

Rail Unions in N. Y. District To Consolidate

Formation of Central Body Planned for Meeting on Sunday of Representatives of 175,000 Employees For Offense and Defense

New York Central Opposes Securities Owners Asking Big 4 Leaders to Confer

The wedding of all local railroad unions into one central body for offensive and defensive purposes is planned at a meeting here on Sunday, representatives of approximately 175,000 organized railway workers in this district. The new organization is to be known as the New York Railroad District Council, according to union leaders, who say that it will serve as a forerunner of similar councils to be established in other strategic points throughout the United States and Canada.

Another development in the railroad situation was the announcement of A. V. Smith, president of the New York Central line, that the road could not recognize the right or propriety of the executive committee of the National association of the securities owners, which heads the Big Four railroad brotherhoods to a proposed conference here on April 4 to discuss railroad labor difficulties. Letters setting forth his stand were sent yesterday to Warren S. Stone, W. J. Lee, L. E. Sheppard, W. S. Carter, chiefs of the brotherhoods, and to S. Davies Varfield, president of the securities association which had announced the proposed conference on Wednesday.

Two Roads Hold Conferences

The Pennsylvania Railroad at Pittsburgh yesterday began the first of a series of discussions with its employees on the proposed reduction in wages. The conference between officials and workers' organizations have been held at Hartford on the same subject were concluded yesterday. It was intimated by labor leaders that the workers of both lines would reject all offers of wage cuts and have the matter placed before the United States Railway Labor Board for adjudication.

The announcement of the proposed amalgamation of all the railroad workers within a radius of seventy-five miles of New York was made last night by Anthony Spair, general chairman of the New York district of the United Brotherhood of Maintenance of Way Employees and Railroad Shop Laborers. "This consolidation is planned," said Mr. Spair, "for the purpose of promoting a better understanding and closer cooperation among the many local unions of the several national and international organizations in the district and the body will serve also as an organization for offensive and defensive purposes."

Not a One Big Union Effort

"This movement," continued Mr. Spair, "should not be considered in any way as an attempt to organize along the lines of the so-called one big union. The action has been approved by all national officials in charge of the work in this district, including Grand Vice-President William D. Roberts and G. V. Plantier and all general chairmen of the several roads running into this city and its vicinity. More than 200 representatives of local unions affiliated with the sixteen international and national railroad workers' organizations have been invited to attend the conference, said Mr. Spair.

President Smith's letter to S. Davies Varfield, of the Securities Association, read in part: "The directors of the New York Central Railroad Company have directed me to advise your association and you, as its president, that that which the directors have decided to do is to represent the New York Central and its stockholders in all matters of management, including relations between the corporation and its employees. The relations have to do with wages, working conditions or practices. The board further directs me to say that it regards as most unfortunate the attempt which you, and the association of which you are president, are apparently making to intervene in the present labor situation, and that it cannot recognize any right or propriety in your doing so."

German Dye Expert Here

Macdonald, Scotch Descendant, Will Enter American Plant. Gustave Macdonald, a German dye expert, whose grandfather was a Scotchman, arrived here yesterday from Naples on the Italian liner Duca d'Aosta and will enter the employ of a dye plant in New Jersey. Herr Macdonald, who was one of the chemical engineers of the Bayer Dye Works of Elberfeld, Germany, was accompanied by his wife, the daughter of a former German shipbuilder at Stettin. Herr Macdonald said he brought over no secrets of the German dye industry, but with his knowledge of the trade thought he would be able to develop some important features for the American dye business. Among others on the Duca d'Aosta were Mrs. Ethel Keightley, wife of the English actor now playing with George Arliss, and Mrs. Mabel Smith, honorary president of the New York Federation of Women's Clubs.

U. S. Docks Harding 3 1/2 Days in First Pay

WASHINGTON, March 31.—President Harding to-day received his first monthly pay check. It was for \$5,520.84.

Ordinarily, the monthly check sent to the President by the Treasury Department is made out for \$6,250, but Mr. Harding was "docked" for the three and a half days that Woodrow Wilson served as President this month.

Union Leaders Begin Plans for Labor College

Conference at Katonah Held Behind Closed Doors and Details of Movement Are Guarded by Sponsors

KATONAH, N. Y., March 31.—A preliminary conference attended by labor leaders with a view to founding a residential labor college was held to-day at the Brookwood School here, and will continue through to-morrow. The conference was held behind closed doors, and it was impossible at the end of the session this afternoon to ascertain the names of the men who took part in it. It was reported, however, they included men most prominent in labor circles.

In the preliminary announcement of the conference last Monday it was said that those who would participate were John Brophy, district president of the United Mine Workers of America; James Maurer, president of the State Federation of Labor of Pennsylvania; Joseph J. Conroy, secretary of the Amalgamated Clothing Workers of America; John Fitzpatrick, president of the Illinois Federation of Labor; Jay G. Brown, president of the International Timber Workers' Union, of Seattle, Wash.; A. J. Muste, executive secretary of the Amalgamated Textile Workers of America; Charles Kutz, of the International Association of Machinists; and William Z. Foster, organizer of the steel strike in 1919.

H. T. Brougham, who is handling publicity for the conference, declared in the afternoon that no member attending the conference would elaborate upon the statement given out on Monday. He refused to say who was present or whether any or all of those mentioned above were in attendance. Mr. Brougham admitted the information that the plan was to have a school supported by organized labor with a view to educating the workers along "social" lines.

"Will it not necessarily be true," he was asked, "that such a school or college would serve as the political mouthpiece for labor?" He replied, "It will be along social lines only." Mr. Brougham added: "The plans being discussed are based on four fundamental tenets: "First—That a new social order is needed and is coming—in fact, it is already on its way. "Second—That education will not only hasten its arrival, but will reduce to a minimum and perhaps do away with a recourse to violent methods. "Third—That the workers are the ones who will usher in this new order. "Fourth—That there is immediate need for a workman's college with a broad curriculum, located in these healthy country surroundings, where the students can apply themselves to the task in hand."

Mr. Brougham said the discussions brought out that the points at issue in the curriculum were the extent to which political economy or social economics should absorb the attention of the students.

Harding to Present Radium

The \$100,000 gram of radium to be given to Mme. Marie Curie by American women on her visit to America next month will be presented to the scientist by President Harding at the White House at 3 o'clock on May 30. Announcement of the presentation program was made last night by Mrs. William B. Meloney, of 23 West Twelfth Street, chairman of the Marie Curie Radium Fund Committee. The presentation will be made in the presence of Mrs. Harding, Vice-President and Mrs. Coolidge, the members of the Cabinet, the Speaker of the House of Representatives, General John J. Pershing, Chief Justice White and the French and Polish ambassadors. Mme. Curie will arrive in New York from Paris on May 17.

Rail Men See No Chance for Reduced Rates

I. C. C. Chairman Asserts Effort to Lower Freight Costs Can Only Follow Cut in Operating Expense

Possible Raise Intimated. B. & O. President Hints Increase May Be Needed to Sustain Road's Credit

Edgar E. Clark, chairman of the Interstate Commerce Commission, told the members of the Railway Business Association, at their dinner in the Waldorf-Astoria, last night that no attempt to reduce freight rates would be justified until the operating costs of the roads had been reduced. He did not explicitly propose the lowering of railway employees' wages.

Mr. Clark said, in part: "It is no time for stubborn thinking, but it is a time to think of facts, which are said to be stubborn things. The whole country and all of our people, excepting those who are and have been shamelessly profiteering, are suffering the after effects of a titanic war. In some quarters zealous efforts are made to have it appear that this situation is in large part or in main due to high freight rates. The freight rates are high. "Roads' Ton-Mile Revenue "Careful inquiry into some distressing situations discloses that the utilization of products is prevented, not by freight rates, but by economic conditions and perhaps manipulated markets. In November, 1920, the average

Employees Ask Harding to Call Rail Pay Parley

Continued from page one. time and effort by reaching an agreement through a joint conference."

Harding and Cabinet to Discuss Rail Crisis Again

Clark and Barton Confer With President on Information Gleaned by Federal Bureaus

WASHINGTON, March 31.—President Harding and the Cabinet will again take up the railway situation to-morrow. It will be gone into more minutely than it was at the Tuesday meeting. The President will have the information given him to-day in a confidential session with the heads of the Interstate Commerce Commission and Chairman Barton of the Railway Labor Board. To-day's conference was merely the first step which the President will take on the railway question. It is evident that the Executive and the Cabinet will devote close attention to the problem until relief is given, if possible. That the President will recommend legislation to the extra session is expected in many quarters, though it is understood this has not been decided. The President received Chairman Clark and Barton this forenoon and the conference lasted two hours. At the close of the conference Secretary Barton said the President was not seeking to go over the heads of the Interstate Commerce Commission or the Railway Labor Board, but had sought information from them about conditions which he would lay before the Cabinet to-morrow. Neither Chairman Clark nor Chairman Barton would discuss the conference. Later, the President talked with Senator Kellogg of Minnesota, who is a member of the Interstate Commerce Committee of the Senate.

Board's Work Discussed. The President was informed by Judge Barton of the progress of the work of the board at Chicago in considering the controversy over termination of wage agreements. The President is understood to have made no suggestion that wages would have to be lowered. Neither did he make any suggestion to Chairman Clark that rates ought to be reduced. The President, it is said, does not feel warranted under the law in interfering with the quasi-judicial proceedings of their bodies. It was recalled that President Wilson

ton-mile revenue of the railroads of the United States was 75.7 per cent higher than in 1913. At the same time the wholesale prices of commodities transported in large quantities averaged 107 per cent higher than in 1913, and in May, 1920, they were 172 per cent over 1913. Reference has been made to operating costs of the railroad. "Until the foundation has been laid for widening the margin between the revenue and the cost of earning it, it is difficult to find justification for an attempt at a general reduction in rates."

Both Mr. Clark and Daniel Willard, president of the Baltimore & Ohio Railroad, another speaker, emphasized that the consolidation of roads and unified control contemplated by the new transportation act would preserve competition of service. Mr. Willard intimated rates might even have to be increased if the credit of the roads is to be sustained and stabilized. He added, however, that only an actual test would determine that point.

Question of Wages. "I am inclined to think," Mr. Willard continued, "that under the present law wages of railway workers as a whole may be somewhat higher in the future than would be the case were there no such law, but, even so, if the construction industry, thereby assured freedom from interruption of service, is to be permitted to purchase will be well worth the price."

Alba B. Johnson, of Philadelphia, toastmaster of the association, was president of the dinner. The association, which is composed of manufacturers of railway materials and equipment, contractors in railway supplies, and dealers in railway construction, is being its annual meeting. A resolution addressed to Herbert Hoover, Secretary of Commerce, was adopted, suggesting a conference of big business representatives to be held in this city to discuss ways of restoring stability of business and general prosperity. The proposed conference the association would make the purchase of large quantities of supplies by industrial consumers during the present depressed period, it announced in the communication to Secretary Hoover.

about five years ago was sharply criticized because it was charged the Administration brought pressure on the Interstate Commerce Commission to increase freight rates. The commission is not disposed to put himself in a position where it is open to such criticism. Nevertheless, the activity of the President and Cabinet has directed public attention more keenly than ever to the relationship of reduced wages to the present railway difficulties and to the fact that if rates are to be reduced it is almost inevitable wages shall be reduced. Interstate Commerce Commission has been making an investigation into the condition of the railroads and the heavy increase in operating expenses. Chairman Clark is understood to have advised the President concerning this at to-day's conference. The Senate Interstate Commerce Committee expects to have a report from the commission soon after the extra session opens on what it has found.

Seeks Full Information

The President is said to have emphasized at the conference that his purpose first was to obtain full information. One of the matters brought up was the statement of the Association of Railway Executives, which was made yesterday, giving figures on earnings and showing the loss operated at a loss of a million dollars in January. So far as announced, the President has no conference arranged with the railway executives. He has no present plan to see the two chairmen again. Various leaders in Congress will be called in before the railroad question is to go over the heads of the Interstate Commerce Commission and the Railway Labor Board. The President will have the information given him to-day in a confidential session with the heads of the Interstate Commerce Commission and Chairman Barton of the Railway Labor Board. To-day's conference was merely the first step which the President will take on the railway question. It is evident that the Executive and the Cabinet will devote close attention to the problem until relief is given, if possible. That the President will recommend legislation to the extra session is expected in many quarters, though it is understood this has not been decided. The President received Chairman Clark and Barton this forenoon and the conference lasted two hours. At the close of the conference Secretary Barton said the President was not seeking to go over the heads of the Interstate Commerce Commission or the Railway Labor Board, but had sought information from them about conditions which he would lay before the Cabinet to-morrow. Neither Chairman Clark nor Chairman Barton would discuss the conference. Later, the President talked with Senator Kellogg of Minnesota, who is a member of the Interstate Commerce Committee of the Senate.

Miss Hay Describes Candidate For Whom Women Will Vote. Mary Garrett Hay told members of the League of Women Voters at a meeting last night at St. Michael's Auditorium, 235 West Ninety-ninth Street, precisely the kind of man who would get feminine votes in the mayoralty election next fall. He must be fit for the position, she said, fearless, but not pugnacious, honest, dignified, progressive, respectful of the opinions of others, and, above all, devoted to the city.

Tugmen Again Called Out as Truce Is Ended

Federal Conciliator Fails to Bring Agreement on Harbor Controversy and Strike Is Put in Effect

Puts 1,500 Out of Work. Labor Leaders Predict Coastwise Shipments in Many Lines Will Be Crippled

Marine workers employed on tugboats engaged in the coastwise trade were called out on strike once again last night, following the failure of Dr. Fred G. Davis, the Federal conciliator commissioner, to bring about an understanding between the union leaders and the boat owners on the wage question. It was said that only about eighty of the tugboats usually operating along the Atlantic and Gulf coasts would be affected by the walkout, at least seventy were tied up through lack of business. About 1,500 engine, firemen, captains, mates, pilots, oilers, deckhands and deckhands will be made idle. It is predicted by the labor men that the strike will cripple the shipments of coal, lumber, oil, grain and general merchandise between this city and other ports along the Atlantic seaboard.

The trouble began on March 1, when the members of the New England Tug and Tows Association put into effect a new scale of wages reducing the men's pay \$30 to \$50 a month. The heads of the various owners' associations protested, and several conferences with the boat owners proved futile. Strike Called March 22. On March 22, after a conference between representatives of the Marine Engineers' Beneficial Association, the Master, Mates and Pilots, the Neptune and the Ocean Associations of Marine Engineers, a strike was called. Tugboats here, at Boston, Baltimore, Norfolk and other points along the coast.

James J. Davis, Secretary of Labor, was appealed to, and Dr. Fred G. Davis, of the Bureau of Conciliation, was sent here to try to bring about an adjustment. A truce was called pending negotiations. Representatives of both sides were brought together, Thomas B. Healey, of the Marine Engineers' Beneficial Association, acting as spokesman for the men, and Charles G. Hanna, of the Staples Transportation Company, acting for the towboat owners. The owners insisted that the reduction must stand, that the boats could not be operated at all under the old scale and that the men ought to take reductions because the cost of living had gone down and wages in other industries had been reduced. The union leaders declared, however, that the reductions were unjustified at this time, and made several counter propositions. One of these was that the owners pay the men the old rates until May 1, when the wage controversy of the entire shipping industry is to be settled, and suggested that whatever decision was arrived at be made retroactive.

Owners Reject Proposal

The owners declined to accept this proposal and stood by their original reductions. The wrangling continued for two days, and when nothing came of the discussions yesterday Dr. Davis announced that no agreement appeared to be possible. He returned to Washington last night, saying he would report the status of the matter to the Department of Labor. Interest in the marine wage issue shifts to Washington to-day for another reason. Representatives of the American Steamship Association will meet Admiral William S. Benson, chairman of the United States Shipping Board, there to-day in an effort to obtain from him the Shipping Board's endorsement of the wage reductions planned by the independent operators on May 1. Marine organizations here yesterday sent a telegram to Admiral Benson protesting against the one-sided hearing and demanding to be heard on the matter.

Wallace Wants Tariff To Offset Freight Rates

WASHINGTON, March 31.—Protection for the farmers on an equality with manufacturers and industrial interests in any tariff policy which is to be decided upon, and adding to any rates which may be levied "an amount equal to the extra freight charges in getting products to the consuming centers," was urged to-night in a statement by Secretary Wallace. The heavy additional burden imposed on the producers by increased freight rates, the Secretary declared, "are a differential imposed upon our own producers and to the benefit of foreign competitors."

Manufacturers are "naturally and properly" laying plans to meet foreign competition in the world markets and desire a tariff to protect them against cheap foreign goods, Mr. Wallace asserted, but he insisted that the situation facing the producers "must be considered" in any tariff legislation, whether emergency or permanent. The breaking down of its own agricultural products to the consuming centers, "even if for a time we can buy food and other farm products cheaper from some one else."

Greeks Take Avghin From Turks With the Bayonet

ATHENS, March 31.—The Greeks have captured Avghin and held it against twenty-two Turkish counter attacks, says the official communication issued to-day. Kovalitza also has been taken by the Greeks. The communication follows: "We have occupied Avghin and the crest of the neighboring hill despite twenty-two counter attacks, which were repulsed with the bayonet. "We have captured, after desperate fighting, the strong military works at Kovalitza."

CONSTANTINOPLE, March 31 (By The Associated Press).—Both the Turks and the Greeks are celebrating "the victory of Eski-Shehr," although no official claim appears in the communication of either side. There has been heavy fighting in the city, according to advices reaching here, and reports that the Turks have succeeded in holding the positions they gained.

Massachusetts Building Trades Face Tie-Up

BOSTON, March 31.—A widespread cessation of work in the building trades in this state to-morrow was indicated to-night. From Lawrence, Worcester, Springfield, Holyoke and Woburn came reports forecasting walkouts by approximately 12,000 workers in addition to the 16,000 who have been involved in the deadlock between employers and unions here in Lynn, Brockton, Haverhill and elsewhere. Local conditions will set ahead to May 1, the day of crisis in the controversy.

The question is one of wages. In most of these cities the building trades in this state have announced a wage cut of 20 per cent with minor modifications of working agreements that expired to-day. The unions in some cases have declared the measure constitutes a lock-out; in others they have taken strike action. In all a cessation of operations is indicated.

Reds Bar U. S. Writers Pending Trade Pact

REVAL, Estonia, March 31 (By The Associated Press).—Maxim Litvinoff, chief of the Russian Soviet legations abroad, in reply to an inquiry to-day about the admission of American newspaper correspondents to Russia, said: "American press representatives will be admitted to Russia when the United States shows more interest and sympathy than that revealed by Secretary Hughes's statement, and on the basis of reciprocity."

L. H. Rouse Not to Speak At Cooper Union Meeting

A denial was made yesterday by L. H. Rouse, president of the typographical union, that he had consented to the use of his name as a speaker at a proposed meeting in Cooper Union on April 4 or 7. "My name was used without authority," Mr. Rouse said, "and I was not consulted by The Tribune before my name was used in its story on the meeting." The Tribune is glad to acknowledge in fairness to Mr. Rouse that it was in error in publishing his name in connection with the meeting in question.

Men Reject Pennsylvania Line's Pay Cut

First Executive Conference Results in Maintenance of Way Workers Refusing to Accept Reductions

Now Up to Labor Board. Representatives of Signal Corps Will Meet With the Managers To-morrow

PITTSBURGH, March 31.—The first of a series of wage conferences between executives of the Pennsylvania Railroad Company and representatives of the employees ended late to-day when the delegates, named to present the case of 33,000 maintenance of way and structures and unskilled forces, refused to accept a wage reduction ranging from 15 to 25 per cent. The committee of general managers of the road, in charge of the conference, suggested that the workers in question accept the cut. Representatives of the men held a separate meeting late in the afternoon and decided, on behalf of the employees, to reject the proposed reduction. This refusal automatically threw the case into the hands of the Federal Railway Labor Board.

Proposed Cuts. W. S. Burrell, of Chicago, chairman of the wage bureau of the road, presented the company's proposition to the twenty-five representatives of the men. Under the plan, common labor, now paid 45 1/2 cents an hour, would be reclassified into zones and paid from 30 to 37 1/2 cent; an hour; skilled mechanics would be paid 59 1/2 cents an hour, a cut of 12 1/2 cents; day rate employees would be reduced \$1 a day, and the pay of monthly men, such as foremen, etc., now receiving \$110 to \$200 a month, would be reduced \$25 a month. C. S. Krick, of the general managers' committee, opened the conference by explaining the situation as viewed by the company. Conditions, he said, necessitated a general wage revision downward. Referring to Mr. Krick, L. I. Kennedy, of the Brotherhood of Maintenance of Way Employees and Railroad Shop Laborers, contended that it was difficult to compare skilled and unskilled labor in railroad work with similar work outside. He said that the relation between the cost of living and the wages paid could not influence the decision, "for the fact is that it cannot at this time be shown that the cost of living has been materially reduced."

Signalmen Next. In conclusion, he told the general managers that the men "feel that, at this time, a reduction in the wages or salaries paid employees is unwarranted." The conference to-day was the initial meeting between representatives of the company and its employees. As each group of workers was given two days to present its case there will be no meeting to-morrow, for to-day's conference was adjourned after the committee of the workers had rejected the proposed reductions. On Saturday the managers will meet with representatives of the signal men. In a statement issued to-night the general managers' committee of the road disclaimed responsibility for failure of the conference to reach an agreement. Mr. Krick, chairman of the committee, declared that after the employees' representatives had announced their determination to reject the plans for a wage cut the managers suggested that they "submit a counter proposition in order that some basis of further discussion might be reached." This proposal, he added, was refused.

James A. Hearn & Son Give Dinner to Employees

The first of a series of evening parties given annually by James A. Hearn & Sons, Fourteenth Street and Fifth Avenue, for employees of the firm, was held on Tuesday evening. Supper was served in the Hearn restaurant and an entertainment followed. Community singing by the store people and a five-reel motion picture were features of the entertainment. The evening closed with a dance, for which excellent orchestral music had been provided.



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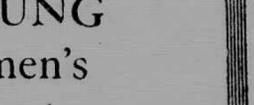
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SIZES 5 TO 10 YEARS 13.50 to 19.50

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A VARIETY OF SERVICE-ABLE FABRICS IN SUIT. ABLE SPRING COLORINGS.

Boys' Sport Blouses of fancy percales in neat stripes and colors, short sleeves. . . . Sizes 7 to 14 years 1.15

Boys' Silk Four-in-hand Ties in newest fancy weaves & colorings .50

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