

Back-to-Work Feeling Splits Strikers' Ranks

Gloom at Their Headquarters Emphasized by Brotherhood Leaders, Who Say Tie-Up Backbone Broken

Musser Appeals to Men

Mayor Hague and Gov. Edwards Confer; Erie May Ask U. S. Troops at Jervis

Yesterday was gloomy Wednesday for the strikers. Conferences from which much had been expected failed to materialize. Trains which they had been led to believe could not move without their aid rumbled back and forth beneath their eyes, and before night the rank and file of the movement, focussed on the New Jersey headquarters at Grand View Hall, Jersey City, was split asunder by a "back to work" sentiment which grew like an Alpine avalanche.

Brotherhood leaders who are working on the New York end of the strike unanimously expressed the opinion that the strike was breaking. "It is burning itself out," P. I. Dodge, vice-president of the Brotherhood of Railway Trainmen, said.

L. G. Griffing, assistant grand chief of the engineers said: "The strike in Jersey has passed its crisis. The worst is over."

C. M. Haight and Timothy Shea, of the firemen and engineers, both said the men were beginning to realize they had made a mistake. "It is much more easy to get them to talk things over than it was at first," Shea said significantly. At a meeting in New Jersey on Monday Shea was refused a hearing.

Strikers Split Into Two Groups

Men who attended the all-day meeting in Grand View Hall yesterday admitted that the strikers had split into two groups—radicals who urged that the men stay out whatever happens, as opposed to the rapidly growing section which favors the brotherhood plan to return to work and demand the real grievances which undoubtedly exist, to arbitration.

The long trains which operate in and out of the Lackawanna yards immediately below the strike, where the meetings are helping to influence the decision of the waverers. They see before them the concrete evidence that the strike has failed to tie up the roads.

In the Grand View Hall meeting yesterday one man, whose name was kept secret, talked to the men for over an hour and advised them to go back to work. He told them that without public support they were bound to lose.

Musser Letter Is Read

The meeting also listened attentively to a letter from C. E. Musser, general chairman of the Brotherhood of Railway Trainmen. The letter was addressed to "all local chairmen and members of the Brotherhood of Railway Trainmen employed by the Pennsylvania system." In it Mr. Musser said:

"The situation at Buffalo, where I have been for a few days, has sufficiently improved to enable me to come to New York to advise with you as to the proper means of carrying out our contracts with the Pennsylvania Railroad as provided in our rules.

The men at Buffalo as well as the men at Chicago, where the strike mistake made in leaving the service of the company in violation of the laws of the brotherhood.

"In these conditions of stress, may I not charge you with your responsibility to your government, to your organization and to the company by which you are employed?"

"No doubt you will be told that this is a 'sub rosa' strike which it is claimed the organization has sanctioned. In all sincerity I desire to say to you on my word of honor that the present strike is unauthorized, and that the brotherhood will not in any way lend its support to the strikers, but rather lend its power in an endeavor to maintain regularity of service."

"To those of you who have been in the service of the company for a great number of years I advise you not to permit the agitator, at this critical moment, to influence your good judgment and induce you to leave your jobs, as after the agitator has carried out his purpose of disruption you, perhaps, may be without a job."

Says 13 Lackawanna Crews Quit

Thomas B. Healey, president of the Port and Terminal Workers, who is conducting the harbor strike, spent the greater part of the day in the Grand View Hall meeting. As he left, he announced to reporters that thirteen crews had been taken off Delaware & Lackawanna trains. He added that the reason why others did not quit was that the companies were paying enormous "emergency" wages. Engineers, he said, were receiving \$30 a day.

Irving G. Hunt, president of the trainmen's local which operates the Hudson tubes, made a statement after the meeting emphatically denying that the men on the tubes were returning to work.

A telegram received by W. J. Welsh, general chairman of the Brotherhood of Railroad Trainmen at Hoboken, from

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PEARLS DIAMONDS JEWELRY SILVERWARE STATIONERY

W. G. Lee, president of the Brotherhood of Railway Trainmen, reads as follows: "Situation is clearing splendidly in West and Central territory. Men are returning to work at many points. Others leaving the service at places where they have not been out."

"Now that the labor board is appointed and will function immediately, loyal members of the brotherhood who have been carried off their feet by mob rule should realize the necessity of returning to work until the labor board can hand down a decision."

"There can be no compromise with insurgents, and only one settlement can be hoped for, and that in accordance with law and other methods through authorized committees of established organizations."

Mayor and Governor Confer

The conferences with Mayor Hylan, Governor Edwards and Mayor Hague of Jersey City, which it had been reported were set for yesterday, did not materialize. Dr. Royal S. Copeland, New York Health Commissioner, visited Grand View Hall and asked the men to cooperate to keep food and milk moving into the city.

Mayor Hague, who on Tuesday advised the men to submit their demands to arbitration, and go back to work pending a decision, kept clear of the controversy. In a statement issued at noon he said:

"I know nothing of any conference involving Mayor Hylan or Governor Edwards. I told the committee yesterday that if they would let me know the details of the conference, I would try to arrange a meeting with the brotherhood chiefs. I am at their service whenever they choose to call on me."

A delegation of striking longshoremen also visited Mayor Hague yesterday and asked him to intervene in their behalf in the settlement of the harbor strike. They were told that the Mayor would do what he could for them. Later Mayor Hague met Governor Edwards and went with him to the Polo Grounds to help start the baseball season. The Governor said he had received no reply yet to his telegram of Tuesday asking President Wilson to submit the railroad strike to the new Federal Industrial Board for arbitration.

Continued violence at Port Jervis, which culminated on Tuesday night in an assault on the train crew which took the Cleveland Express on the Erie out of Jersey City, and the severe injury of James Mackin, the engineer, led to the announcement yesterday by the Erie management that unless the would-be strikers stopped the United States troops would be asked for to guard all mail trains and patrol junction points.

Palmer Says Strike Aims At Soviet Rule

(Continued from page one)

move of the International Communist party. Its purpose is to capture industry and political power, to overthrow the government and set up a dictatorship of the proletariat, so-called, and to transplant to this country the chaotic conditions which now exist in Russia."

Mr. Palmer then, with a series of documents, traced the inception of this plan from meetings of the International Communists abroad, through dispatches to this country to Martens, the Soviet Ambassador—and others, as taken from couriers to I. W. W. here. He showed that the present railroad strike is in line with the declaration of program by the International Communists and as approved by the I. W. W. working toward the "One Big Union." Finally he declared that W. Z. Foster and others, immediately after the collapse of the steel strike, set out to work to bring about their strike.

It was because he knew of this condition, Mr. Palmer declared, that he set out in January with his warning to the American people and then began the "Red raids," followed by some deportations.

"What all this amounts to is," Mr. Palmer continued, that under I. W. W. and Communist agitator leadership the railroad workers are being led into this unauthorized strike. They will find they are being led into far deeper

waters than they suspected when they threw down their tools."

To Try Publicity First

"What are you going to do about it?" he was asked.

"First I am going to tell the people of the country about it," replied Mr. Palmer. "I shall wait to see what reception the truth gets from these men who have been railroad workers before proceeding further. There will be other things done later, but that is all I care to do now."

with Secretary of War Baker. None of the three men, Senators declared, represented the business of the country or was familiar with the problems of the shippers or the traveling public.

Strike Due to 'Reds,' Declares Holland

ALBANY, April 14.—James P. Holland, president of the New York State Federation of Labor, to-night charged that the "outlaw" railroad strike was caused by Bolsheviks and anarchists "boring from within," and that responsible labor leaders or union men have no part in the walk-out.

President Holland added that, so far as he has been able to ascertain, the rank and file of the strikers in this and other Eastern states will refuse to be entangled with the faction now creating serious conditions in various sections of the country due to transportation strikes and the subsequent shortage of food supplies.

"I subscribe absolutely to the view voiced last Sunday by President Samuel Gompers of the American Federation of Labor," said Mr. Holland, "and the union men in this state are all lined up the same way. We agree with Gompers that labor men will get nowhere through the kind of action taken by some of the radical agitators. It is the moral obligation of every union man to give their officers a chance to adjust differences. Then, if they are not satisfied, they can go to the courts."

"This whole trouble is part of the game of the radicals and Bolsheviks and I. W. W.'s, who, through some guise or other, have sneaked into the ranks of decent organized labor. Somewhere they saw a loophole and crawled in, and now they are harping on the kind of men whose brains easily get inflamed or who have grown sour by being kicked from pillar to post."

President Holland said he believed the "outlaw" strike will not have any degree of success in the Eastern states. He said that while they may be spasmodic outbreaks here and there, the success of the agitators in this section of the country will be very limited, and possibly has already reached its peak.

The influence of the I. W. W. organizations does not extend into the East, he said.

When asked if he thought the men who are now on strike without sanction of their unions would be disciplined, he expressed the belief that they should be disciplined in some way.

Strike Crusade Opened By Elevator Operators

Elevator operators in the Hudson Terminal Building, 30 to 50 Church Street, precipitated their discharge from service at noon yesterday when they threatened to follow the Woolworth Building operators, who went on strike Tuesday. It was said by officials of the building that little inconvenience had been suffered.

The strikers of the Terminal Building have now on strike with the operators from the Woolworth Building and have commenced a strike crusade in other large downtown buildings. It was generally reported that the superintendents of these buildings are forewarned with reserve operators to meet any emergency.

A. E. Cochran, manager of the Woolworth Building, said the service was fair. He has impressed other help and sent for war-time women employees. Strikers picketed the building yesterday carrying banners demanding "A Living Wage."

The appointment of Mr. Hanger was more strongly opposed than any other. He is a relative of Mrs. Wilson, it was declared, and his only qualification for the place was said to be a short term as a member of the Board of Mediation and Conciliation in the United States Railroad Administration. Senators New and Watson made a fight against his nomination, but said they would not offer formal objection that would force the Senate to hold up the entire board pending an investigation.

Mr. Barton is a jurist, but his appointment was criticized on the ground that he is unknown outside of his home state and that his experience has not been such as would make him familiar with railroad labor problems.

Mr. Hunt, it was charged by Senators, was appointed to the board principally because of his close personal friendship

Legionnaires Beat Strikers And Take Commuters Home

Former Service Men, Serving as Volunteers on 'Indignation Special,' Send Three Burley Trainmen to Hoboken Jail and Proceed With Train

Montclair Post, American Legion, had made itself responsible for the operation of the 6:30 p. m. (New Jersey time) Lackawanna commutation train for Montclair and Glen Ridge. In fairness to the three broad-shouldered strikers, who spent the night in Hoboken jail nursing one cauliflower ear and an assortment of black eyes, it should be said they didn't know this was too late a train.

Old Bob Taylor, the regular engineer on the run, had been forced to let No. 1055, his pet engine, emit many great white plumes of steam half an hour before the time to start her, thanks to the excess of energy displayed by his four volunteer firemen.

One of these was F. A. Miller, who lives in Montclair, works in Manhattan and belongs to the American Legion. Around his neck he wore a brown and purple bandanna, his hands were protected by heavy automobile gloves and he wore a new suit of blue serge. "Casey Jones" overalls, striped with his waist was a narrow black leather belt that supported a sheath containing a bowie knife.

Another was John W. Walle, of Montclair, who is connected with a wholesale grocery concern in Manhattan. His costume was a blue middie blouse and blue-bottomed trousers that he wore in the navy during the war. They clad in a country club costume was H. V. Cranford, a lawyer, who has offices 120 Broadway. The fourth was Newell P. Gardner, a salesman and past post commander of the Montclair Legionnaires. He wore an army shirt, a wrist watch and a pair of old pants. The coal dust that littered into the lines about their faces and mouths made their white teeth gleam when they talked or laughed. The faces in a dentifrice advertisement.

Watch Engineer Waste Steam

The four were standing on the concrete platform at the outer end of the train shed, proudly watching the engineer waste the steam he had feared he wasn't going to get.

Nearly, with his watch in his hand, was old George Stevens, the regular conductor, who knows about three generations of Jersey commuters by their right names. Scattered at intervals along the nine-car train were the volunteer brakemen, each equipped with a foot and a half section of 2-inch steel pipe for a brake bar. Canvas was written all over their costumes. The principal brakeman wore a purple sweater, army shoes and a white felt hat with the numerals "1920" inked on the front. Some of them were Princeton students and others were from Hoboken's own Stevens Institute.

Then into the group of derby-hatted commuters who were giving their names to Henry W. Trimble, the Montclair Post commander, as volunteers for daily train service, there pushed and crowded three husky men who obviously didn't belong. Two of them had been drinking something that violated the Eighteenth Amendment, and probably the Sentary Code as well. The third and tallest, who wore a green fedora hat and an air of discretion, kept in the background. All wore in their hands a small button with crossed signals that testified to their connection with one of the brotherhood organizations whose membership have been participating in the "outlaw" strike.

Starts Fists to Flying

"You're a fine lot of job robbers," said one of them, and with this diplomatic beginning, having concentrated attention upon himself, continued: "I'll bet there ain't one in the bunch can 'fire' for half a mile." Then he said more; things that would be a newspaper from the mails. His name was Fred.

Fists were visible. Fred's were flying in all directions. So were those of one of his companions. The blue and white striped overalls of Miller, of Montclair, were visible as he shouldered into the mélee. There was a loud smack. Then Fred, who later told the Hoboken desk sergeant his name was Fred D. Camp, and that he was a New Haven railroad yard brakeman, hit the platform with the back of his neck. He got up, though, and struck a punch from Walle, the former stoker, who wore a black, gray cap and a green cap by another of the volunteers. This time he fell into the track trench and lay on his back a moment surveying quite a large crowd of hostile commuters.

Commuters Given Rare Treat

With the two of them in tow and followed by their more peaceable comrade, the special policeman then started them toward the gate, while from the windows of each car they passed came a buzz of conversation from men and women, who were getting more real thrills from their travels between office and home than ever they got from the wildest fiction magazines.

At the gate of the train shed the three men were taken in tow by a quartet of blue-coated special police and marched to the Hoboken police station along with a fourth friend, who was a bit chummy in demanding to know what right the officers had to arrest anybody.

The desk sergeant released this man, but booked the others for disorderly conduct, as F. D. Camp, 396 East 154th Street, a yard brakeman employed by the N. Y. N. H. & H. Railroad, W. A. Barnett, 718 East 134th Street, yard conductor, Susquehanna & Western, and Harvey Northstein, 570 Cortland Avenue, yard conductor, Susquehanna & Western. The men said they had been attending a meeting of "vacationists" at Grand View Hall, in Jersey City, last night, and had gone into the train shed to see how things were going.

"Well," asked the sergeant, "you found out, didn't you?"

Back in the train shed the "brakie," with the white felt hat, was shouting "all aboard," and the Montclair "indignation special" was on its way with the engine distended with 200 pounds of live steam.

Eleven 'Indignation Specials'

The Erie ran eleven "indignation specials" yesterday, operated in every case by volunteers, except for the regular conductors and engineers. Today the Erie has promised its patrons to put twenty trains in service, with the aid of commuter volunteers, and these twenty trains will have a passenger carrying capacity of 20,000.

The Lackawanna ran nine trains out of Hoboken last night to the following places: Summit, Convent and Morris-town, Chatham and Madison, Maplewood, East Orange and South Orange, Orange and South Orange, Highland Avenue and South Orange, Glen Ridge

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General Manager Rine said last night he had received offers from 5,000 volunteers to take the places of strikers, and would continue to accept them and put them to work as fast as was practicable.

During the day one hundred students from Stevens Institute of Technology worked in the Hoboken yards of the Lackawanna learning how to "fire" an engine. Some of the yard engines were encumbered with six and eight students. There also were about thirty men from Princeton at work.

On ferriesboats there are stationed two New York policemen. Although the ferryboat men are on strike, the police thus far have had no difficulty in protecting men who are taking the strikers' places.

The volunteers who climbed into the coal pits of engine tenders were a delight to the engineers for the most part. There was Dr. Richard Derby, whose wife was Ethel, Roosevelt's daughter of the former President. A taxicab carried him from Sagamore Hill to Locust Valley where the engine was, and there he took the place in the cab of the enthusiastic young volunteer whose spirit was stronger than his muscles. He had given out during the run from Oyster Bay.

Dr. Derby previously had volunteered, and a telephone message caught him at Sagamore Hill. In olive drab breeches, a brown sweater and a black cap he shoved coal into the engine's flaming war until the engineer's face registered relief and the steam indicator 140 pounds. When the train reached Jamaica at 2:33 p. m. Dr. Derby was back of fact and puffing harder than the engine, but after luncheon with the rest of the train crew he was ready at 6:11 to "fire" on the return trip to Oyster Bay. He said on arrival there he would be "on the job" again to-day if he was needed.

New England Hit By Fuel Shortage

BOSTON, April 14.—Curtailment of the passenger schedules of New England railroads within a few days because of a fuel shortage was predicted by officials to-day. The coal stocks of the roads operating in this section are said to be very low, with no supplies in sight unless the freight tie-up, due to the strikes in other sections, is broken. All the roads are confiscating coal on their lines, it is said, without appreciably relieving the prospect.

It was said at the meeting that one of the strike leaders had recently said a compromise would be considered by the men.

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Haven road officials said they were in receipt of an offer from undergraduates of the Massachusetts Institute of Technology to make available for strike-breaking duty between 400 and 600 men.

Longshoremen to Get Offer of Compromise

An independent offer to settle the strike of coastwise longshoremen was made here yesterday by executives of importing and exporting firms. Committees were appointed to interview strike leaders and steamship men with a view to a compromise.

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