

CALL CAR MEN'S TACTICS 'HOT AIR'

Train Men Censure Fitzgerald and Tell of Silent Campaign.

MOTOR MEN ON TWO ROADS ORGANIZE

Brotherhood Ready to Present Demands—Shonts Denies Strike Plan.

A. L. Gridley, organizer of the Brotherhood of Locomotive Engineers, yesterday attacked the methods which W. B. Fitzgerald and the other leaders of the Amalgamated Association of Street and Electric Railway Employees have pursued in the car strike.

Gridley and L. G. Griffing applied to Theodore P. Shonts, president of the Interborough, for a conference concerning grievances of certain "L" and subway motormen, who are members of the Brotherhood. Shonts refused to treat with them, and they then applied to the Public Service Commission.

In an interview last night in the Herald Square Hotel Gridley criticized the "brass band" and "hot air" methods of the Amalgamated. The fact that so many motormen remained at their posts in the strike has shown that the Brotherhood and not the Amalgamated has won their allegiance.

Mr. Gridley said that the Brotherhood has been quietly at work for years organizing the motormen, this in face of the Interborough's opposition to any unions, and that the time was coming when the Brotherhood would tackle this attitude of the company.

"But our methods will be entirely different from those of the Amalgamated. We work on quiet and peaceful lines and say nothing until we are ready to strike."

"We have important business to transact with the Interborough Rapid Transit Company, and the sooner they realize we mean business the sooner we will come to an understanding."

Shonts said he has no fear of the subway and elevated motormen who hold membership in the Brotherhood of Locomotive Engineers are contemplating a strike.

"The loyalty of every motorman is sold to the Interborough," he declared yesterday. "They have their own union, are satisfied with it, and know the doors of this company's offices are open any time they wish to call. They have presented no grievances, and we know of none. As a final proof of loyalty they are faithfully performing their duties every day."

"It is true that a certain per cent of the motormen are members of the Brotherhood of Locomotive Engineers. Some of the men have carried their membership since they operated steam locomotives on the elevated. But even if that number is considerable, and their obligations do not in any way conflict with those of their Interborough union."

The Brotherhood representatives informed the Mayor and Mr. Straus that members of their organization in the employ of the Interborough were at odds with the Interborough officials and Mr. Shonts had refused to grant them a conference. The officials requested the aid of Mr. Straus, who took their plea under consideration.

As a reply to Mr. Griffing and Mr. Gridley, Mr. Shonts last night presented the correspondence which had passed.

Mr. Griffing in his letter to Mr. Shonts said: "The undersigned, accompanied by Mr. Gridley, who is also representative of the Brotherhood of Locomotive Engineers, would like a conference with you for the purpose of discussing matters which we believe to be of mutual interest to the Interborough Railway Company and the organization we represent. If it is agreeable to you to grant this conference, will you kindly do so at your earliest convenience?"

Mr. Shonts' reply reads: "I am always glad to hold a conference with our employees to discuss matters of mutual interest, but I do not understand that either you or your associate are employees, and I am not

aware of any matters of mutual interest which exist between the Interborough and your organization, with which we have no relation whatever.

"We have just stated to the public officials that we must decline to have any further conference with any persons outside our employees' organization. I do not mean to be discourteous to you, but I must abide by our settled policy during this period of strike on our lines."

From reliable sources outside the Interborough offices it became known, since the agitation for a country-wide railroad strike commenced, organizers for the Brotherhood of Locomotive Engineers have been active in their efforts to draw the subway and elevated motormen into their organization.

ONLY 10,700 JOIN IN CAR STRIKE

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general suspension waned, and their representatives, when not absent from yesterday's session, were content to let others do the talking.

Healy Refuses to Serve. This lack of desire for prominence was one feature of the convention. Thus when Hugh Frayme, who has been the head of the committee in charge of the sympathetic movement and who presided at the convention, sought to bestow his chiefship upon Timothy Healy, the latter refused on the ground that he would not serve.

So Mr. Frayme will preside over the deliberations of the committee of thirty-five, which will meet today at 3 Great Jones Street to carry on the work the convention bequeathed to it. Nor was there any eagerness for the position in the front ranks made vacant by the refusal of T. V. O'Connor to allow the longshoremen to bear the brunt of the sympathetic movement. By unanimous consent the vacant place, but not until after John Sullivan, their international vice-president in charge in New York, declared if there was any hesitancy about the movement he "would not be the goat." Even he was not sure that his men would not be at work to-morrow.

Sullivan was the first of the important labor men to arrive at Beechey Hall. He was accompanied by the press and the members of his organization and the slowness of delegates in arriving. Even Bohm, usually the most punctual of secretaries, was late. Some time later, when about one hundred delegates of various organizations were present, Hugh Frayme rapped for order and the room was cleared of all but known labor officials, a reporter for a Socialist publication and a few social workers.

Labor Leaders Present. Of the more prominent were: John Scully, president, and Martin Lawlor, secretary, United Hatters of North America; John Sullivan and H. J. Kugler, Brewery Workers of North America; E. E. Baker, president, and H. J. Conroy, secretary-treasurer, Retail Clerks' International Union; Morris Hillquit and Solomon Metz, International Ladies' Garment Workers; Bernard Langer, president, Henry Waxman and John Pina, United Garment Workers; Edward Cassidy and Edward Rybicki, Typographical Union No. 6; E. J. Deering and James McEntee, International Association of Machinists, District Council 15; Max Pine, organizer, M. E. Fraters, secretary, and B. Weinstein, United Hebrew Trades; John F. Riley, president, District Council, International Longshoremen's Association.

Miss Melinda Scott, president; Miss Leonora O'Reilly, Miss Hilda Swenson, Miss Rose Schneiderman, Miss Anna Hogan, Miss Margaret Hinchey and Mrs. Maud Schwartz, Women's Trade Union League. Edward T. James, president, Paper Hangers, No. 490; Carl Lawson, Painters, No. 51; Bruno Wagner, Inside Iron and Bronze Workers; Maurice De Young, John Coughlin, George Behrens, Otto Nicols, Brooklyn Central Labor Union; M. Marienda, Cloak and Skirt Makers, No. 48; Nathaniel Speer, Millinery and Ladies' Hat Workers' Union.

Timothy Healy, president; J. J. Harrigan, secretary-treasurer, International Union of Stationary Firemen; James P. Holland, president of the New York State Federation of Labor; Joseph D. Cannon, Western Federation of Miners; John J. Joyce, Bartenders (Cooks and Waiters' Alliance); William Holder, president, Plate Engravers' Union; Frank Bohm, Henry Chadwick, United Hatters No. 3; Michael Cashel, vice-president; J. J. McKenna, John McCaffery, International Brotherhood

of Teamsters and Chauffeurs; Michael Kelleher, secretary-treasurer; John O'Brien, vice-president; Tito Peccelli, vice-president; A. Salomoni, Tunnel and Subway Constructors' Union. William B. Fitzgerald, E. J. O'Brien, James H. Vahey and Louis Fridiger, representing the car men, arrived later. Fitzgerald explained the car men's situation, and after Secretary Bohm had read various communications, the meeting adjourned to afternoon. Mr. Bohm said 123 unions had reported they were idle.

In the afternoon 100 delegates, representing building and miscellaneous trades, joined the conference, the majority of these reporting their organizations will consider the matter of ordering a suspension later.

Pledge Fidelity to Car Men. Following these reports, the convention decided to allow a committee of thirty-five to conduct its business hereafter, and after this committee had been named and resolutions declaring fidelity to the car men were adopted, the convention adjourned.

In these resolutions financial aid was promised. They further declared "that so long as the street railway companies of this city persist in their arrogant and hostile attitude toward their workers and the street cars, be they operated by the city or under police protection, no union man or woman will ride, under penalty of strict discipline."

To-day, Mr. Bohm said, the building trades would meet to consider action, and the brewery workers take votes in Manhattan and Brooklyn. Just how long they expect to be away from work he indicated by saying they had hired the halls for forty-eight hours.

TRAPPED ITALIANS LEFT TO FATE

Austrian Armistice Offer Refused by Commander.

Berlin, Sept. 27 (by wireless to Sayville, N. Y.).—The official Austrian report of September 25 refers to the plight of the Italian soldiers who were entombed alive at the time the Austrians blew up the summit of Monte Cimone. Their comrades have been unable to rescue them on account of the Austrian artillery fire.

"The enemy declined twice an armistice offered for the rescue of the wounded on Monte Cimone," the statement says. "The notes exchanged by officers under the flag of truce follow:

"The commander of the Austro-Hungarian forces to the commander of the Italian troops: Below the ruins of Monte Cimone we discerned large numbers of Italian soldiers shouting for help. We are ready to help them and to rescue them from their peril if the Italian artillery and infantry to-day, September 25, between 2 p. m. and 7 p. m., will cease fire on Monte Cimone. During this time no Italian patrols between the Astico and Rido roads will be permitted to advance beyond their entrenched line; otherwise, we must interrupt the work of rescue and consider the armistice broken. If the Italian commander declines to make this agreement the Italian soldiers must be left to their fate. A quick reply is desired."

"The following reply was received: 'In view of the fact that the Austro-Hungarian troops might, for humanity's sake, have assisted the Italian wounded in the long interval between the time of the mine explosion and the beginning of the Italian fire, just as they were able to assist their own wounded, the strikers who are willing to operate cars. These cars will be screened, not only on the front and rear ends, but also on the sides.'

Italy Puts Embargo on Cheese. (From The Tribune Bureau.) Washington, Sept. 27.—Italy has placed an embargo on exports of cheese of all kinds, according to a cable message received by the Department of Commerce from the American Embassy in Rome.

Rome, Sept. 27.—Italian troops have occupied a high position between Menari and Tovo, east of Monte Cimone, in the Trentino region, says the official communication issued to-day. The statement reads: "Northwest of the Lugh Basin, in the Zaza torrent, in the Posina Valley, one of our elements, by a daring exploit, occupied a high position between Menari and Tovo."

HIGH PRICE OF FLOUR TO STAY, CHICAGO SAYS

Flour Men's Club Justifies Advance in Bread Cost.

Chicago, Sept. 27.—Defence of Chicago bakers, who have announced an advance in the price of bread to take effect to-morrow, was made in a statement to-night by a special committee of the Flour Men's Club. Shortage in the wheat crop and the consequent high price of the chief ingredient, they said, made the baker charge more for his product of flour.

"When the price of wheat advanced fully 60 cents a bushel from the nominal average of other years, it increased the cost of flour from \$3 to \$3.50 a barrel," the statement said. "This was due to the shortage of the wheat crop, as evidenced by the government report which shows a shortage of 400,000,000 bushels."

"Almost every commodity used in the manufacture of bakers' products has advanced materially, including flour, sugar, lard, salt and labor. All indications are that the price of wheat and flour up to the harvest year of 1917 will remain high. The baker must advance the price of bread to stay in business."

WILLCOX TO SPEED WOMEN'S SPECIAL

Will Head Parade to Station and Ride Part Way on Train.

When the Women's Special leaves New York next Monday to tour the continent for Hughes, William R. Willcox, chairman of the Republican National Committee, will head the automobile parade to the station to honor the departing workers.

The national chairman will go a part of the way on the train to outline the campaign policy. Mr. Willcox also will be present at the breakfast to be given just before train time by Mrs. Payne Whitney to the campaigners, with Mrs. Charles E. Hughes as the guest of honor.

"This train is the greatest national movement by women for the election of a President," Chairman Willcox said yesterday, "and we are all working together in a common cause to elect Mr. Hughes for the best interests of all the people, men, women and children, of America."

Queens Car Strikers Return.

Many old employees of the New York & Queens County Electric Railway returned to work yesterday, according to a statement issued by the company, and four more cars were sent out, making a total of 118.

TEN INDICTED IN STRIKE RIOTS

Hurling Stones, Blocking Cars and Attacking Police Charged.

The additional grand jury considering cases of strike violence, as ordered by Judge Wadhams in General Sessions, because the action of Theodore P. Shonts, of the Interborough, in writing letters to the regular grand jury, invalidated that body from further action, returned ten indictments yesterday against persons charged with injuring railroad property and endangering life.

Charles Herrman was indicted for placing a plank across the rails of the Madison Avenue line between East 104th and 104th streets.

Bernard Doran, a conductor, for throwing bricks at a car on Central Park West at Eighty-ninth Street.

Peter Bolan, motorman; Michael

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Born, motorman, and Ellis Nichols for throwing stones at a car in Fifty-ninth Street, near Sixth Avenue. An indictment for assault in the second degree was returned against Thomas Murphy for striking Police Captain Edward J. Dempsey on the head at Central Park West and Fifty-first Street. Phillip J. Clark and Thomas Jones, guards, and Patrick Kilroy were indicted for assaulting Patrolman Harry Carly at Second Avenue and Fifty-seventh Street.



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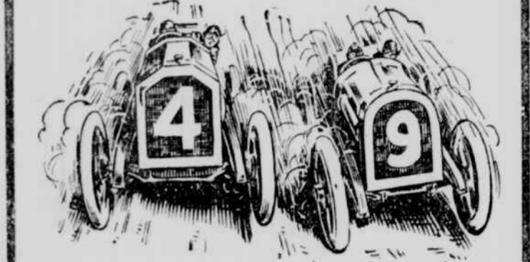
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