# Hope of Early Award Checks Rail Strikers

## Brotherhood Chiefs Issue Appeal Against New Walk-Outs, Saying Wage Board Decision Is Due July 9

## Signs of Unrest Increase

## Port Employees' Circulars Call for Mass Moves to Overthrow Capitalism

Further signs of unrest developed yesterday among railway workers as a result of their dissatisfaction with the failure of the Railroad Labor Board to meet the wage increases demanded by the brotherhoods.

Preparations for action in the event the present scattered walkouts grow into an epidemic similar to that which swept the country last April were being made by railway workers, the railroad companies, merchants and shippers and the government at Washington. Rumors were afloat here yesterday that the four railroad brotherhoods, no longer able to restrain their men, are preparing for a general railroad strike to be proclaimed July 1, unless the award of the Railroad Labor Board is made by that date.

A complete report on the railroad strike situation was laid before President Wilson at yesterday's cabinet meeting at the White House by Secretary of the Interior Payne, acting in his capacity as director general of the railroad administration. Action was delayed after Secretary of Labor Wilson had declared the situation was so improved that steps by the government were unnecessary.

### Cabinet to Defer Action

The general opinion in the Cabinet was that since the wage award of the Railroad Labor Board, when made, would be retroactive to May 1, other action would be unnecessary, unless the strikes took a more serious turn.

Secretary Payne's report on the situation was prepared after a conference with W. N. Doak, vice-president of the Brotherhood of Trainmen, and other labor leaders.

Despite the reassuring statement presented to President Wilson and the Cabinet by Secretary of Labor Wilson, however, officials at Washington continued their close watch upon all railroad centers and all activities of agitators seeking to provoke a serious stoppage of work on the railroads of the country. The officials are relying upon the leaders of the bona fide railroad organizations to keep their men in check. Special attention is being paid by the government to the movement said to have been initiated by the I. W. W. for a convention of railroad men in Chicago, June 29, for the purpose of forming one big union of railroad employees, the aim of which would go far beyond the problems of hours and wages and would affect the very foundation of the operation of the country's railroads.

A direct connection between the movement for the one big union and the transportation situation in New York City was seen yesterday in the distribution of incendiary circulars among port and railroad employees by an organization which signed itself "The Central Revolutionary Council of America."

Portions of the circular were read yesterday by William Fellowes Morgan, chairman of the Citizens' Transportation Committee and president of the Merchants' Association, at a meeting of the American Manufacturers' Export Association, at the Hotel Pennsylvania. The circular calls upon all railwaymen and port workers to form one big organization, establish workmen's councils and seize possession of the transportation system of the country.

Mr. Morgan declared that the distribution of the circular confirms his transportation tie-up in New York City is but an incident in a long campaign planned and being carried out belief that the present waterfront by radical and revolutionary labor elements the aim of which is to wrest control of the labor movement as a whole from the present leaders and organizations and vest it in a revolutionary body. Mr. Morgan declared that, so far as he was able to ascertain, T. V. O'Connor, president of the International Longshoremen's Association, is no longer able to control his men and that the revolutionary leaven set at work by the radicals is operating with increasing force among the port workers of the city.

### Text of Radical Appeal

The circular produced by Mr. Morgan reads in part:

"Railway Men and Port Workers:

"Your leaders and bosses, the union, newspapers and the government are against you. That is to be expected. But you are prepared for it.

"They said you were only workers—railroad and port workers, and did not care whether you earned enough to live on or not. You were the kind they could replace any day. But suddenly you struck, and they found that you were among the most important in the whole country.

"By stopping work you kept food supplies from reaching the city. In the name of the dear 'commuter' they said your action was a crime. But that is just your power—to cut off all supplies. Remember that. You must learn to use your power, and use it well.

"Of course you are rebelling against your leaders. What do they know about working for a low wage? Once they worked, too, but they've long outgrown that. Now they have soft snaps and are drawing good salaries.

### Says U. S. Practiced Bluff

"In your name, your leaders made agreements with the United States government not to press the wage question until the government brought the cost of living down. Well, you see it has come down, skywards. The government bluffed you. It knew very well it strike. You've got to learn to strike penny you gain will be swallowed up of all industry. Agitate for the One millionaires of Wall Street."

"The government is using all its motor trucks to scab on you. It is going to call on private owners to furnish their trucks and drivers. Bankers, lawyers, college men are scabbing on you. The government is going to issue injunctions against you; it will prosecute you; jail you and then will come government troops.

"Get a powerful number of your fellows rebelling at the same time and show them who you are. Tie up the whole system. Show your mass power.

"But don't stop when you win this strike. " You've got to learn to strike for more, for everything. Higher wages and better conditions are not going to free you. You will be the same wage slaves as ever. And every penny you gain will be sfallowed up by higher cost of living, higher rent, etc.

### All Capital Assailed

"Strike to put an end to the whole capitalized system. Strike to take over the industries and the country for the benefit of the workers and the workers alone.

"Form transport workers' committees in your shops and docks. Link them up into local, district and national councils, to take over the management of all industry. Agitate wor the One Big Union and shop committees and workers' councils in all the industries. Make it a single revolutionary organization prepared to fight for the overthrow of the rule of the bosses—the millianaires of Wall Street."

While the foregoing is an indication of the thought and feeeling permeating the extremist elements of transportation employees, the sentiment among railroad workers who are not interested in the I. W. W. or the one-big-union idea was shown yesterday in a statement made by the general chairman of the Brotherhood of Locomotive Engineers, Brotherhood of Locomotive Firemen and Enginemen, the Order of Railway Conductors and the Brotherhood of Railway Trainmen at New Haven, where a number of men had quit work in the Cedar Hill yards of the New York, New Haven & Hartford Railroad.

### Statement by Brotherhoods

The statement follows:

"It is true that there is much unrest among railroad employees, and there is good reason for the same, on account of the long delay in the wage increase being granted to them, which is caused by the failure of the railroad administration to grant an increase prior to the end of Federal control; also to the failure of the railroads to agree to increase of wages at conferences held with representatives of the organizations in March, 1920.

"In April, 1920, the Labor Board was created as provided for in the transportation act of 1920. Since then this board has functioned and it is our understanding that all members have devoted their entire time to hearings and consideration of the wage questions submitted.

"It was the original plan of the Labor Board to grant a temporary decision at an early date and a final decision later on. However, we are advised to-day by executive officers, from the best information they can obtain, that a complete and final decision will be made on or before July 9, and we therefore believe that all men in engine and train service should remain at work pending a decision of the Labor Board, as no benefit or gain can be obtained by leaving the service at this time."

### Signed by Union Chiefs

The statement was signed by F. S. Evans, general chairman, Brotherhood of Locomotive Engineers; J. P. Farrell, general chairman, Brotherhood of Locomotive Firemen and Enginemen; W. J. Loring, general chairman, Order of Railway Conductors, and J. L. Rowe, general chairman, Brotherhood of Railway Trainmen.

Dispatches from Philadelphia last night said the strike has been checked in that city, although strike leaders maintained that a big walk-out will come to-morrow unless the Railroad Labor Board hands down its wage award. Eight hundred strikers were to have returned to work last night, according to the dispatches. The move to have the men return to work was made by James P. Casey, chairman of Lodge 75, of the Brotherhood of Locomotive Enginemen and Firemen, at a meeting held yesterday. Casey told the strikers they would not lose their seniority rights or jeopardize their positions in any way if they would return to work at once. Following the meeting Casey declared that 800 of his men voted to return last night.

### Situation in Philadelphia

Strike leaders in Philadelphia declared that nearly 4,000 men are idle on the Pennsylvania, the Reading and the Baltimore & Ohio, and that freight traffic, especially in the Pennsylvania and Reading yards, is virtually at a standstill. Embargoes on all except perishable freight and coal for public utilities are in effect on all three roads, and at the offices of the Reading it was admitted that its freight service in and around Philadelphia has been seriously affected. The Baltimore & Ohio in Philadelphia, however, like the Pennsylvania, declared that its freight service was 100 per cent.

Governor Sproul of Pennsylvania discussed yesterday the situation with officials of the Pennsylvania Department of Labor who were in Philadelphia trying to settle the strike through mediation. It was reported the Governor contemplates sending a request to the Railroad Labor Board asking that a decision be reached at once on the demands of railroad employees for increased wages.

The wages asked follow: Yard brakemen, $1 an hour; yard engineers, $1.35; yard conductors, $1.10; through freight engineers, $1.50; firemen, from 95 cents to $1.35; freight conductors, $1.15; freight brakemen, 95 cents; local freight conductors, $1.25; local freight brakemen, $1.05; passenger engineers, $9 a day; firemen, $7.60; conductors, $8; baggagemen, $6.50; brakemen, $6.

Large numbers of loaded coal cars are accumulating in the anthracite region. Coal dealers say coal held up now because of lack of shipping facilities cannot be replaced, as the market is millions of tons behind. Industrial plants will feel the effect at once, while householders using hard coal will suffer from lack of it next winter, they say.

Dispatches from Camden said that the strike there showed some improvement yesterday. It was stated by railroad officials that some freight was being moved on the Pennsylvania Railroad, while officials of the West Jersey and Seashore Railroad announced that the strikers were returning to work. No freight is being moved on the Reading Road. The officials have served an ultimatum on the men to return to work this morning on pain of dismissal.

### No Change in Baltimore

The strike situation in the Baltimore district was described as unchanged in dispatches from that city.

Dispatches from Syracuse reported that a careful survey showed that 275 railway switchmen and yard train men are on strike in that city—200 on the New York Central and 73 on the Delaware, Lackawanna & Western. A few of the men who had joined the walk-out returned yesterday. Both railroads were operating all yard engines yesterday with the aid of volunteers and men sent from other divisions. The strikers asserted that the firemen and brakemen of the Delaware, Lackawanna & Western would join them to-day.

At the offices of the New York, New Haven & Hortford in this city it was stated yesterday that forty of the 150 men who had quit their posts in the Cedar Hill yards at New Haven have returned to work. The walk-out has not interfered with passenger service, it was declared.

Fifteen men quit work in the Thirty-sixth Street, West Side, yards of the New York Central, in this city, yesterday. The walk-out caused a temperary interruption of the movement of the milk supply of the city. The men, however, were quickly replaced and normal service restored.

The insurgent railroad men who were engaged in the conflict last April held another meeting in Grand View Hall, Jersey City, where the situation was discussed.

## Negro Jail Breaker Caught

### Escaped Twice From Easton Prison; Attacked White Girl

BALTIMORE, June 22.—Isaiah Fountain, negro fugitive, who twice escaped from the Easton, Md., jail after being sentenced to death for assaulting a thirteen-year-old white girl, was recaptured this afternoon on the farm of Calvin Anderson, fourteen miles north of Easton. For a week the authorities of Maryland, with Baltimore police and detectives, had been hunting Fountain over the entire Eastern Shore of Maryland.

Fountain was discovered in a barn by Mrs. Hyde Frampton, who rode a horse into the structure. She saw the negro attempting to hide in hay and notified men in the neighborhood.

Arming themselves, neighbors seized the negro and telephoned the Talbot County authorities. Fountain was rushed to Easton jail under heavy guard. It is expected he will be brought to Baltimore for safe keeping. A guard has been thrown around Easton jail to prevent disorder.

# Waterbury Quiet; Police Guns Keep Strikers on Move

## Three Raids Made to Break Up Workmen's Meetings; Parade Promised To-day at Riot Victim's Funeral

WATERBURY, Conn., June 22.—In spite of the nervous tension following the riot yesterday, in whch one striker was killed and two police lieutenants were seriously wounded, Waterbury was quiet today, there being no renewed outbursts precipitated by the strike.

Policemen with riot guns kept guard in the streets of the city and broke up every group of strikers or any impromptu meeting held in the streets on in halls.

Three raids were made on halls, where it had been reported that strikers had gathered. No arrests were made, however, the police being satisfied with breaking up the meetings. Military law prevailed round City Hall, where troopers challenged every one who had no official business.

### Police Edict to Be Tested

To test the validity of the police edict prohibiting any further meeting of strikers in the city, the striking machinists of Local 313, International Association of Machinists, will hold a meeting in the Building Trades Council Hall at 10:30 o'clock to-morrow morning, it was announced officially to-night.

"Under the Constitution of the United States we have a perfect right to hold public meetings," Joseph Tone, organizer of the International Association of Machinists, stated.

"We have held every meeting in the open," he said, "and have never closed the doors during our proceedings. Nobody can question anything we have done during the strike, and we can truthfully say that we have played the game fair and square. As long as there is a law in this state we will abide by it. But I don't think anybody can question our right to hold a meeting at this time."

### Will parade at Funeral

The funeral of Alberto Tiso, the striker who was killed during the pitched battle between the police and the pickets near the plant of the Scovill Manufacturing Company, will be made the occasion for a parade by the strikers to-morrow morning. It was said to-day that large delegations from the machinists and the New England Workers' Association would turn out to attend the funeral.

The coffin will be carried by strikers from the home of Tiso's parents, 69 Winchester Avenue, to the Old St. Joseph's Cemetery.

Some anxiety is being felt over the probable attitude of the strikers during the funeral, but the police authorities have taken ample precautions to cope with any situation that may arise. The fact that the strikers will follow the funeral cortege may constitute a parade. A condition which is prohibited by the local authorities just now.

## Army Funeral Ship Drafted In New England Coal Crisis

The army transport Nansemond, which for the last six months has been bringing bodies of American dead from France to this port, sailed yesterday for Boston with a cargo of 10,000 tons of coal for the army transport service in that city.

Because of the coal shortage in New England the Nansemond will return to this port within a week and take another coal cargo to Boston.

# Sing Sing Station to Glow Like Jacob's Coat

## Brilliant Colored Paints Applied So Engineers Won't Overlook It

*Special Dispatch to The Tribune*

OSSINING, N. Y., June 22.—Locomotive engineers who have complained that Sing Sing station is so insignificant that they are unable to find it on dark nights are to have no further excuse for overruning the prison's only railway depot. A squad of convicts worked all day to-day transforming the drab gray of the station buildings to a bright, eye-smiting yellow. Just to make it extra conspicuous, the yellow was trimmed with a brilliant red.

The station on the northbound railroad, just outside the tunnel, which carries the railroad tracks under the prison buildings, formerly was purposely made as insignificant as possible. It is used principally for removal of Sing Sing convicts to upstate prisons, and engineers have complained that it has been almost impossible to make sufficiently accurate stops to bring the special prison cars alongside the platform.

# City to Conduct War on Willful Waste of Food

## Housewives Will Be Shown How to Save, With Demonstrations at Big Hotels

A campaign against the willful waste of food will be started immediately by the Department of Public Markets, following instructions to that effect from Mayor Hylan.

"Willful waste," in addition to being a neighbor of "woeful want," is a violation of Section 1, Chapter 27, of the code of ordinances, it was pointed out yesterday by Mrs. Louis R. Welzmiller, Deputy Commissioner of Markets, who will have charge of the campaign.

Mrs. Welzmiller's first step will be to get the housewives together and show them the wickedness of waste and teach them how to save. In this connection she has arranged with August Janssen, President of the Society of Restaurateurs, for demonstrations at some of the large hotels of how palatable dishes can be prepared from foodstuffs ordinarily considered waste.

Mr. Janssen has made a careful study of food waste in this city. He recently made an investigation here and found that some people, notably the well-to-do, are very careless in the matter of food waste. An inspection of the garbage cans on Riverside Drive from Seventieth to Ninetieth Street, he said, showed that the housewives of that district were extremely negligent in this matter, the cans disclosing all kinds of foods barely nibbled at.

# 15-Year Sentence for $350,000 Jewel Theft

## Judge Rebukes Former Biltmore Hotel Clerk for Not Aiding in Recovery of Loot

James E. Foye, formerly a clerk at the Hotel Biltmore, who was convicted of stealing $350,000 worth of jewels placed in the hotel safe by Mrs. Regina V. G. Millhiser, was sentenced yesterday by Judge Malone in General Sessions to fifteen years in Sing Sing.

All but about $5,000 worth of the gems have been recovered by Detectives Irving O'Hara and James F. Moody, who were publicly commended by the court.

Judge Malone, in pronouncing sentence, remarked that Foye had had ample time to aid in the recovery of the valuables still missing, but had failed to do so.

# House Falls on Man, but He's Dug Out Uninjured

## "Lucky I Had My Old Clothes On," He Tells Doctors, Police and Firemen

John Peteleone, forty years old, a builder, of 121 Noll Street, Brooklyn, at work in an excavation at 265 Meserole Street, Brooklyn, yesterday afternoon, observed that the two-story frame structure at 267 to 269 Meserole Street seemed a trifle unsteady on its foundations. When Peteleone noticed it the building was swaying backward and forward like a tall tree in a strong wind.

Peteleone shouted a warning to the men who were working with him and everybody made a dash for safety. Peteleone, working farthest from the street, was caught as the frame building crashed to the ground and buried in its ruins.

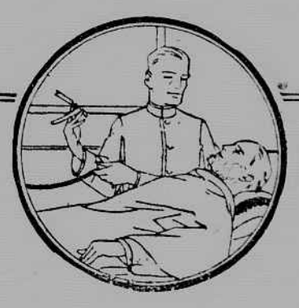
The screams of pedestrians and other witnesses of the accident attracted Patrolman Hock, of the Stagg Street precinct. He sent in a call for the reserves. Engine Company 211 and Hook and Ladder Company No. 153, with Acting Battalion Chief Hogan, arrived next, and then came ambulances from the Williamsburg, Greenpoint and St. Catherine's hospitals, a pulmotor crew from the Brooklyn Union Gas Company and an emergency gas crew from the same firm.

Doctors, police, firemen and volunteers worked on the heap of debris for half an hour and finally extracted Peteleone from the bottom of the pile, dazed, but absolutely unhurt.

"It sure gave me a scare," the builder remarked as he walked away. "Pretty lucky I had my old clothes on."

## Slight Fire in Shipyard

A red hot rivet dropped on the roof of a shanty built under one of the ways of the Federal Shipbuilding Company at Kearny, N. J., yesterday started a fire which caused much excitement, but small damage. The shipyard's fire force extinguished the blaze.

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