

Strikers Reject Mayor Hague's Plea to Return

Arbitration Useless, Jersey men Say at Conference; Company Leaders Condemned by Executive Asks Two Sides to Meet

Mayor Frank Hague of Jersey City conferred at the Jersey City City Hall yesterday with a committee of twelve representing striking railroad men. Mayor Hague advised the men to return to work and condemned the attitude of the company representatives who had refused to meet the strikers except through the brotherhood chiefs. Although a dozen different strike meetings were held in New Jersey and Manhattan, this was the only one where announcement was made of the proceedings. At least two were so-called that the place of meeting was concealed.

Brotherhood Leader Silenced

Timothy Shea, who represented the brotherhood organizations at the Odd Fellows' Hall meeting in Jersey City, spent a strenuous afternoon. This meeting was called by Local 53, of the Brotherhood of Engineers, and Local 3 (Adopted Daughters' Lodge), of the Brotherhood of Locomotive Firemen and Engineers. These locals represent the employees of the Pennsylvania Railroad operating out of Manhattan transfer. About 1,500 men were present at various times, and the meeting lasted from 2 o'clock until after 6 p. m. Members of other Jersey lodges who could show proper credentials were admitted.

I. W. W. Behind Strike, Aiming At Revolution

Mr. Shea told the men, according to reports, that their action would result in the disruption of the brotherhoods if they persisted. He was told to "sit down." When he attempted to continue he was told to "sit down and shut up or get out." Mr. Shea sat down and said no more, but he remained until after 5 o'clock, when he departed to go into conference with other brotherhood leaders at some unknown place.

Refuse to Answer Questions

The meeting at Grandview Hall, the headquarters of the newly organized Union of Railroad Workers, presumably heard a report of the committee conferred with Mayor Hague. Following the established custom at Grandview Hall no reporters were admitted and the movements of the small group of newspaper men who were carefully watched by strikers. Individuals who were questioned were either abusive or uncommunicative.

Acts for Public Interests

"Whether that be so or not, it does seem to me that in view of the tremendous consequences to the general public every effort should be made to settle the dispute and unless the disputants come together to air their views, certainly there is little likelihood of the controversy being adjusted. So far as I am concerned, I can see little loss of prestige to either side if a conference is held. I believe that the strikers are willing to present their managers' committee."

Looks are Deceiving

W. J. Welsh, general chairman of the Brotherhood of Railway Trainmen of the D. L. & W., asserted that the strikers were losing out. He admitted that the process was slow, but insisted that the strike would soon be broken. "Looks are deceiving," he said.

Pennsylvania Railroad

On account of labor troubles modification in Parlor and Sleeping Car lines is necessary. Other changes in train service may be necessary. Passengers holding tickets for Pullman space or desiring information should consult ticket agents.

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Governor's Parley With Unions Fails

ALBANY, April 12.—In an effort to acquaint himself with the railroad strike, and to prevent, if possible, a complete tie-up of traffic in the state, Governor Smith to-night held a conference with representatives of the railroad brotherhoods in the Executive Chamber.

While the conference agreed not to discuss what transpired, it is known that the Governor feels himself somewhat helpless, since the representatives of the brotherhoods were unable to throw any great light on the situation.

James M. Holland, president of the State Federation of Labor, will be here to-morrow to discuss the strike with the Governor.

Volunteer Firemen in Rail Strike

They stoked the "Morristown Express" of the Lackawanna into New York yesterday. In a sitting posture on the runningboard of the engine is Henry Rawle, a former naval officer, and standing, directly behind him, is John V. Stedman, vice-president of the Prudential Insurance Company of America.

Tenafly Folk Denounce Rail Strike as Tyranny

Resolutions in Mass Meeting Call on Governor and State to End Walk-Out

J. P. G. Kennedy, acting Mayor of Tenafly, N. J., said yesterday that he regretted that the Governor and the Legislature had not taken more active steps to exercise all their powers in behalf of the law-abiding majority of the citizens to cause a resumption of railroad traffic.

Toledo Mayor Seizes Coal To Keep Trolleys Running

TOLEDO, Ohio, April 12.—To avert a general industrial shut-down and suspension of streetcar service here during the strike, insurgent railroad workers, Mayor Schreiber today ordered the confiscation of coal on the Pennsylvania Railroad tracks and its diversion to the Toledo Railways and Light Company.

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42ND STREET AT MADISON AVENUE

Business Men Run Train Bearing Jersey Commuters



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One Lackawanna trainload of commuters made the adventuresome trip from the hinterland of New Jersey to Hoboken and back yesterday without much delay and without any loss of temper. This train was made up at Morristown, and the crew were white-collared Manhattan business and professional men, working under the guidance of an engineer and conductor.

Passengers as Firemen

Three of the passengers served as firemen, working in short relays. They were Henry Rawle, a naval officer during the war; John V. Stedman, vice-president of the Prudential Insurance Company of America; and Alfred Maury, a veteran of the A. E. F., who was decorated overseas and is now eligible for a decoration from his fellow commuters.

Legion Men Volunteer

William Clarke, commander of the American Legion Post at Bernardsville, N. J., telephoned Mr. Rine last night that he had called a meeting of the officers of the post, and they had voted to offer the services of the members as volunteer trainmen for the morning and evening runs.

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City Is Now Facing Gasoline Shortage

A shortage of gasoline threatens the use of automobiles as substitutes for carriers whose operation has been suspended by the strike. Local agents of big motor car companies received telegrams yesterday from their factory offices in the West to send out no more drivers to bring machines to New York because there was no fuel to spare.

A Perth Amboy representative reported that the supply of gas in that city was virtually exhausted, and that few autos were being operated. The rail tie-up is held responsible, movement of tank cars being held up.

So many automobiles and so many of them were flippers that husbands searched for wives and wives honked out horns for husbands for hours at a time.

By 9 o'clock last night Jersey City and Hoboken had resumed something of their normal calm, and reports from the outlying Jersey towns indicated the best part of the population had reached home to a cold supper.

Trolley cars leaving Hoboken and Jersey City were crowded so that mental comparison the ordinary non-strike jams seemed comfortable.

At the Hotel McAlpin alone last night there were 600 employees of banks, department stores and the telephone company occupying rooms reserved for them earlier in the day by their employers.

Long lines of commuters were formed in the ferry houses of the North River last night. Ordinarily these persons mass about the turnstiles and crowd through with little regard for corns and bunions, but special officers were on duty last night, who formed them into queues that extended far out into the street.

About every tenth person became discouraged at the tedious cries that no more trolleys were running and pocketing the commutation tickets, went first to a telephone and then whether their fancy and their pocketbook agreed was suitable.

Trolley Strike Rumored

On all the ferriesboats and in Hoboken, Jersey City and Weehawken the crowds buzzed with gossip of a possible strike of Public Service Corporation trolley employees.

In Jersey City and Hoboken last night automobiles and pedestrians filled the streets and sidewalks for three blocks about the ferry houses. Thousands of commuters evidently had been inspired by the same thought, after the difficulties of the morning, and had telephoned their wives to drive their automobile to the particular ferry house they patronized. That part of the program was all right, but there were

tection at that terminal of the North River Railroad.

Soldiers and army trucks were obtained from Camp Merritt to gather up and deliver mails all along the North River Railroad from Nyack to Jersey City and Postmaster J. W. Binder, of Hackensack, put his auto truck at work gathering up mail in Maywood, Rochelle Park, Bogota, Lodi and Ridgefield Park.

B.R.T. Walkout Looms as Men Assail Leader

(Continued from page one)

posted in every carhouse the following statement, signed by himself:

"The alarming spread of contract-breaking epidemics among employees of transportation companies leads the receiver to make the following announcement:

"I now have an agreement as to working hours by wages, etc., with committees selected by the men in practically every branch of the company's system. Irresponsible agitators are seeking to induce the employees to break these agreements without warrant, and by so doing are seeking to injure the employees and management. There is no warrant or basis for any such conduct. The management will stand by every loyal employee in character and without a moment's delay in case of any such disloyalty from any source.

"The present movement, which has spread so alarmingly, is not a bona fide labor movement but is revolutionary in character and is being conducted in effect. Any employee of the system who gives aid or comfort to the revolutionary movement will be suspended immediately and after investigation undertaken by the management in connection with respective committees of the employees is found guilty, she will be discharged."

She decided the idea that there was any chance of the men breaking away from his leadership and ordering an unauthorized strike.

Intimates Situation is Serious

An official of one of the Brooklyn locals, who asked not to be quoted, intimated that the situation was serious.

"Better be on hand at the meeting," he advised newspaper men. "There'll be something doing."

Under the agreement of June, 1919, which terminated the last B. R. T. strike, the men were given an increase of 25 per cent in pay and promised a like additional raise the first of this month, provided an eight-cent fare had been granted by that time. This latter clause, having been rendered nugatory by the failure to attain the higher fare and there being no immediate prospect of coming to pass, the men have grown bitter at what they consider Shea's mishandling of their interests.

It was learned yesterday that a special meeting of the Amalgamated was held at the Brooklyn Labor Lyceum last Thursday night. Spokesmen of the men at this gathering called attention to the fact that the B. R. T. had greatly extended the operation of one-man cars, in violation of what they deem the spirit of the agreement of June, 1919.

They also demanded that the demerit system, whereby violations of minor rules are chalked up against employees culminating in discharge of a man who earns eight demerits, be thrown into the discard. A better arrangement of working shifts also was favored.

The shopmen, among whom dissatisfaction is said to be even more rife than among the trolley and trainmen, have not been invited to take part in to-night's meeting.

A rumor that secret plans have been laid for a strike of Interborough "L" and subway trainmen in New York was

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Knickerbocker ICE Company

circulated yesterday, but could not be confirmed.

A woman passenger on a Third Avenue "L" train reported that she had overheard a three square discussion. "I suppose the company knows what's up," she quoted one of them as saying, "but the orders are to 'lay low' and pull it Wednesday morning."

Freed of Poolroom Charge

Magistrate Joseph E. Corrigan, in the West Side court, yesterday dismissed the complaint against Louis Graham, forty-two years old, of 163 West Forty-fifth Street, and William Sennett, forty-one years old, of 215 East Fourteenth Street, who were arrested on March 7 on suspicion of operating a poolroom in West Forty-eighth Street, where it was said women gathered to place bets on horse races.

\$4.00

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