

CONFERENCE CALL ACCEPTED BY LABOR

Official Order Not Yet Received in Cleveland.

LITTLE COMMENT MADE

Mr. Lee Issues Statement Outlining Attitude on Demands That Teeth Be Put in Law.

CLEVELAND, O., Oct. 21.—(By the Associated Press.)—Although the official order citing the railroad brotherhood chiefs and railroad executives to appear before the railroad labor board Wednesday had not been received, local brotherhood executives tonight said they would respond to the citation. W. G. Lee, president of the trainmen, said: "I am perfectly willing to recognize any order from the board or any other proper authority that will tend to prevent the strike."

W. S. Stone, president of the engineers, said: "I certainly will be there if ordered," adding that all the other chief executives of the railroad, transportation organizations also will appear anywhere they are ordered to appear in connection with a settlement of the strike.

None of the local brotherhood chiefs would make other comment on today's developments.

Statement Is Issued.

Mr. Lee tonight issued a statement outlining his position on alleged demands that teeth be put into the transportation act, in which he asserted those making the demand should also demand a law for the "regulation of his own business that will establish the same relations between himself and his employees as anywhere they are ordered to appear in connection with a settlement of the strike."

"There is a demand for congressional action that will put teeth in the decisions of the railroad labor board. But there is no demand from other business that teeth be put into a law to regulate their right to bargain with their employees. Freedom of contract, the right to hire and fire, is the platform of every business that unites in the demand for an enforceable law regulating those same rights of railways and their employees. The right to strike has been conceded by the chief justice of the United States supreme court. Is it right, then, to deny the railway employees the same legal rights conceded every other class of labor?"

Justification Is Asked.

"Wherein is there justification for a demand that proposes to compel transportation employees to work under unsatisfactory conditions that do not include every class of employers and employees?"

"The plain fact of the matter is that the railway organizations have obeyed the labor sections of the transportation act; and if they leave the service because of their dissatisfaction with the award of July 1, they are not in violation of the law, but in full accord with every one of its requirements. They have a right to refuse service that is equal to the railway right to refuse to accept provisions of an award."

"That in many instances the railways have not obeyed the provisions of the law cannot be questioned. The attitude of many railways has been that of agreement with the decisions of the board if they answered their purpose and disagreement when they did not suit. The railroads have flouted the impotence of the board to enforce its decisions in its face, but there has been no public demand that the railroads be forced to obey orders of the board."

"The attitude of the roads at best has been that of insolent indifference while the organizations have obeyed the law and if they leave the service it will not be in violation of the act."

WAR POWER USE URGED

(Continued From First Page.)

It would be expected to follow only in case the union leaders disregard official notice from the railroad labor board and bring on a strike of such proportions that the railway companies themselves could not keep the centers of population properly supplied with the necessities of life.

In the absence of any indication that the administration was considering mandatory control of the railroads, action by the board in citing union heads and rail chiefs to the controversy to appear before it was interpreted here as showing that the board had received assurances from Washington that its supervision of the situation had been unaffected. The board's intention, as understood here, was to determine whether the brotherhood chiefs or the railroad executives or both had not already contravened provisions of the transportation act.

In administrative circles it was reiterated that it was "until the labor board's affair." While the president had not been advised officially of the board's action at a late hour, it was understood he approved the move.

Adequate Authority Existent.

Although definite decision against invocation of war-time powers was reached today, no doubt was expressed in official quarters that adequate authority was existent and could be employed should the period of negotiation prove fruitless. An amendment carried by the army appropriation bill of August 29, 1918, authorized the president specifically to take over transportation for the movement of troops and to continue such control "in an emergency." Supplementing this authority, it was said, were sections of the national defense act and other statutes. Department of justice officials were understood to have prepared for the president a memorandum on the subject.

Should a situation arise necessitating reversion to war powers, or other methods of temporary government control, the war department would become the focal point. It was explained. The army already has its personnel listed by occupations and is ready to put some aboard trains and man its fleets of some 35,000 motor trucks.

A decision from the interstate commerce commission on cases involving requests for freight rate reduction may be expected soon. It was again indicated at the commission.

Four Killed in Tunnel.

WINNIPEG, Man., Oct. 21.—Four men were killed and two injured when a Canadian Pacific railway freight train was caught by falling rock in a tunnel one mile east of Palliser, B. C., last night, according to advices received here today.

R. & H. green stamps for cash. Holman Fuel Co. coal and wood. Main 353; 560-21.—Adv.

Be on safe side; store coal; giving best service. Edleson's, Bldg. 70.—Adv.

KANSAS TO RUN TRAINS WHEN NEEDED, SAYS GOVERNOR

Rail Managers to Get Opportunity First, However, According to Executive—Industrial Law Provides Authority.

TOPEKA, Kan., Oct. 21.—In event a railroad strike becomes effective the state government in Kansas will operate the lines within the state if it becomes necessary, under the Kansas industrial court law, Governor Allen announced today. First, however, the railroad managers will be given an opportunity to operate the roads.

Governor Allen said he is making a survey to determine how many experienced railroad workers would be available in an emergency. The response has been gratifying, he added.

"The industrial court act of Kansas prohibits any men engaged in transportation from conspiring to deprive the public of this essential utility," he stated. "It prohibits railroad managers from closing their transportation lines or from entering into any conspiracy to deprive the public of this utility."

The Kansas law provides that all controversies between the railroads and their employees relating to wages or working conditions shall be adjudicated in the court of industrial relations. In the meantime, the lines shall continue to function.

HOUSTON, Tex., Oct. 21.—If the men pay any attention to the orders of the rail labor board there will be no strike on the International & Great Northern line, H. A. Fay, executive officer of the railroad, said today. He stated he had been in communication with Chairman Barton of the board.

FRIDAY'S DEVELOPMENTS IN RAILROAD STRIKE SITUATION.

(By the Associated Press.)

Chicago—Labor board announces it has assumed jurisdiction in the rail crisis, orders workers not to walk out and cites union chiefs and railroad executives before it for a conference. Both sides announce they will appear for conference.

Maintenance of way union, with more than 375,000 members, and stationary firemen, numbering 25,000, announce overwhelming strike votes and prepare for a walkout. Others of the 11 "standard" unions expect to announce their decisions Saturday or Sunday.

Heads of roads entering Chicago discuss plans to combat strike. Packers begin storing all available meat supplies in preparation for strike.

Cleveland—W. G. Lee, head of the trainmen's union, in a statement following labor board citation, asked by what authority anyone can compel a man to work, pointing out that the United States supreme court has upheld the right to strike.

Washington—Learned that possibility of President Harding exercising war-time powers to run roads in case of strike was discussed officially, but such action not yet contemplated.

San Antonio—Trainmen on the International & Great Northern prepare to carry out plans for walkout Saturday, despite labor board announcement.

St. Louis—Heads of southwestern lines announce everything legally possible will be done to operate roads if there is a strike.

Hazleton, Pa.—Anthracite mines pushed at full speed in preparation for strike.

the labor board and had been advised the International & Great Northern was receiving consideration.

PALESTINE, Tex., Oct. 21.—Belief that the International & Great Northern will be able to maintain train service in event its trainmen strike tomorrow was expressed today by H. G. Goforth, general manager of the road. The service may be abbreviated a few days, he said, but the road "has enough men who will remain loyal to run trains."

CHICAGO, Oct. 21.—(By the Associated Press.)—The Chicago Association of Commerce tonight sent a telegram to President Harding stating that it believed it "better to have a rail strike now and the issue settled correctly rather than to accept any compromise or sacrifice any principle that would postpone the settlement of this great question."

NEW YORK, Oct. 21.—The Lighter Captains' union, which has 2800 members and is affiliated with the Brotherhood of Railway Trainmen, has voted to remain at work in the event of a railroad strike.

HOUSTON, Tex., Oct. 21.—"We will run trains on the International & Great Northern if given the necessary protection," declared Thornton Fay, executive officer of the International & Great Northern, this morning, commenting on the announcement that the Brotherhood of Railway Trainmen, embracing the brakemen and switchmen of the system, would walk out at noon Saturday.

DALLAS, Tex., Oct. 21.—The International & Great Northern railroad, whose 400 employees are to strike Saturday, operates wholly within Texas. Its main line starts at Longview and extends southwestward 494 miles to Laredo, passing through Palestine, where its headquarters are located, Austin and San Antonio.

SAN FRANCISCO, Oct. 21.—F. H. Nemitz, a vice-president of the Order of Railway Conductors, who was named by the big four brotherhoods to direct the proposed railroad strike here, established headquarters here today following his arrival from Chicago.

With the exception of the Southern Pacific company, the transcontinental railroads entering California appeared today to have decided to announce no definite action in contemplation of the strike until it has been definitely determined what the eastern efforts to halt the threatened disturbance will amount to. The Western Pacific Railroad company announced today that it will do nothing, at least until the first of the week.

The Southern Pacific advertised today for workers to take the place of the prospective strikers.

While the headquarters of the 9th corps area of the United States army here is mapping out a plan of action in the event of a strike, no particular action is contemplated. Major-General William M. Wright, commanding the area, said.

OLMPIA, Wash., Oct. 21.—While the national guard of Washington is always ready in case of emergency, there have been no preparations made for calling out the troops in event of a railroad strike, according to Acting Governor William J. Coyne. Only the emergency would require about any such action, he declared today, adding that the matter had not even been discussed.

"I have nothing to say in the matter," the acting governor said, "further than that I will not authorize the calling out of the national guard except in the case of grave emergency where I would deem such action absolutely necessary."

SAN ANTONIO, Tex., Oct. 21.—R. D. Frame, general chairman of the Brotherhood of Railway Trainmen, members employed by the International & Great Northern railroad, an all-Texas line, tonight issued final instructions to the 400 members of the organization concerning the strike called to begin at noon tomorrow. He predicted that the walkout would be 100 per cent complete.

J. R. Jgnas, superintendent of the I. & G. N., said that the company was prepared to move its trains.

SEATTLE, Wash., Oct. 21.—No plans for calling out national guard troops in Washington in the event of a general railroad strike have been formulated, but staff officers at the

direction of Adjutant General Maurice Thompson have "made a study of any situations that are likely to occur and are prepared to meet them," General Thompson said today.

"We have received no orders to prepare for strike duty," General Thompson said, "but in accordance with military practice we have made plans for meeting the emergencies that may arise. No mobilization orders have been issued, nor will they be issued until directions are received from higher authorities."

LINCOLN, Neb., Oct. 21.—Following a meeting here today of officials of the Chicago, Burlington & Quincy line west of the Missouri river, W. F. Thieff, general manager, said if a strike comes every part of the road's machinery will be centered in the operating department in an effort to move mail and express and give limited passenger service, with such freight movement as is necessary to carry food and fuel. "In other words," said Mr. Thieff, "from the start the orders will be to move all trains possible, and we believe we can move them."

ST. LOUIS, Oct. 21.—Means of operating the lines and giving service, in event of a railroad strike, were considered today at a conference of executives of 21 railroads in the southwest.

J. M. Kurn, president of the St. Louis & San Francisco, said: "We shall try to operate trains by

all means." He added, "Should conductors, engineers, firemen and brakemen walk out, we shall attempt to fill their places with new employees. We shall need about 8000 men of the four crafts should the strike become effective."

He said the executives of the southeastern roads would attend the conference called by the railroad labor board for next Wednesday.

NEW YORK, Oct. 21.—New York railroad officials today declared they were firm in their contention that, strike or no strike, trains would run, while labor leaders were equally as positive that scarcely a wheel would turn.

Executives were taking a poll of employees to determine how many men intended obeying the strike order.

W. I. Orr, special organizer of the Brotherhood of Locomotive Engineers, scoffed at a suggestion that the strike might be called off.

"Any one who thinks our organization is bluffing is due for a big surprise," he declared.

ATLANTA, Ga., Oct. 21.—Representatives of 21 railroads, including practically every line in the southeast, at a meeting today laid plans to meet the threatened strike and adopted resolutions indorsing the decision of the Association of Railway Executives at its meeting in Chicago to seek a 10 per cent reduction in wages.

The Southern railway system took no part in the Chicago meeting and was not represented here today.

CHICAGO, Oct. 21.—In a reply to a letter of a conductor published in a local newspaper, Marvin Huggitt, chairman of the board of directors of the Chicago & Northwestern railroad tonight declared there will be no reduction in the compensation of any employees coming under the jurisdiction of the labor board without the approval of that body.

Asked whether railroads will continue plans to combat a strike in view of the labor board pronouncement that the rail situation should remain in status quo, Samuel Felton, president of the Chicago Great Western, tonight said:

"We will obey that order as well as the one citing us to appear before the board on Wednesday."

one eleven

three friendly gentlemen

The perfect blend of the three perfect cigarette tobaccos in one perfect cigarette

one-eleven cigarettes

20 for 15¢

one-eleven

one-eleven

one-eleven

one-eleven

one-eleven

one-eleven

one-eleven

one-eleven

one-eleven

Extra Value
the New
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Corsets

All Sizes

98c

White and Pink

These corsets are the product of one of the most modern factories in America. The J. C. Penney Company controls its entire output. They are made from high-grade coutil, boned with "Waybone," designed, cut and trimmed by experts.

Don't Miss
Any of These!

Hope Muslin 15c

Full 36-inch, full bleach. You know the quality and the price usually asked elsewhere.

Lonsdale Cambric 29c

26 inches wide—fine and sheer, for underthings.

Pepperell Muslin 17c

The genuine Pepperell in 36-inch width. Unbleached.

8-4 Pequot Sheeting 55c

Full 72 inches wide. Unbleached.

9-4 Pequot Sheeting 57c

81 inches wide. Unbleached.

10-4 Pequot Sheeting 63c

90 inches wide. Unbleached.

8-4 Bleached Pequot 57c

72 inches wide. Full bleached.

9-4 Bleached Pequot 63c

81 inches wide. The ideal sheeting.

10-4 Bleached Pequot 69c

90 inches wide—for extra large beds.

Notions

Gillette Razor Set, complete 89¢

Hickory Garters19¢

Dr. Parker's Supporters.....43¢

Hooks and Eyes.....6¢

Dress Snaps4¢

2 - in - 1 Polish.....10¢

one-eleven

one-eleven

one-eleven

one-eleven

one-eleven

A NATION-WIDE INSTITUTION -
J.C. Penney Co.
Incorporated
312 DEPARTMENT STORES
111 Fourth Street, Just North of Washington

EITHER RIGHT OR WRONG

There Is No Middle Ground

There's a right way to sell merchandise and there's a wrong way—you can't straddle the fence. Either it's right to misrepresent values or it's wrong; the measure of misrepresentation or the method employed doesn't change the status one particle.

There are certain practices commonly employed in merchandise retailing which, no matter how worthy in their inception, have, through gross abuse, catalogued themselves as questionable. Chief among these are "Special Sales" and "Comparative Prices."

So flagrant has their misuse become that the confidence of the public has been sorely tried. Supplanted by uncertainty and often open distrust is that feeling of security so dear and so essential to successful business.

The J. C. Penney Company, at the start,

realized that if it was to retain throughout the years the respect and confidence of its patrons, it must at once define a clear-cut selling policy—one which would afford no loophole for the even questioning of its spoken or written word. We felt there was only one safe course and that was never to employ any of these trust-destroying tactics.

For twenty years we've kept the faith. It has put us where we are today—"The Largest Chain Department Store Organization in the World."

Are We Right or---Are We Wrong?

The Items Priced Herein Are Indicative of the Values Throughout Our Store.



Presenting New

Silk and Plush Coats

Sumptuous in Style and Fur Trimming

\$29.75 TO \$44.75

Large Collars of Mole, Raccoon, Opossum, Nutria
finest of silk, lusher and Baffin seal, made in many models with luxurious collars of the popular furs, including heavy black opossum. The richest of silk linings and smartest of designing place these coats in the class de luxe. All sizes await the early shopper.

Tricotine Coat Dresses--

These new dresses of Tricotine and Poirat Twill are in navy blue. Their rich and abundant trimming of braids and beading lend to them an air of exclusiveness.

\$22.50 to \$39.75

Canton Crepe Frocks--

These rich Canton Crepe Frocks are in black. The popular, smart style of the season. Both embroidered and novelty trimmings. All sizes.

\$17.50 to \$37.50

Come Early, Mothers
Boys' All-Wool Overcoats

Brown and Gray \$6.90 Sizes 12 to 18 Years

Here's an offering you can't afford to miss. These coats are double-breasted models and are strictly high-grade garments. They are absolutely all wool.

Boys' Corduroy Suits-- \$4.98
Sizes 7 to 17. Good quality dark brown corduroy. Knickers fully lined and taped.

BOYS' HONOR-BRITE
Shirts and Blouses-- 69c
Sizes 7 to 16

Dozens of these well-made blouses and shirts are offered at this price. There are light, neat striped percales, medium and dark striped madras, blue chambrays and khakis.

EXTRA VALUE
Boys' Black Blucher Shoe \$2.19
Solid leather throughout—like all Penney's shoes. An ideal shoe for school wear.

Sizes 12½ to 2 \$2.49; Sizes 2½ to 6 \$2.69

Men, Your Opportunity

All-Wool Overcoats

Brown—Grey—Green—Oxford \$11.90 \$13.50

Plain and Belted Models

Now, fellows, here's your chance. Here's three hundred coats—120 at \$11.90 and 180 at \$13.50. The \$11.90 coats are the English slip-on models, with Raglan sleeves. The \$13.50 coats are made with belts all around.

Here Are the Sizes

20 size 36 70 size 42
70 size 38 40 size 44
80 size 40 20 size 46

If You Miss Out on This, You'll Kick Yourself All Winter!

WE NEVER HOLD A SALE