

NATIONAL RAILWAY STRIKE IS ORDERED

500,000 Men to Go Out on First Day.

FIVE BROTHERHOODS ACT

Mail Trains Are Specifically Included in Instructions Issued on Walkout.

(Continued From First Page.)
thorized to walk out progressively, one group every 24 hours. Names of the groups were not made public, but unofficially the identity of roads in the first group to go was learned, subject to changes, which union officials said would be few. This first group included some of the country's greatest rail systems, from coast to coast and from Canada to the Gulf.

Striking Roads Are Listed.

These are: Texas & Pacific, Kansas City Southern, Pennsylvania, Missouri Pacific, International Great Northern, Southern Pacific (Atlantic and Pacific lines), Southern Railway, Louisville & Nashville, St. Louis Southwestern (whether Texas lines included not stated), Chicago, Milwaukee & St. Paul (lines east and west), Northern Pacific, Chicago, Rock Island & Pacific, Seaboard Air Line, Erie, and Virginia Railway. Unions insuring the strike call today were: Brotherhood of Railroad Trainmen, Brotherhood of Locomotive Firemen and Engineers, Order of Railroad Conductors, Brotherhood of Locomotive Engineers, and Switchmen's Union of North America.

Union Leaders Lose Hope.

Union leaders who had been hopeful of averting a strike, some of whom had even predicted that the action of the railroad executives yesterday in deciding on further wage reductions had destroyed the last hope of peace.

Operation Is Not Doubtful.

"What will the roads do when the strike goes into effect?" he was asked.
"We will cross that bridge when we come to it," he replied.
"Will the roads be able to operate after the men walk out?" he asked.
"I haven't any doubt of it," he answered, "but I don't propose to show my hand now. I can only say that we will cross the bridge when we come to it."

Notices to be posted by railroads next week announcing another 10 per cent cut in wages, effective in 30 days, will mean an immediate reduction on that date. It was authoritatively stated in railroad circles. The railroads do not intend to violate the transportation law clauses providing for appeal to the railroad labor board, because to do so would probably alienate public opinion.

The proposed 10 per cent reduction would bring wages back nearly to the same level prevailing prior to July 20, 1920.

For the principal classes of labor these schedules were:
Passenger service engineers (day), \$60-\$63.00
Freight service engineers (day), \$60-\$62.50
Day service engineers (day), \$56.00
Passenger service firemen (day), \$41.00-\$50.00
Freight service firemen (day), \$41.00-\$50.00
Day service firemen (day), \$41.00-\$50.00
Yard service firemen (day), \$33.00
Helpers (day), \$30.00
Switch tenders (day), \$4.00
Machinists (hour), 72 cents
Boilermakers (hour), 72 cents
Blacksmiths (hour), 72 cents
Carpenters (hour), 48 cents
Track laborers (hour), 48 cents
Section foremen (month), \$100
Yard foremen, helpers (hour), 62 1/2 cents
Hostlers, outdays, \$35.00
Hostlers, inside, day, \$5.53 1/4
Helpers (day), \$5.53 1/4
Yard firemen helpers (hour), 52 1/2 cents.

Chairmen Start Home.

The general chairmen were on their way home tonight from a week's conference here with the signed authorizations for a strike.

No further orders will be necessary, the brotherhood chiefs said, to call out the rail workers. Grand officers of the brotherhoods left for Cleveland tonight.

Printed instructions were handed every general chairman to govern the union's conduct. These authorized a progressive walkout, the first at 6 A. M. October 20, to be followed by the other three secret groups, each 24 hours, October 21 and November 1 and 2.

Every chairman carried in a sealed packet a code word for use if the strike is called off. In event of receiving the code word from headquarters, each chairman is to open his packet to identify the word.

No Reservations Made.

No reservations were made in the strike authorizations. Skeleton service outlined in the by-laws of the unions is to be maintained, but otherwise every man is expected to walk out. The instructions declare the men have "identically the same right to refuse to perform service on all mail trains as you have to perform service on a freight train."

Arriving at their headquarters, general chairmen of the brotherhoods and switchmen will issue system orders over the general chairman's signatures, carrying the hour and date of strike.

These orders will go to local chairmen.

COURSE TO BE FOLLOWED BY STRIKERS IS OUTLINED

Call for Walkout Fixes Duties of Members and Officers—Warning Against Violence Is Issued.

CHICAGO, Oct. 15.—By the Associated Press.—The strike call for the railroad walkout outlines the following duties of members and of officers "in conduct of the strike." It is dated at Chicago, October 15.

Duties of members:

"1. No man on road service involved in the strike will perform service after the hour set to strike, unless he has already begun a trip and has actually left the terminal. If it is true he has left the terminal he will complete the trip and deliver the engine and train at the end of run, or tieup point, if tied up under the law, after which he will perform no further service until the close of the strike. Men in other than road service will leave the service at the appointed time.

"2. So far as your legal right to strike is concerned, there is no difference between a mail train and freight train. You have the same right to refuse to perform service on a mail train as you have to refuse to perform service on a freight train.

Obedience, Is Enforced.

"3. All men on strike will keep away from the company's property, except such men as are designated certain duties to be performed by authority of the organizations.

"4. Every man should understand that the laws of the organizations involved must be obeyed. Acts of violence of any nature will not be tolerated by the organizations.

"5. The local representatives will arrange for a hall for meeting purposes at all terminals, using one of their own lodges, if available. Immediately after strike becomes effective all men will assemble at the hall. When thus assembled an organization will be required to elect a chairman, vice-chairman and secretary.

"6. No person will be permitted to be present in the meeting halls other than those on strike except by permission of the assembly.

Rollcall Is to Be Held.

"7. Rollcall (alphabetically) with each organization on a separate sheet. Roll will be called twice daily, morning and afternoon. Names of all members will be kept separate on the roll from the names of those who are members of the organizations. All strikers will be required to answer the rollcall and also to be in the hall where rollcall is provided during the day at all times, unless excused by committee action or by chairman of the meeting.

"8. The secretary will also keep a record of the proceedings from day to day.

"9. In the conduct of every strike there are numerous irresponsible persons, not members of the organizations, who take occasion to engage in acts of violence and disorderly conduct and such actions are usually attributed to members of the organizations, and great care should be taken by every member of the organizations to avoid associating with such persons and such conduct should be discouraged so as not to cast reproach upon the cause.

"10. Some railroad officials may endeavor to coerce or mislead the men by asserting that men at other points have not quit or that they have returned to work. Such information should be discounted and all strikers should apply to their officers and committees for information and be governed accordingly, and no member or nonmember will return to work until the strike is officially declared off, when all will return at the same time without prejudice and with all former rights.

Chairmen's Duties Outlined.

"1. Local chairmen of each organization on each division of railroad will jointly supervise the prosecution of the strike on the territory over which they have jurisdiction.

"2. Local chairmen are expected to keep in close touch with the band organization and will report daily, preferably by night telegram letter to their representative general chairmen, as to the condition of affairs. However, it is possible for the local chairmen

men who will pass them to the rank and file.

Although complete plans for the walkout of the other eleven of the 16 railroad organizations were incomplete tonight, it was said that the general procedure would be much like that of the brotherhoods.

Warren S. Stone, grand chief of the engineers, declined to comment on the conference of this week. He said an announcement might be made from the Cleveland office later.

"We're all through," he said. "I can't tell you anything now, but that the die is cast."

W. G. Lee, president of the trainmen, said he had used every influence to avert a strike on the basis of the 12 per cent wage reduction of July 1, but that he felt any further reduction would justify a walkout.

"I want it understood that I have every influence to avert a strike on the wage reduction of July 1," he said.

"I preferred to accept that reduction with an assurance that there would be no further wage reduction or change in our working rules for a reasonable period.

"I felt that if the railroads got through these business conditions they would be in a position to pay present rates of pay."

Mr. Lee refused to comment on the strike orders, although he admitted he already had sent out one authorizing the strike to trainmen on the International and Great Northern.

Ford's Road Is Exempt.

Trainmen on this road, which operates between San Antonio and Palestine, Texas, asked to strike at noon October 22, independently of the other groups. Mr. Lee gave his authorization several days ago and it will stand. The road, however, is included in the first group scheduled to walk out and the trainmen may defer action until October 20.

L. E. Shepard, president of the conductors, said he could say nothing.

W. S. Carter, president of the firemen, refused to comment.

T. C. Cashen, president of the switchmen's organization, tonight said that the Detroit, Toledo & Ironville railroad, owned by Henry Ford, would be the only road not affected by a strike. He said Mr. Ford's treatment had made it unnecessary to organize the men on that road, and that they consequently were not affected by the strike order.

Mr. Cashen said that general headquarters of the strike committee would be in Cleveland. Headquarters of the switchmen would be moved there from Buffalo and the Order of Railroad Conductors will transfer its headquarters from Cedar Rapids, Ia., to Cleveland, he added.

representing all of the organizations involved at any terminal to report to their respective general chairmen jointly in one communication, it should be done.

"2. Expense incurred for telegrams will be borne jointly by the organizations involved.

"3. When deemed advisable the local chairmen will agree upon assistant chairmen for their respective organizations to be located at outlying points, and said assistant chairmen will report to their respective local chairmen.

"4. Clearly defined cases of disloyalty or inefficiency on the part of any representative of the organizations should be reported to the other organizations and necessary action either as to discipline or safety measures taken at once.

Duties of general chairmen:

Heads Held Responsible.

"1. The general chairman of each railroad involved in the strike will supervise and be responsible for the conduct of the strike on the line of railroad over which he has jurisdiction and will make reports by night telegram letter to the grand officer having general supervision over that line of road.

"Expense incurred by so doing will be paid in accordance with the laws of the respective organizations.

"2. On roads where because of the number of strikers involved it becomes necessary for the general chairman to have assistance, he may designate other officers and members of the general committee as in his judgment may be necessary to successfully carry on the strike.

"3. In the absence of instructions from the grand officer in charge of the district the general chairman will agree between themselves as to the points at which they will be located during the strike and they will immediately advise the officer in charge of the district and each of their local chairmen where they are located and proper address. The general chairmen should keep each other advised as far as possible as to their location or movements.

Duties of grand officers:

Officers to Be Assigned.

"Grand officers of the organizations involved will be assigned to certain districts and each grand officer so assigned will have general supervision over the strike in his respective district and over all members of strike and others associated with them in that district.

"Grand officers will keep executives of the organizations advised of the exact situation in their district.

Assignments of grand officers:

"Grand officers will be assigned to the following cities:

"Atlanta—F. A. Burgess, J. M. Lari-

sey, R. E. Moon.

"Buffalo—T. R. Dodge, F. J. Se-

han.

"Boston—L. G. Griffin.

"Chicago—H. P. Daugherty, A. F.

Whitney, W. M. Clark, C. V. Mc-

Laughlin, W. J. Frost.

"Cincinnati—O. D. Hopkins.

"Cleveland—M. J. Murphy, W. H.

Burt.

"Denver—A. J. Lovell, W. J. Babb.

"Detroit—J. A. McBride.

"El Paso—E. A. Corriggan.

"Houston—G. W. Anderson.

"Kansas City—E. P. Curtis, A. I.

Kaufman, L. V. Kana.

"Los Angeles—J. A. Phillips, J. A.

Farquharson.

"Milwaukee—J. B. Connors.

"Nashville—A. Johnson, W. C. Tur-

ner.

"New Orleans—V. Fitzpatrick.

"New York—M. C. Carey, A. C.

Blaney.

"Omaha—J. T. Hughes, E. H. Kruse.

"Philadelphia—S. H. Huff, D. B.

Robertson.

"St. Louis—D. A. Boone, John Ban-

non.

"St. Paul—S. N. Berry.

"San Francisco—F. H. Nemitz.

"Seattle—M. E. Montgomery.

"Washington—H. E. Willis, W. H.

Doak.

"The call is signed by W. S. Carter,

president of B. O. F. E.; W. G. Lee,

grand chief engineer B. L. E.; L. E.

Sheppard, president of O. R. C.; W. T.

C. Cashen, president S. U. of N. A.

agement of shippers and of the general community.
"The president has been impressed that a somewhat anomalous situation surrounds the relations of the interstate commerce commission and the railway labor board. The interstate commerce commission, through its control of rates, to determine what the revenues of the railroads should be; while the railway labor board, through its authority in the matter of wage determination, has a very large power in determining the largest item of railway expenditures. The president was, therefore, impressed with the desirability of getting these two highly potential bodies together and reaching something like a definite understanding between them. It is a fact not entirely without interest that these two bodies have never officially met together.

"For a long time the president has been giving much attention to the problem of the railroads in its broad relations. He has been persistently assured on one side that business could not make a general and lasting improvement until railroad rates should come down; and on the other side he has been told that it is impossible for rates to come down unless the wage charge should be lowered. He therefore, determined to get together the two public bodies which have to deal with wages and rates and give them every possible encouragement to take a strong lead in the effort at an adjustment."

After an hour, the conference instituted by President Harding between the interstate commerce commission and the three members of the railroad labor board representing the public broke up, but Chairman McChord of the commission said the participants would return at 2 o'clock.

The conference apparently came as a surprise to both the labor board members and the interstate commerce commissioners and no preliminary arrangements had been made for it. The commission, however, adjourned temporarily arguments that were going on before it on the grain rate cases brought by southwestern and western interests, and Chairman McChord announced that in view of the importance attached to these, half of the commission would continue with it this afternoon, while the other half discussed matters with the labor board.

President Gray Not Reached.

OMAHA, Oct. 16.—Carl Gray, president of the Union Pacific railroad system, could not be reached here tonight, and W. M. Jeffers, vice-president, said he had not seen Mr. Gray since the railroad strike call. Mr. Jeffers pleaded ignorance of the true status of the Union Pacific.

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PRESIDENT TAKES HAND

(Continued From First Page.)

and the managing group from a list of nominees named by the railway executives. The board is authorized generally to deal with the labor, wage and working conditions that concern the employees of the railways and is given, in some directions, rather broad powers.

"In asking the members of the public group to meet him the president was moved by the desire to accomplish what he hopes may be important results as early as possible. Recognizing that the labor group and also the managing group are in the nature of things partisans of the respective elements which they represent, the president felt that it was unnecessary to invite these two groups because their attitudes would necessarily be partisan in any consideration of wage questions.

"The labor group could be expected to advocate maintenance of the highest possible wages, while the managing group could equally be expected to insist that wages ought to be reduced. It was, therefore, the president's opinion that the most prompt and effective results might be secured by simply calling in the public group, which is concerned equally with the interests of labor, of man-

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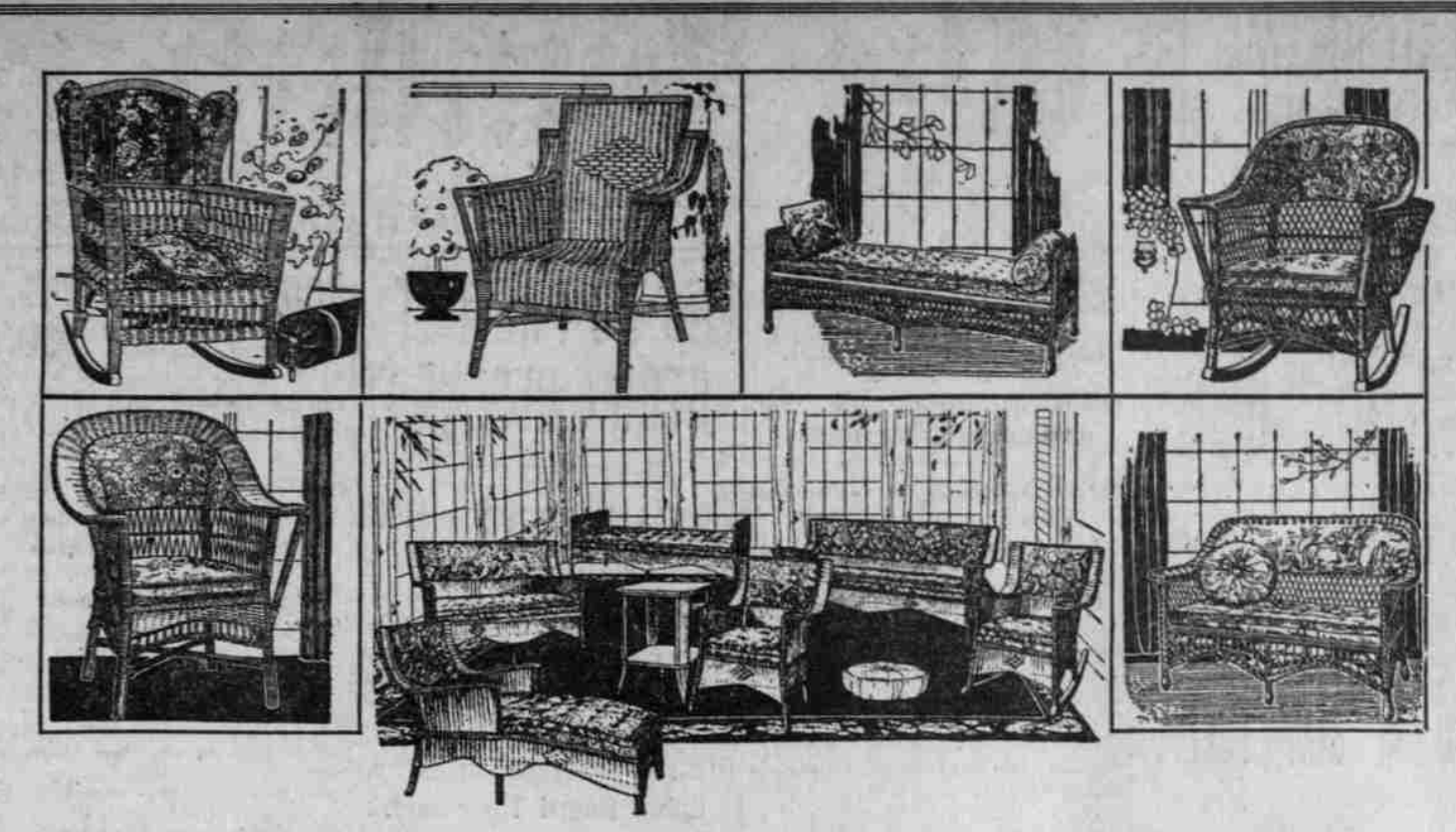
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