

RAIL UNIONS SPLIT AS DENIED BY STONE

Each Organization Declared Free in Its Decisions.

OPEN RUPTURE SCOUTED

Explanation Given in Answer to Question on Shop Crafts Men Not Joining in Strike.

CLEVELAND, Oct. 24.—(By the Associated Press.)—W. S. Stone, president of the Brotherhood of Locomotive Engineers, tonight declared there is no open break between the "big five" railroad transportation organizations and the organizations of shop crafts which have voted not to join the strike set to begin October 30.

Stone Declines to Comment. This was Mr. Stone's reply when asked if the action of the shop crafts in voting not to follow the leads of the "big five" indicated an open rupture of relations.

Some subordinate brotherhood officials intimated, however, that there was a strong possibility, in their judgment, that many members of other railroad labor organizations would follow members of the "big five" should they leave the service, regardless of their leaders' instructions to the contrary.

Mr. Stone refused to comment on reports from Memphis that the general chairman of the engineers' brotherhood had received advice from him that it was not necessary for them to attend the Chicago conference until he knew which chairman made the alleged statement and corroborated the report.

President Stone also stated that it was his understanding that the vice-chairmen as well as general chairmen have been summoned to appear at the Chicago conference with the labor board Wednesday. Asked what effect this action might have on the direction of the strike in Chicago for some time, Mr. Stone said:

"It is unnecessary to have any official in charge. The general force can take care of the work."

W. G. Lee, president of the Brotherhood of Railroad Trainmen, in response to telegrams from his general chairman asking for instructions regarding their appearance in Chicago Wednesday, notified them to obey the labor board's citation, adding that the board's notice had not been understood by men as changing or cancelling instructions issued or permission given prior to October 31, date of board's order.

Mr. Cushman at Cleveland. Permission to leave the service was given the trainmen by Mr. Lee prior to the date of the citation in which it was ordered to maintain the status quo.

General chairmen of the conductors, firemen and engineers on the International & Great Northern railroad today were notified by their chiefs immediately to authorize their men to fill the service in case attempt is made by the strikers to use them to fill places vacated by striking trainmen. It was indicated such an attempt had been reported.

T. C. Cushman, general chairman of the Switchmen's Union of North America, reached Cleveland this morning and attended a conference of the "big five" leaders. They will confer again tomorrow.

Mr. Lee, in a statement tonight, made public a resolution adopted last Thursday by Companion Index, No. 33, of the ladies' auxiliary to the Brotherhood of Railroad Trainmen, at St. Louis, in which the women "emphatically declared themselves as in full sympathy with the efforts of our railroad men in opposing a reduced standard of living."

DEBT REFUNDING FAVORED

House Passes Bill for Creation of Commission on Loans.

WASHINGTON, D. C., Oct. 24.—After rejecting a proposal that congress should have the right of review, the house late today passed the bill for creation of a commission, headed by the secretary of the treasury, with full authority to refund war debts of foreign nations due the United States and amounting to \$100,000,000.

The vote was 199 to 117. The measure goes to the senate.

RAIL METHODS ATTACKED

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The protection of invested capital. It would be said that people had bought these stocks for the financial protection of their families, their children. Protection from what? From the necessity of ending their living. Their children would be better off if they had to finance themselves. Proper financing would, of course, be easier on new roads. On the old ones, however, it should be possible to retire the parasite, the noncontributing stockholder, and get the ownership into proper hands.

"After removing this dividend drain the second step would be to remove the great physical burden of the railroads—needless weight of its rolling stock. A freight train is several times the weight of the load it carries and a passenger train is 20 times as heavy. The cost of pulling empty trains is needlessly large.

Delivery Time Is Shortened. "On the Detroit, Toledo & Ironton the old types of engines and cars will be displaced by better types. Our patents will guarantee free use of ideas. We will never proceed against anybody for infringement of our patents.

The third step would be that of expediting the journey of the freight carrier. By speeding up our freight over the preliminary part of its journey on the Detroit, Toledo & Ironton, we have shortened the time of its delivery by from seven to 14 days. This means our product gets to the people from seven to 14 days quicker than it used to. It means we carry on our books \$20,000,000 less undelivered products than otherwise.

Legal Status Held Unclear. "Most railroads have no lawyers working for them to operate them if they were engaged in useful work. One of the first things is to dispense with the legal staff. A well-managed road needs less of that sort of service.

"The lawyers are mostly in the claims department, one of the most wasteful branches of railroad operation. Any small claim against a rail-

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Beyond mention of the conspiracy laws he did not discuss details of the department's plan, but indicated that it was believed on the strength of supreme court decisions, that the government has the right to protect itself from a paralysis of the country's transportation facilities and the power to use any laws applicable to accomplish that end.

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