

RAIL LABOR BLAMES LINES AND BOARD

Statement Is Issued by Four Strike Leaders.

STAND HELD JUSTIFIED

Reduction in Freight Rates Declared Not Even Considered Before Walkout Crisis.

CLEVELAND, O., Oct. 23.—(By the Associated Press.)—Responsibility for the railroad strike, scheduled to begin next Sunday, was placed on the railroad labor board and the carriers in a statement issued today.

Stand Is Outlined. It was indicated that the statement may be regarded as an outline of the stand the labor leaders will take when they appear before the labor board in Chicago Wednesday.

With regard to the position of the employees of the railroad, we can only say that their representatives are patiently waiting for any development that would appear to offer a solution of the problem confronting them.

We are not now nor have we ever been desirous of being a party to precipitating a strike, but when it is quite apparent that the railroads propose not only reduced wages, but to take from those employees practically all conditions of service maintained for many years, and the labor board is unable, or fails to give us any assurance that the interests of the employees will be protected, nothing is left for the employees but to stand on their constitutional rights to retire from the service.

Rate Reduction Discussed. We are advised through the newspapers that the Interstate Commerce commission has authorized a considerable reduction in freight rates.

Notwithstanding the fact that wages have been reduced 12 per cent since July 1, there was no talk of a reduction of freight rates until this crisis. Now the railroads are attempting to gain the sympathy of the public by this late reduction of rates.

The public never would have received this reduction with the consent of the railroads had the railroads not been confronted with this emergency.

Besides Mr. Stone, others attending the conference were W. G. Lee, president of the Brotherhood of Railroad Trainmen; L. E. Sheppard, president of the Order of Railway Conductors, and W. S. Carter, president of the Brotherhood of Locomotive Firemen and Engineers.

Open Shop Discussed. Establishment of open shop conditions on the Tremont and Gulf railroad and the strike yesterday of trainmen on the International & Great Northern railroad were under discussion. President Lee stated he had received reports that practically 100 per cent of the I. & G. N. trainmen had quit the service.

A subordinate leader, however, said that if it is correctly reported, the men on the Tremont & Gulf railroad have accepted open shop conditions, it is because they are few in number and have little hope of their resistance being successful.

1000 Officials Are Cited. It was learned the chiefs have received telegrams from many of the general chairmen reporting they were cited by the railroad labor board to appear Wednesday. It was said that in all approximately 1000 officials of the unions and of the railroads were cited to appear.

Statement Is Issued. President Lee of the trainmen issued a statement on the "human side" of the railroad wage question, saying: "It is to be wondered whether the public really understands the railway wage reduction question. There are more through freight brakemen than all other train and yard service employees combined and this class of service and the passenger train employees represent the lowest rates of wages paid."

Overtime Is Limited. This means that the bulk of the train service employees receive about \$7 a week for a six-day week, and whatever is earned above that amount is through extra service. The service is paid for on a mileage basis but not on an eight-hour basis except for freight cars within 100 miles.

ONE STRIKE ORDER HERE. TRAINMEN ONLY ONES IN PORTLAND YET INSTRUCTED. Mass Meeting of Workers Adjourned Without Any Action Taken. One Chairman Goes East.

The only strike order to railway employees in Portland to be received has been to the trainmen employed on the O-W, R. & N., who go out November 6. This information was conveyed to the men here through P. D. Hobbs, general chairman for the O-W, R. & N. members of the Brotherhood of Railway Trainmen.

All Action Left to Board. WASHINGTON, D. C., Oct. 23.—A waiting attitude toward the impending railroad strike still prevails in official circles today and no modifications of the indicated intention of the administration to leave all direct conduct of dealings with it to the railroad labor board was observed.

WASHINGTON, D. C., Oct. 23.—(Special.)—While the family were absent this afternoon the house of Dan Webb caught fire and burned to the ground, all of the contents, including small sum in cash, being consumed. The loss was about \$3000, and it was said there was no insurance. The cause was not determined.

FOR SALE. One American Steam Pump No. 48. One Demming Hand-Ferme Pump Complete with 60 feet of 2-inch pipe.

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SUNDAY'S DEVELOPMENTS IN THE RAILROAD STRIKE SITUATION.

San Antonio—Labor leaders' claim of 600 trainmen in International & Great Northern, which started Saturday, is "100 per cent effective," but road says passenger service is unimpaired and that resumption of freight service, halted Saturday, has been started.

Cleveland—Big four brotherhood chiefs say that if strike materializes the blame should be placed on the railroad labor board and on railroads.

Chicago—Railroad heads say action of majority of 11 "standard" unions in refusing to join a strike now has broken the backbone of the proposed walkout.

Figures compiled by union chiefs showed eight of the 16 chief rail unions have called a strike for October 30 or announced officially they would join one and that those eight organizations number 872,000 of the approximately 2,000,000 railroad employees.

On the other side, nine unions, controlling more than a million men, have announced they would not strike and the other one is expected to act soon.

Of the 572,000 men in the organizations which announced they would strike, 323,000 voted a walkout.

Figures for all organizations which have acted show a total membership of 1,473,000 with 1,258,000 authorizing a walkout.

The following table gives the union's idea of the strike situation in figures:

Table with columns: Action, Member-ship, Voted to strike. Rows include Firemen, Order of Railway Telegraphers, International Brotherhood of Stationary Firemen and Oilers, United Brotherhood Maintenance of Way Employees and Railroad Shop Laborers, Brotherhood of Railroad Signalmen of America, Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees, Shop crafts—Carpenter, electrical workers, machinists, blacksmiths, sheet metal workers and boiler-makers.

While the shop crafts control 600,000 men, according to union figures, only 475,000 cast ballots and of these 430,000 voted for a strike.

firemen, engineers, conductors and the trainmen. The meeting has been called to give instructions for a strike if any arrive by that time.

The one order received here was as follows: "The employees in yard and train service under the jurisdiction of the Brotherhood of Railway Trainmen have been instructed to withdraw from the service of the O-W, R. & N. at 6 A. M. November 6."

They are further instructed that no violence will be tolerated. The employees are instructed to go away from the property of the company and stay away from it.

All employees in these classes are instructed to leave the service, as there is no difference between a mail train and a freight train as far as our rights to strike are concerned.

Attention is called by the railroad executive to the fact that the transportation act of 1920 created the railroad labor board for the express purpose of settling disputes between the company and the brotherhood, and that a strike at this time will be a violation of the law.

There are no wage disputes between this company and its employees at this time," said Mr. Sproule's letter. "If such a dispute does arise it will so far as this company is concerned, be referred to the labor board, where the decision would rest, if we cannot agree among ourselves."

Questions as to working conditions on which the company and its employees differ are now before the labor board, having been already submitted to its jurisdiction. This company has obeyed the decision of the labor board, and, dealing with questions under dispute, but not yet decided, this company has done what the law said we should. Then what is this proposed strike about?"

"Let us submit this to you as fairly minded men," said the letter. "It is not fair to the labor board to have accepted its decision when the board gave increases in wages and yet refuse to accept the decision of the same board when the decision reduces wages, it being the duty of the board to fix wages that are just and reasonable from time to time, considering the varying conditions. The fact is that if the strike is called it will be against the labor board's decision reducing wages July 1, 1921, and against that only."

Attention is called to the fact that when the railroad men took up their work in the public service of transportation they assumed a responsibility to the people of the United States.

"Now it is proposed to attack the labor board by wrecking that service to the public and the government which it is your duty to maintain as railroad men," said the letter.

"Employees who remain loyally in their work and new men who come in to help you will be protected in their work and rights," he said. "You will have the advantage of increased loyalty in service that will come through vacancies made by any who quit. Those who do quit have the knowledge that they lose their jobs, their pension privileges and their seniority."

Mr. Sproule advised the men that in case they desert the union and lose their insurance, the company will assume the insurance and carry it on at no higher rates than they have been paying.

WOODBURN HOME BURNS. WOODBURN, Or., Oct. 23.—(Special.)—While the family were absent this afternoon the house of Dan Webb caught fire and burned to the ground, all of the contents, including small sum in cash, being consumed. The loss was about \$3000, and it was said there was no insurance. The cause was not determined.

Ex-Dry Officer Acquitted. SPOKANE, Wash., Oct. 23.—William C. Vest, ex-federal prohibition officer of Tacoma, was acquitted by a jury this evening of a charge of manslaughter in connection with the slaying of Ernest C. Emley at Keller, Wash., in May, 1920.

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U. S. CONTROL HELD AIM OF RAIL STRIKE

Strike Leader Is Quoted as Making Statement.

WALKOUT DECLARED TOOL

L. V. Marshall Says Everyone Thinks Complete Tieup of Lines Would Be Impossible.

BY L. V. MARSHALL

(Copyright, 1921, by The Oregonian.)—Washington, D. C., Oct. 23.—(Special.)—"It is the sheerest kind of nonsense to say that the railroads are so tight that they cannot run, because we know that the railroads are going to run under some form or other. If not in any other way the government will open up the line of communication and run them, because the people have to live."

This is not the statement of a railway executive, but the words of Warren S. Stone, grand chief of the Brotherhood of Locomotive Engineers, the most powerful of the four brotherhood groups that took the lead in ordering the nation-wide railroad strike made to a committee of congressmen.

It conveys clearly the underlying principle of the proposed strike. It was made at the time that the railroad brotherhoods issued a statement in which these words were used:

Labor Unrest Increases. "The railroad employers are in no mood to brook the return of the line to their former control, since all the plans suggested for this settlement of the problem leave labor essentially where it is today, and it is determined not to stand."

Thus it is that ever since the railroad strike has been in progress, ownership there has been increasing unrest among the labor leaders, and a determination to force at the first favorable opportunity, their withdrawal from the service of the railroads and turn the operation of them over to the employees under what is known as the Plumb plan.

Warren Stone himself has served as president of the Plumb plan league. His statement, quoted at the beginning of this article, reflects the view of the grand chief that the railway workers, by strike or otherwise, cannot exclusively stop the railroads.

What they fear is that along they could do would be to force the government once more into control of the transportation system in the hope that out of this control would come new agitation and possible success of the Plumb plan.

Strike Near for Two Years. For more than two years now the railway employees have been constantly on the verge of a strike. The threat of the strike has constantly been applied, much in fact many persons have been inclined to regard the strike orders now out as just another gesture of the part of the union leaders. The fact that so much time was allowed to elapse between the issuance of the order and the effective date of the walkout gave further color to this surmise.

The constant talk of strike is no doubt responsible for the mood of many of the railway executives who have declared their willingness to fight the issue out at this time. Presently, however, the workers of the administration have felt, however, that in such a fight to the finish the public would be the sufferer in the long run. They further have felt that the labor board, a government agency, was being flouted by both sides and that the government must stand behind this board to the limit.

New Interest Is Created. The moves of the proposed strike of next week are given a new interest by reference to the part of the brotherhood leaders made during the last two years. When the brotherhoods declared the workers are in no mood to brook the return of the roads to private ownership, Chief Stone was asked the purpose and intent of the declaration.

"The purpose and intent," he replied, "was that we are bitterly opposed to the roads being returned to the old plan of private ownership with the struggle of organized labor to maintain that which it was justly entitled to."

Mr. Stone declared it would be the purpose of the brotherhoods to create public sentiment for the Plumb plan through every means at our command, through every channel open to us.

"Would you seek to develop it through a strike," he was asked. "No, I am speaking now only for the Brotherhood of Locomotive Engineers, of which I am the executive officer. We have made no threat of any strike for the Plumb plan. After we have waited a reasonable time to see what congress does, then if there is no constructive plan put forward, I think we will be able to formulate a plan for the railroads."

Federal Control Is Urged. Congress was considered by the Each-Cummins bill under which the railroads are now operating at the time Mr. Stone protested.

"I think the time has arrived," he said, "when the government should take over the railroads and I think any other plan which proposes to turn them back simply means financial panic and chaos."

At the close of his discussion of the subject in labor and the fault of the government to check the high cost of living, Chief Stone issued this warning to congress in 1919:

"I want to say this to you—and it is not in the spirit of threat that I make the statement—that unless congress or someone finds a solution of this problem within the next few months—and I do not mean in two or three years, but within the next few months—you are going to see the worst time that we have ever seen in this country, because the people are not going to fold their hands and sit themselves down while starving, but they will die fighting."

3 FREIGHT TRAINS MOVE STRIKE FAILS TO THE UP LINE IN TEXAS. International & Great Northern System Operates With Men From Waiting List.

HOUSTON, Tex., Oct. 23.—Three freight trains were operated on the International & Great Northern system today, General Manager Goforth announced tonight. This follows a complete tie-up of freight service Saturday by the strike of approximately 600 union trainmen.

Union officials declared they had adopted a policy of "hands off" and would not interfere with any move the company might make to resume service.

Mr. Goforth stated that the crews were made up of recruits of several applications on file and from officials. No distinction is being made between union or non-union men, he stated, declaring several applications had been received from union men.

Armed guards patrolled the properties of the company, but not one instance of violence marked the second day of the walkout.

Movement of freight traffic in the yards here was at a standstill.

"The strike so far has been entirely successful to our cause," union officials declared. "We did not expect to tie up passenger service. We took into account at the outset that with a few men called out working on passenger trains that they would be able to recruit enough men from among officials to fill out a crew. But we have demonstrated what a few men out means and we are satisfied."

Mr. Goforth stated that outside of the reports to him that a few freight trains were operating there had been no change in the general situation. "We are feeling our way cautiously," he said, "and expect soon to have service resumed."

FOUR BODIES EXHUMED AMERICA'S UNKNOWN SOLDIER TO BE SELECTED TODAY. Sergeant Will Pick War Victim Who Is to Be Brought Home for Burial in Arlington.

CHALONS SUR MARNE, France, Oct. 23.—(By the Associated Press.)—Four bodies of unidentified American soldiers who fell in the world war, from among whom will be chosen America's "unknown soldier" for burial in Arlington, were brought today to the city hall in preparation for the simple ceremony tomorrow.

One body came from each of the four permanent American cemeteries in France—Romagne, Triacourt, Bony and Belleau Wood.

Sergeant E. S. Younger, headquarters company, 2d battalion of the 50th infantry, was selected tonight by Major R. P. Harbold to choose the body.

An American army truck brought the bodies to Chalons, where a French guard of honor composed of poilus who saw action carried the coffins to the city hall. French soldiers rendered military honors.

Non-commissioned officers from Coblenz stood guard in a dimly-lighted room, while in an outside room the French guard of honor took up positions. The people of Chalons brought flowers and heaped them at the foot of the coffins.

Pioneer Oil Man Dead. MINNEAPOLIS, Minn., Oct. 23.—J. C. Macspadden, 82 years old, an expatriate of John D. Rockefeller in the oil business and a Minneapolis pioneer, died Saturday at Waco, Cal., according to information received by relatives here. Mr. Macspadden, who had devoted the last years of his life to fruit ranches and eucalyptus groves in southern California, was stricken with apoplexy several days ago.

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had devoted the last years of his life to fruit ranches and eucalyptus groves in southern California, was stricken with apoplexy several days ago.

Knights Would Aid Veterans. FORT WORTH, Texas, Oct. 23.—General K. M. Van Zandt, commander in chief of the United Confederate Veterans, today received \$400 in a letter signed "Knights of the Ku Klux Klan," with the request that it be used in defraying expenses of veterans at the Chattanooga reunion.

Worth Reading COLD MORNINGS AND HOT CAKES. Add a slice of corn fed ham or crisp bacon or Brookfield sausage and a cup of Bake-Rite Coffee with real cream.

Some Breakfast for 25c. Bake-Rite Cafeteria Alder Street, Near Gill's "The Home of Homelike Food"

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Advertisement for Wright's Peppermint Gum, featuring a cartoon character and a pack of gum. Text includes 'The new sugar-coated chewing gum which everybody likes - you will, too.' and '10 FOR 5¢'.

Advertisement for Victrola for Halloween, featuring an illustration of a woman playing a Victrola. Text includes 'Hallowe'en—the night of lanterns—the night of ghosts and witches—is coming!' and 'Worth Reading COLD MORNINGS AND HOT CAKES'.

Advertisement for Sherman, Clay & Co. featuring a list of products and prices. Text includes 'Worth Reading COLD MORNINGS AND HOT CAKES' and 'Some Breakfast for 25c'.