

Non-Union Men Join Strike on Freight Piers

New Walk-Out Starts in the Erie Yards in Jersey City and Soon Spreads

Railroads Will Fight

Food for Troops Abroad Routed; City Believed To Be Facing a Labor War

With the freight handlers' strike involving every road with terminals in the metropolitan district, New York is this morning facing the most serious labor situation in years. Not only are the railroad freight terminals blocked, but there is danger that the longshoremen, with whom the strikers are affiliated, will take up their battle, and that other trades, including the teamsters, may be involved. Seven thousand men are now on strike.

To meet the situation created in part by the strike here a partial embargo was declared yesterday on Philadelphia and Boston. These ports, it was explained, are now short of cargo space for supplies intended for the troops abroad and for Belgium, and a limited embargo, it was explained, is necessary.

Coal Wagon Drivers Get \$6 a Week More And Nine-Hour Day

The threatened tie-up in the coal deliveries in New York has been averted by a compromise between the International Brotherhood of Teamsters and Retail Coal Dealers' Association.

Compers Opposes Labor Arbitration Enforced by Laws

WASHINGTON, Jan. 2.—With Samuel Compers, president of the American Federation of Labor, as the first witness, hearings were begun today under the resolution introduced by Senator Kenyon of Iowa, providing for an investigation by the Senate Education and Labor Committee for the purpose of recommending legislation intended to bring about better social and industrial conditions.

More Adequate Regulation

Some of these reforms, Mr. McAdoo pointed out, could be continued under existing law, while others could be achieved only by legislation. He believed that the ultimate solution of the railroad problem was not in government ownership, but under more adequate regulation and control under private ownership.

Same Men in Control

"The truth of the situation is that while the roads are nominally in the hands of the government, they are actually in the hands of the same men who managed them before the war, and who expect to manage them when and if the roads are turned back to their owners. These men never have been in favor of organized labor, are against it now and they do not see how they can help it, to make any concession now that they will have to live up to if and when the roads go back to private control."

National Labor Congress To Discuss Prohibition Central Federated Union to Call Conference to Show Position of Workers

The attitude of labor on prohibition will be outlined at a national convention to be held shortly by the Central Federated Union of this city.

Non-Union Men Strike

The surprising development of the day was the strike of organized men employed on the Erie side of the river. Starting on the Erie piers this spread to other yards. The Jersey strikers sent large delegations to New York to tell the union strikers they would stay out until the difficulty was settled.

Believes Lower Price Is Coming

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McAdoo's Reasons for 5-Year Control of Railroads

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aggregate of 21,000,000 passenger train miles a year was done away with in the territory west of Chicago and the Mississippi while in the Eastern territory 23,120,000 passenger train miles were eliminated. Without this saving in motive power and equipment the moving of millions of troops could not have been accomplished.

Cooperation Withheld

Such economies, he contended, would be impossible of adoption within the period of twenty-one months. The shorter time, he declared, would necessitate the withdrawal of necessary cooperation. Already, he insisted, trouble had been experienced in this connection. Why, at least, he asked, had the railroads not cooperated in the consolidation of their lines, he asked, if they had done so, the government would find it to its interest to appropriate the funds required for the needed betterments and extensions.

Control He Proposes

In his prepared statement, which reviewed in detail the experience of government control of the roads, Mr. McAdoo enumerated the following changes in railroad operation, inaugurated during the last year, which he thought should be continued permanently, possibly under a partial Federal control which might be decided upon by Congress:

1. The maintenance of the permit system so as to control the traffic at its source.
2. The maintenance of heavy loads for cars.
3. The pooling of repair shops.
4. The elimination of circuitous routes.
5. The unification of terminals.
6. The maintenance of the "sailing days" of freight trains.
7. The consolidation of ticket offices.
8. The utilization of universal mileage control.
9. The standardization of equipment.
10. The maintenance of the uniform classification introduced by the United States Railroad Administration.
11. The maintenance of common time tables between important points.
12. The maintenance of high demurrage rates and uniform rules.
13. The establishment of through way billing freight from point of origin to destination.
14. Rendering unnecessary the re-billing by connecting or intermediate routes.
15. The elimination of the old practice of paying in miles, and the adoption of a uniform rate for freight or passenger cars of one carrier by another.
16. The simplification of the old practice of charging interline passenger revenue.
17. The utilization of water routes for the relief of crowded rail lines.

Hearing Room Crowded

The hearing room was crowded with representatives of the railroads, railroad security owners, and labor organizations, among whom were the following: T. Dewitt Cuyler, chairman of the Association of Railroad Executives; Daniel W. Quinn, president of the Pennsylvania Railroad; Daniel W. Quinn, president of the Baltimore & Ohio; Julius Kruttschnitt, chairman of the Southern Railway; Howard Elliott, chairman of the Norfolk and Western; S. David Ward, president of the National Association of the M. & E. Railroad Securities; and L. M. Bond, of the Rock Island and president of the Investors' Protective Association; Bird M. Robinson, president of the American Railroad Association; C. E. Elmquist, president of the National Association of Railway and Utility Commissioners; Valley, president of the Hocking Valley; and J. H. Thorne, representing various shippers' organizations; Glenn E. Plumb, general manager of the railroad brotherhoods; M. E. Willis, vice-president of the Brotherhood of Locomotive Firemen; and J. H. Thorne, assistant to the chairman of the Association of Railroad Executives.

McAdoo Anxious to Quit

Mr. McAdoo showed his disappointment over the failure of the committee to conclude its examination today, and explained by a letter to the Senate that he was leaving Washington for good early next week. It was agreed finally that his examination to-morrow would be continued.

Points Out Defect

Mr. McAdoo added that an inherent defect of the competitive system was that it was impossible to divert traffic from the ports to the interior. There were, he said, many good ports along the Gulf, the Pacific and the Atlantic, but the use of which would involve the use of transportation as a whole, but which the

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McAdoo Insists on Test

Cummins—In proposing to extend the period of control to five years, do you believe that Congress should retain the power of extending the period to the President all the powers and obligations of the present law, including the authority to set the rates, and the laws and orders of state commissions?

Expect Rates Reduction

"Since the object of the government should be at all times to operate the railroads not for profit but as a cost and to render at the same time the best service possible, it is my belief that it will be possible during the year 1919, or certainly at the end of the year 1919, to effect a considerable reduction in rates, much less than that was in the year 1918.

Rates Could Be Reviewed

Cummins—Do you also believe that during the proposed period the President of the Director General should have authority to initiate rates without reference to the Interstate Commerce Commission?

Possible in Test Period

McAdoo—We could afford to do it for the test period.

Question of Financing

Referring to suggestions as to extending betterments which Mr. McAdoo declared to be essential and which he said only could be brought about through Federal control—notably a bill introduced in the Senate by Mr. Cummins, involving an estimated outlay of \$70,000,000 for freight and passenger service—Senator Poindexter declared that he would not propose to finance such undertakings.

Effect of Inflation

When Senator Cummins then showed that the net revenue for October, 1918, was \$18,000,000 less than for October, 1917, and that the operating revenue was \$107,000,000 more, Mr. McAdoo again insisted that the comparison was not fair for the reason that many of the retroactive adjustments, under the retroactive law, were made in the month of October, and that the operation was made especially costly by the fact that 18,000 employees were laid off in October, 1918, with inflation.

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