Pierson, vice-president of that association, in a statement to the Associated Press in which he said "the policy of the Order of Railroad Telegraphers has not been formulated, and Mr. Pierson is not authorized to give out any such statement. Our policy will not be known until October 21."

"General chairmen of the organization will be convened in Chicago October 21 to discuss the policy and arrangements of the organization relating to the strike."
"The matter is like a whole lot of others, he is making statements just to get his name into newspapers and is not authorized to make such a statement."

HOPE HELD FOR PREVENTION
St. Paul Union and Rail Officials Are Optimistic.

ST. PAUL, Oct. 16.—The general impression among railroad officials and union leaders here last night was that some means would be found of preventing the general strike of railroad employees October 30.

"I can't really believe that a strike actually has been called," said W. T. Tyler, operating vice-president of the Northern Pacific, one of the northwest lines affected. He expressed a hope that it could be prevented.
"We are not opposed to the strike, and still we are not strongly in favor of it," said R. A. Henning, president of the Federated Shop Crafts of the northwest railroads. "What we want is absolute fairness. We shall await action of the proper officials and if nothing else can be done, then it must be strike."

CUT IN COAL RATE ASKED
People Declared to Be Impatient for Tariff Adjustment.

WASHINGTON, D. C., Oct. 16.—The American Wholesale Coal association, through its president, W. R. Coyle of Bethlehem, Pa., has sent a telegram to the association of railroad executives, recommending a sharp cut in rates on coal and coke accompanied, if necessary, by a further reduction in wages.

"The people are impatient over the delay in adjusting rates," the telegram said. "We recommend that you announce a sweeping down revision of the rates on all coal and coke. If necessary, we recommend that you announce a further reduction in wages to take effect simultaneously with the new rate schedule."

STRIKE IS DECLARED CERTAIN
Orders Are Out and Are No Bluff, Says Switchmen's Leader.

BUFFALO, N. Y., Oct. 16.—"It is no bluff on our part. We have already sanctioned the strike order and it has gone out and the railroads will be at a standstill on the morning of October 30 as surely as the sun will rise," said T. C. Cashen, president of the Switchmen's Union of North America, tonight.

Mr. Cashen spent the day at the headquarters of the switchmen's union getting out instructions for the men who will direct the strike of the switchmen.

SETTLEMENT HOPE IS HELD
Northern Pacific President Feels That Walkout Will Be Avoided.

SPOKANE, Wash., Oct. 16.—"I feel hopeful that a strike is going to be avoided in some way, although I don't know what the grounds are," said Charles Donnelly, president of the Northern Pacific railroad, who is here today. "This strike talk has

STRIKE IN CHICAGO IN 1894 IS RECALLED

Pullman Cars Burned by Mob Which Fought Soldiers.

TWELVE SHOT FATALLY

Other Walkouts Threatened in 1910, 1919 and 1920, Were Checked at Inception.

CHICAGO, Oct. 16.—(By the Associated Press.)—The most serious railroad strike this country has ever experienced broke out in 1894 in Chicago. This was the Pullman strike, which tied up traffic to the Pacific and to Canada.

Eugene V. Debs, now serving a prison sentence at Atlanta for violation of the espionage act, was the directing head of the strike, and was sent to jail during the trouble. Debs came into charge of the strike through being president of the American Railway union.

The trouble arose in the Pullman plant on the southern outskirts of Chicago during a general business depression. The men were asking a wage increase to help them meet the hard times.

A boycott was declared on all Pullman cars. It resulted in tying up all traffic, including the mails, over a wide area, and violence broke out in Chicago.

Regulars Are Sent.
The federal government ordered troops here. They were met by a mob and could not proceed until reinforcements arrived.

Mobs burned cars by the hundreds. More troops were sent in and President Cleveland issued a proclamation calling for order.

Debs was arrested on a charge of conspiracy against the United States. Twelve were shot and fatally wounded in Chicago and the vicinity. 275 were arrested by the police, 71 were arrested and indicted under federal statutes.

Loss to the roads in property destroyed and hire of United States deputy marshals was estimated at \$800,000.

A threatened strike, involving 125,000 switchmen, was averted in March, 1910, when a federal board of arbitration granted a 3-cent an hour increase in wages. Shortly after general increases in pay were granted railroad employees by many of the larger roads after extended hearings.

General Strike Averted.
When Woodrow Wilson first became president a general railroad strike seemed imminent, but it was averted, largely through the passage of the Adamson law.

A threatened strike of railroad shopmen in 1919 resulted in averted strike, largely through the passage of the Adamson law.

Threatened strikes of railroad workers have been comparatively free from labor troubles since the unauthorized strike called by April 1, 1920, which was ended by order of the railroad labor board increasing wages, handed down July 20, 1920.

The unauthorized strike, called by an independent organization of yard employees headed by John Grunau of Chicago, paralyzed the nation's transportation facilities.

Yard Employees Quit.
Thousands of yard employees left their established unions, joined the new organizations and quit work. The big four brotherhoods revoked charters wholesale and sent loyal union men into strike fields to operate trains and break the walkout.

The Grunau organization finally expired when the railroad labor board refused to recognize it or to order its members reinstated.

LEGION IS UNDISMAYED
CONVENTION IS TO BE HELD REGARDLESS OF STRIKE.

Plenty of Airplanes Are Declared Available to Handle Traffic If Trains Are Not Run.

KANSAS CITY, Oct. 16.—The American Legion will hold its national convention October 31 to November 2, regardless of whether or not the threatened nationwide railroad strike materializes, it was indicated in an announcement here tonight by the aviation committee of the legion.

There are now 1400 passenger airplanes in operation throughout the United States, at least 1000 of which can be used for transporting guests, according to the aviation committee.

PACKERS FACE SHUTDOWN
PLANTS DECLARED TO BE DEPENDENT ON RAILWAYS.

Average Large Industry of Middle West, However, Is Not Expected to Be Affected Much.

CHICAGO, Oct. 16.—(By the Associated Press.)—A railroad strike would have little effect on the average large industry of the middle west, but would result in closing all packing plants within three weeks and undoubtedly would force many small factories to close, representatives of some of the chief industries of this region said tonight.

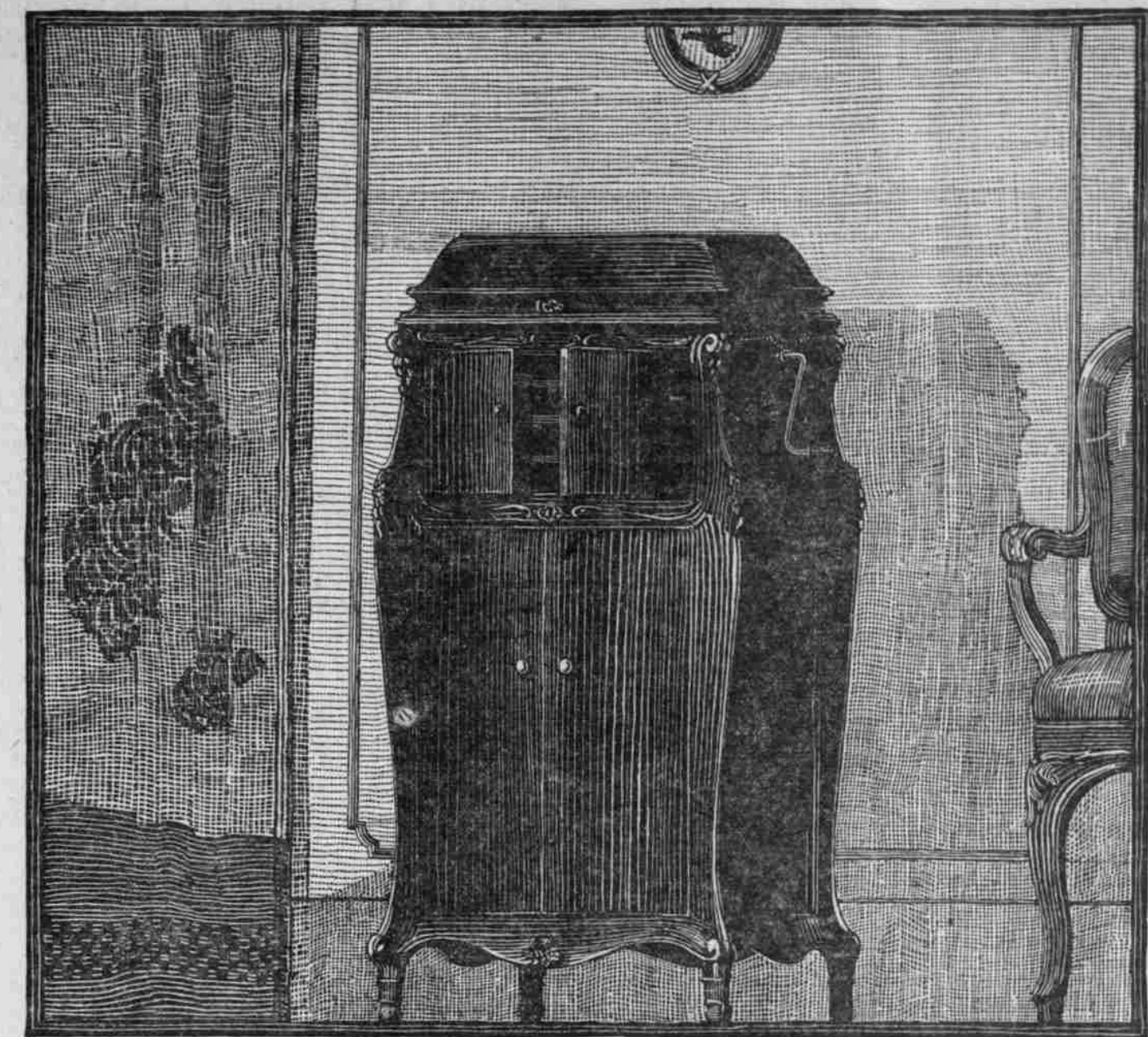
Tentative plans were being drawn through which it was said Chicago and the larger cities could keep supplied with most food commodities, although it was believed meat supplies would run short quickly.

One packing official said the packers had been operating at only 85 per cent normal strength for more than a year and that as they were dependent on the railroads they could not operate during a railroad strike. Approximately 75,000 men would be thrown out of work through closing of the five big packing plants, officials said.

Automobile dealers said their business might even be increased by a strike through consequent increased demand for cars.

City officials declared that they would take action to conserve the city's food supplies the minute the strike started. Tentative plans, arranged by local authorities, call for mobilization of 2500 trucks in which to bring supplies here.

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officials and delegates to this city, it was announced. If the strike develops airplanes are available to carry Marshall Foch and other distinguished guests and delegates to the convention here, according to the aviation committee.

ing to telegrams forwarded by the aviation committee to the national committee tonight at Indianapolis. Kansas City, it was pointed out, is prepared to receive 100,000 delegates and visitors to the convention on the day the strike is scheduled to begin. Many large passenger planes are scheduled to participate in the legion's aerial derby to be held in connection with the convention.

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