

ALL MERCHANDISE
ADVERTISED IN THE
TRIBUNE IS GUARANTEED

VOL. LXXXI No. 27,365

New York Tribune

First to Last—the Truth: News Editorials—Advertisements

(Copyright, 1921, New York Tribune Inc.) TUESDAY, OCTOBER 18, 1921

THE WEATHER
Partly cloudy and somewhat warmer
to-day; fair to-morrow; fresh
south winds.
Full Report on Last Page

Enright to Use Full Power to Move Vital Traffic; Bright Deposited \$100,421, Hughes \$1,069,152

Henry Banded \$43,494, City Probers Hear

Accounts of Commissioner and Bosom Friend, Head of Detective Agency During Hylan Regime, Bared Mayor's Meddling Forced Bugher Out Auto From Allan Ryan to Enright Mystery; Meyer Inquiry Takes Recess

It was revealed before the Meyer legislative investigating committee yesterday that Richard E. Enright, during the three years and eight months he has held the office of Police Commissioner, has deposited in various banks a total of \$100,421.70. The Commissioner's salary is \$7,500 a year. He said on the stand that when he took office in 1918 his total possessions amounted to between \$10,000 and \$12,000, including a farm in Steuben County, valued at \$8,000 and about \$8,000 in Liberty bonds.

Delving into the financial affairs of former Police Inspector Edward P. Hughes, known to be one of Commissioner Enright's most intimate friends before and since Hughes's retirement from the department in 1919, it was shown, according to the record, the total bank deposits of Hughes in the period between January 1, 1918, and September 15, 1921, aggregated \$1,069,152.63.

Hughes is head of a detective agency bearing his name, and, according to J. Auditoria, a previous witness, told the committee that Commissioner Enright was a "fifty-fifty partner" of his. This was denied by the Commissioner later. It was further disclosed that, in a similar period, Inspector Dominick Henry had made deposits totaling \$43,494.50. This included, it was said, sums contributed to a joint account by the Commissioner and himself.

The Commissioner denied that he had made any such purchase or that any such car had been bought for him. He said he could not understand how his name appeared in the books of the automobile firm as the purchaser of the car. He explained, however, that about a month before April 15, 1918, he arranged for his wedding, several friends, including James H. Ward, vice-president of the Bethlehem Steel Company, and Allan A. Ryan, had come together to present his wife with a wedding gift of a Stutz motor car, and that the name of the car was put down to her on April 15, although the wedding was postponed until November. He denied emphatically that he had anything to do with the purchase of this car or that it was for him.

The Commissioner went into a detailed account of his deposits, saying he had no money in any bank other than the name of the car. He added that he had a safe deposit box and invited the committee to examine it. He said his wife had a bank account, but he could not recall what or where the bank was.

New Blaze in Plant Interrupts Fire Inquiry

Marshals in Conference Over Astoria Disaster, Discover Flames in Storage Shed While Fire Marshal William E. Ferris is holding a conference with officers of the Astoria Fire Company in the plant offices at K. K. Avenue and Winthrop Street, Astoria, yesterday, preliminary to beginning an investigation into three fires which occurred in the last six weeks, an alarm for the fourth fire was sounded.

Victoria Cross Offered U. S. Unknown Soldier

From The Tribune's European Bureau Copyright, 1921, New York Tribune Inc. LONDON, Oct. 17.—King George expressed his desire today that the tomb of America's unknown soldier be decorated on Armistice Day with the Victoria Cross, the highest honor within the gift of the British Empire. The Victoria Cross never hitherto has been bestowed on any except a British subject, but the King, in a cablegram sent to President Harding to-day expressing warm thanks for the tribute paid here by America to England's hero, expressed hope that it would be accepted in order that "Britain may thus most fittingly pay tribute at the tomb which symbolizes every deed of conspicuous valor performed by the men of your great fighting forces."

Pershing Gives U. S. Medal to British Hero

Symbol of Sacrifice, Says General, Bestowing Honor at Impressive Ceremony in Westminster Abbey

Thousands Pay Tribute Lloyd George Asser's Action Is Guaranty of Peace to Nations' Valiant Dead

By Arthur S. Draper From The Tribune's European Bureau Copyright, 1921, New York Tribune Inc. LONDON, Oct. 17.—The autumn sunlight, slanting through the high windows and piercing the mist which filled the vaulted roof of Westminster Abbey, shone upon General Pershing this morning as he stood at salute before the tomb of Great Britain's Unknown Soldier, personifying America's solemn tribute to the symbolic hero of her battlefields. On the tomb lay the Congressional Medal of Honor, conferred in commemoration of the sacrifice of our British comrade and his fellow countrymen, and as a slight token of America's gratitude and affection toward this people.

Standing in a reverent circle around the American General were the Duke of Connaught, representing King George; Premier Lloyd George and other ministers and Great Britain's war chiefs. This was the climax to the most impressive service held in historic Westminster since the body of the unknown soldier was laid in its tomb with all the honors an empire could bestow. As the ceremony ended an American visitor was heard to remark: "The United States and Great Britain must keep together in peace as well as in war, on this depends the world's whole future."

Thousands Seek Admittance

Early this morning thousands were waiting to gain admittance to the abbey and great crowds lined the short route from the American Embassy, in Mayfair, along which General Pershing, escorted by mounted police, drove to Westminster. At the abbey American troops, accompanied by the representatives of the British military services, were drawn up to receive him. The notes of "The Star Spangled Banner" from the band of the 1st Cavalry in Parliament Square, floating into the abbey, told of his arrival to those within. Then the voice of a single choir boy was heard, after which a full chorus of the choir singing "The 'A'—primo Sacrifice."

Pledge for Permanent Peace

General Pershing followed with a brief, soldierly speech in which he told how the hearts of the American people were joined with those of the British in the tribute. As he finished, he said: "Under the inspiration of the occasion let us pledge anew our trust in God that He may guide our faltering footsteps into paths of permanent peace."

Curran Calls Hylan False To Promises

Coalition Candidate Opens Campaign by Indicting Mayor as Faithless in Solemn Vows to Voters Demands Answer To Four Allegations

Markings Drop to New Low Level of 176 Per Dollar; Government Is Expected to Resign by Thursday

Panic on Bourse, Wirth Cabinet's Fall Probable

By Joseph Shaplen From The Tribune's European Bureau Copyright, 1921, New York Tribune Inc. BERLIN, Oct. 17.—A new catastrophic decline of the mark and a money panic on the Bourse to-day precipitated a crisis that seems to threaten the stability of the German government. Chancellor Wirth and the leaders of the principal political parties discussed the Cabinet's fate at some length in a series of conferences to-day.

It was evident that political leaders, both conservative and radical, were convinced that the developments of the last twenty-four hours have made the resignation of the Wirth Cabinet inevitable. It is expected to quit when the Reichstag reassembles Thursday, or perhaps before. Party leaders already are discussing the composition of the new Cabinet. They feel that if the country were held in suspense without a Cabinet, in the present situation the country's financial position would suffer severely.

The mark dropped to-day to 176 to the dollar and promised to fall soon to the dangerous low point of 200. The Cabinet crisis and probably the drop in the value of the mark are regarded here as the outcome of the unfavorable decision of the League of Nations on the division of Upper Silesia. The political stability of Chancellor Wirth's minority cabinet promised to assure the Allies continued payments on the war bill, has disappeared. The conservative element are in a frenzy over Dr. Wirth's inability to change the League's decision and keep the industrial districts of Upper Silesia, and they are demanding his resignation on the ground that his foreign policy has been an utter failure.

Huge Protest Meetings

From all points of Germany came reports of huge protest meetings against the League's decision. The single most notable was held in Upper Silesia. The swing of public opinion in Germany is reflected in the Berlin municipal elections yesterday, in which the Socialists lost control for the first time since the revolution. According to late returns the bourgeois parties will have a slight majority in the city council.

Text of Mr. Curran's Address

Mr. Curran's speech follows: "You are part of a jury of a million and a quarter men and women of New York City who have qualified yourselves by registering in the polls to vote in our city election on November 8. With the jury box filled, it remains (Continued on page five)

Peasants in Ukraine Rebel Against Soviet

BUCHAREST, Oct. 17.—Ukrainian peasants are reported to have revolted against the Russian Soviet government, and one Bolshevik regiment is said to have mutinied.

MOSCOW, Oct. 17 (By The Associated Press).—Russia's famine crisis will be reached in January, and indications are that it will be accompanied by a big typhus epidemic, it was stated by Colonel William M. Haskell, chief of the American Relief Administration in Russia, and Dr. Henry Beeuwkes, medical director. "Fifteen million persons are affected more or less by the famine," they said.

City to Take Drastic Step in Rail Crisis

Copeland Declares State of "Imminent Peril" Will Be Proclaimed If Needed to Feed People Trucks and Planes Will Be Mobilized

Staff of Business Men Already Selected to Aid in Emergency Program Plans for combating the paralysis of rail transportation that is scheduled to begin October 30 were taking shape yesterday in New York and other large cities where food and fuel lines must be kept open. Motor trucks and airplanes were being mobilized for freight service, while the carriers were recruiting volunteer trainmen to keep the traffic moving when the strikers leave their jobs.

On all sides it was announced that both roads and men were preparing for a fight. Dr. Royal S. Copeland, Health Commissioner, announced that if New York City's food supply was threatened he would declare a state of "imminent peril," and that under his police powers he would take drastic measures to preserve foodstuffs and coal and to prevent profiteering.

New York will be hardest hit on November 1, when employees of six roads entering this city will walk out. These are the New York, New Haven & Hartford, Delaware & Hudson, Erie, Lackawanna, Atlantic Coast Line and Lehigh Valley. On November 3 the men on the Baltimore & Ohio and the New York Central will quit and on November 5 the Pennsylvania workmen will strike. Boatmen in New York harbor may go out on a sympathetic walk-out if the coal situation is not improved.

Jersey Officials Active

The possibility of a food and fuel shortage was gravely considered by officials of New Jersey cities. The Chamber of Commerce of Newark prepared to organize a committee to take steps to stop profiteering in coal. "Anticipating a public necessity, I am making up a list of persons to serve in carrying out the orders of the Board of Health," Mr. Woolmouth said. "If this strike should be called, the answer would be the motor truck. We (Continued on next page)

72-Year-Old War Student Cost Government \$3,600

Washington, Oct. 17.—Orders closing the Berkely Pre-Vocational School at Boston, where 500 war veterans have been in attendance, were issued to-day by Director Forbes, of the Veterans Bureau. Mr. Forbes said the school had been found to be insanitary, unhealthy and was situated in a shabby hand after receiving government training for over two years at a cost of about \$3,600.

City to Take Drastic Step in Rail Crisis

Copeland Declares State of "Imminent Peril" Will Be Proclaimed If Needed to Feed People Trucks and Planes Will Be Mobilized

Staff of Business Men Already Selected to Aid in Emergency Program Plans for combating the paralysis of rail transportation that is scheduled to begin October 30 were taking shape yesterday in New York and other large cities where food and fuel lines must be kept open. Motor trucks and airplanes were being mobilized for freight service, while the carriers were recruiting volunteer trainmen to keep the traffic moving when the strikers leave their jobs.

On all sides it was announced that both roads and men were preparing for a fight. Dr. Royal S. Copeland, Health Commissioner, announced that if New York City's food supply was threatened he would declare a state of "imminent peril," and that under his police powers he would take drastic measures to preserve foodstuffs and coal and to prevent profiteering.

New York will be hardest hit on November 1, when employees of six roads entering this city will walk out. These are the New York, New Haven & Hartford, Delaware & Hudson, Erie, Lackawanna, Atlantic Coast Line and Lehigh Valley. On November 3 the men on the Baltimore & Ohio and the New York Central will quit and on November 5 the Pennsylvania workmen will strike. Boatmen in New York harbor may go out on a sympathetic walk-out if the coal situation is not improved.

The possibility of a food and fuel shortage was gravely considered by officials of New Jersey cities. The Chamber of Commerce of Newark prepared to organize a committee to take steps to stop profiteering in coal. "Anticipating a public necessity, I am making up a list of persons to serve in carrying out the orders of the Board of Health," Mr. Woolmouth said. "If this strike should be called, the answer would be the motor truck. We (Continued on next page)

Three Deaths Cause Seizure of Oatmeal

An inspector from the Board of Health seized the entire stock of oatmeal at the Postal Lunch, 54 Liberty Street, last night, following the death of two men and a woman in Broad Street Hospital from what is believed to be ptomaine poisoning, contracted in one case at least, at the luncheon room.

Luncheon Room Stock Taken by Board of Health; Fatalities Laid to Ptomaine Poisoning

The dead are Morris S. Madden, a waiter employed at the Postal Lunch; Alexander Costa, a bank clerk, living at 309 1/2 East Sixth Street, Brooklyn; and Mrs. Nellie Parker, of 859 South-ern Boulevard, the Bronx. Madden told the police and doctors at the hospital that he had eaten oatmeal for his breakfast at the restaurant at 6 a. m., which didn't taste right to him. Costa said he had eaten oatmeal at a restaurant in Liberty Street, near Nassau, which didn't seem to be just right. He couldn't remember the name of the restaurant or the exact address. The cases of the two men have been diagnosed as ptomaine poisoning. That of the woman is in doubt. She was taken to the hospital earlier in the day from 65 Broadway, where she is said to have been employed as a stenographer. It is believed that her death was due to ptomaine poisoning. The authorities have no idea how she contracted it.

Officials of Unions, Railroads and Government Summarize Situation

This is what officials of the government, the railroads and the brotherhoods say about the forthcoming railroad strike: "The mails will be moved."—Will H. Hays, Postmaster General. "There comes a time when patience ceases to be a virtue, and that time is now."—L. E. Sheppard, president of the Order of Railway Conductors. "The railroad executives can settle the dispute or the United States government can prevent a strike."—Warren S. Stone, president of the Brotherhood of Locomotive Engineers. "The great mass of employees do not desire to strike and will not, unless coerced, leave their places."—W. G. Besler, president of the Central Railroad of New Jersey. "The public is entitled to protection and railroad officials are preparing to meet threatened conditions."—E. E. Loomis, president of the Lehigh Valley Railroad. "The real purpose (of the strike) is to bring about government control."—F. D. Underwood, president of the Erie Railroad. "The strike is directed against the provisions of the act of Congress; it is a protest against the conclusions of the Railroad Labor Board."—J. Kruttschnitt, chairman of the Southern Pacific.

U. S. Must Take Brotherhoods Over Railroads, Face Revolt of Stone Declares

Insists Federal Control Will Come Eventually; Says It Is Best Method to End Dispute Over Wage Cuts Says Roads Want Strike Fear Desertion Later

Asserts Unions Are Marking Time and Will Force Executives to Move First Head of "Outlaw" Body Says Strike Cannot Be Won; Oldtime Feud Revived

Declares Fund Inadequate "Eleven great railway union organizations, numbering more than a million and a half men, seriously differ with the brotherhood chiefs over the 'outlaw' strike. There also is the fear that if they go on strike at the behest of the brotherhoods the latter will return to work as soon as their demands are met, or they realize the strike is hopeless, leaving the affiliated unions to 'hold the bag.'"

From other leaders in the regular ranks, men who will not permit the use of their names for obvious reasons, it is learned that thousands of men will disregard the strike order. B. M. Jewell, head of the shop crafts, numbering 476,000 members, has vigorously opposed a strike, but said tonight it would be difficult to hold his men in check. "Eleven great railway union organizations, numbering more than a million and a half men, seriously differ with the brotherhood chiefs over the 'outlaw' strike. There also is the fear that if they go on strike at the behest of the brotherhoods the latter will return to work as soon as their demands are met, or they realize the strike is hopeless, leaving the affiliated unions to 'hold the bag.'"

Family Quarrel Revived

This is a revival of the family fight that has always been in progress in the rail unions. The brotherhoods are the "outlaws" of the rail unions, and the others charge them with using the other bodies to gain their own ends. Now it is breaking out more vigorously than ever. What may have an important bearing on the general situation was the action taken to-day by the Railroad Labor Board in authorizing a 30 per cent reduction in the wages of engineers, motormen, conductors and brakemen on the Electric Short Lines Railroad, operating between Minneapolis and Hutchinson, Minn. The decision announced that the road would become bankrupt unless the reductions were allowed.

Sir Eric Geddes Quits Cabinet

LONDON, Oct. 17 (By The Associated Press).—Sir Eric Geddes, Minister of Transportation in the British Cabinet, has tendered his resignation from that office, it was learned to-day. The text writing papers are WRITING PAPERS.—ADVL.

U. S. May Tie Up Union's Strike Fund

Writ Similar to That Obtained in Coal War Is Held Possible Weapon; Hays Will Move Mails

Rail Credit Bill Club Over Roads

Senate Is in Position to Force Rate Cut; 250 Idle Ships Available

WASHINGTON, Oct. 17.—With a railroad strike threatening to tie up the country two weeks hence, government officials to-day turned their efforts to preventing the strike if possible, and, if not, to protect the public interest when the walk-out comes. President Harding went over the situation with Chairman McChord of the Interstate Commerce Commission, Chairman Barton of the Railroad Labor Board, Attorney General Daugherty and others, emphasizing to every one the determination of the Administration to prevent any transportation tie-up from causing suffering and shortage of food, fuel and supplies. Postmaster Hays announced that the mails would be moved, and he intimated that force would be used if necessary.

May Tie Up Strike Funds

Although no plan for blocking the strike has yet been decided on, as far as official disclosures go, it is probable that the Department of Justice will not only make use of the weapon of injunction, but legal action will be taken to tie up the vast strike funds of the striking railroad employees.

A conference between the public group of the labor board and Attorney General Daugherty, who later saw the President, was regarded as of much importance. What passed is not disclosed. The labor board is giving serious consideration to the question of appealing to the courts to have its orders enforced. Able lawyers have been consulted on this matter. President Harding and other officials regard the outlook as grave. At the same time, there is a distinct feeling that a strike will be avoided.

Adjustment Held Possible

In spite of the fact that President W. S. Stone of the Brotherhood of Locomotive Engineers and other officials are quoted as saying that the plan proposed by the public group of the Railway Labor Board is not feasible, information is at hand here from high railway organization labor that there are possibilities of an adjustment along the following lines: The roads to cut rates in accordance with the rate reductions in July. The men to accept the 12 1/2 per cent cut ordered in July and withdraw the strike order on condition that the roads seek no further reductions. It is said the heads of the brotherhoods fear that unless the railroads desist from seeking further reductions in wages and unless there is a considerable reduction in rates leading to the hope of lower cost of living, they will be confronted with a series of "wildcat" strikes. These would prove the undoing of any organization labor that there are possibilities of an adjustment along the following lines: The roads to cut rates in accordance with the rate reductions in July. The men to accept the 12 1/2 per cent cut ordered in July and withdraw the strike order on condition that the roads seek no further reductions. It is said the heads of the brotherhoods fear that unless the railroads desist from seeking further reductions in wages and unless there is a considerable reduction in rates leading to the hope of lower cost of living, they will be confronted with a series of "wildcat" strikes. These would prove the undoing of any organization labor that there are possibilities of an adjustment along the following lines: The roads to cut rates in accordance with the rate reductions in July. The men to accept the 12 1/2 per cent cut ordered in July and withdraw the strike order on condition that the roads seek no further reductions. It is said the heads of the brotherhoods fear that unless the railroads desist from seeking further reductions in wages and unless there is a considerable reduction in rates leading to the hope of lower cost of living, they will be confronted with a series of "wildcat" strikes. These would prove the undoing of any organization labor that there are possibilities of an adjustment along the following lines: The roads to cut rates in accordance with the rate reductions in July. The men to accept the 12 1/2 per cent cut ordered in July and withdraw the strike order on condition that the roads seek no further reductions. It is said the heads of the brotherhoods fear that unless the railroads desist from seeking further reductions in wages and unless there is a considerable reduction in rates leading to the hope of lower cost of living, they will be confronted with a series of "wildcat" strikes. These would prove the undoing of any organization labor that there are possibilities of an adjustment along the following lines: The roads to cut rates in accordance with the rate reductions in July. The men to accept the 12 1/2 per cent cut ordered in July and withdraw the strike order on condition that the roads seek no further reductions. It is said the heads of the brotherhoods fear that unless the railroads desist from seeking further reductions in wages and unless there is a considerable reduction in rates leading to the hope of lower cost of living, they will be confronted with a series of "wildcat" strikes. These would prove the undoing of any organization labor that there are possibilities of an adjustment along the following lines: The roads to cut rates in accordance with the rate reductions in July. The men to accept the 12 1/2 per cent cut ordered in July and withdraw the strike order on condition that the roads seek no further reductions. It is said the heads of the brotherhoods fear that unless the railroads desist from seeking further reductions in wages and unless there is a considerable reduction in rates leading to the hope of lower cost of living, they will be confronted with a series of "wildcat" strikes. These would prove the undoing of any organization labor that there are possibilities of an adjustment along the following lines: The roads to cut rates in accordance with the rate reductions in July. The men to accept the 12 1/2 per cent cut ordered in July and withdraw the strike order on condition that the roads seek no further reductions. It is said the heads of the brotherhoods fear that unless the railroads desist from seeking further reductions in wages and unless there is a considerable reduction in rates leading to the hope of lower cost of living, they will be confronted with a series of "wildcat" strikes. These would prove the undoing of any organization labor that there are possibilities of an adjustment along the following lines: The roads to cut rates in accordance with the rate reductions in July. The men to accept the 12 1/2 per cent cut ordered in July and withdraw the strike order on condition that the roads seek no further reductions. It is said the heads of the brotherhoods fear that unless the railroads desist from seeking further reductions in wages and unless there is a considerable reduction in rates leading to the hope of lower cost of living, they will be confronted with a series of "wildcat" strikes. These would prove the undoing of any organization labor that there are possibilities of an adjustment along the following lines: The roads to cut rates in accordance with the rate reductions in July. The men to accept the 12 1/2 per cent cut ordered in July and withdraw the strike order on condition that the roads seek no further reductions. It is said the heads of the brotherhoods fear that unless the railroads desist from seeking further reductions in wages and unless there is a considerable reduction in rates leading to the hope of lower cost of living, they will be confronted with a series of "wildcat" strikes. These would prove the undoing of any organization labor that there are possibilities of an adjustment along the following lines: The roads to cut rates in accordance with the rate reductions in July. The men to accept the 12 1/2 per cent cut ordered in July and withdraw the strike order on condition that the roads seek no further reductions. It is said the heads of the brotherhoods fear that unless the railroads desist from seeking further reductions in wages and unless there is a considerable reduction in rates leading to the hope of lower cost of living, they will be confronted with a series of "wildcat" strikes. These would prove the undoing of any organization labor that there are possibilities of an adjustment along the following lines: The roads to cut rates in accordance with the rate reductions in July. The men to accept the 12 1/2 per cent cut ordered in July and withdraw the strike order on condition that the roads seek no further reductions. It is said the heads of the brotherhoods fear that unless the railroads desist from seeking further reductions in wages and unless there is a considerable reduction in rates leading to the hope of lower cost of living, they will be confronted with a series of "wildcat" strikes. These would prove the undoing of any organization labor that there are possibilities of an adjustment along the following lines: The roads to cut rates in accordance with the rate reductions in July. The men to accept the 12 1/2 per cent cut ordered in July and withdraw the strike order on condition that the roads seek no further reductions. It is said the heads of the brotherhoods fear that unless the railroads desist from seeking further reductions in wages and unless there is a considerable reduction in rates leading to the hope of lower cost of living, they will be confronted with a series of "wildcat" strikes. These would prove the undoing of any organization labor that there are possibilities of an adjustment along the following lines: The roads to cut rates in accordance with the rate reductions in July. The men to accept the 12 1/2 per cent cut ordered in July and withdraw the strike order on condition that the roads seek no further reductions. It is said the heads of the brotherhoods fear that unless the railroads desist from seeking further reductions in wages and unless there is a considerable reduction in rates leading to the hope of lower cost of living, they will be confronted with a series of "wildcat" strikes. These would prove the undoing of any organization labor that there are possibilities of an adjustment along the following lines: The roads to cut rates in accordance with the rate reductions in July. The men to accept the 12 1/2 per cent cut ordered in July and withdraw the strike order on condition that the roads seek no further reductions. It is said the heads of the brotherhoods fear that unless the railroads desist from seeking further reductions in wages and unless there is a considerable reduction in rates leading to the hope of lower cost of living, they will be confronted with a series of "wildcat" strikes. These would prove the undoing of any organization labor that there are possibilities of an adjustment along the following lines: The roads to cut rates in accordance with the rate reductions in July. The men to accept the 12 1/2 per cent cut ordered in July and withdraw the strike order on condition that the roads seek no further reductions. It is said the heads of the brotherhoods fear that unless the railroads desist from seeking further reductions in wages and unless there is a considerable reduction in rates leading to the hope of lower cost of living, they will be confronted with a series of "wildcat" strikes. These would prove the undoing of any organization labor that there are possibilities of an adjustment along the following lines: The roads to cut rates in accordance with the rate reductions in July. The men to accept the 12 1/2 per cent cut ordered in July and withdraw the strike order on condition that the roads seek no further reductions. It is said the heads of the brotherhoods fear that unless the railroads desist from seeking further reductions in wages and unless there is a considerable reduction in rates leading to the hope of lower cost of living, they will be confronted with a series of "wildcat" strikes. These would prove the undoing of any organization labor that there are possibilities of an adjustment along the following lines: The roads to cut rates in accordance with the rate reductions in July. The men to accept the 12 1/2 per cent cut ordered in July and withdraw the strike order on condition that the roads seek no further reductions. It is said the heads of the brotherhoods fear that unless the railroads desist from seeking further reductions in wages and unless there is a considerable reduction in rates leading to the hope of lower cost of living, they will be confronted with a series of "wildcat" strikes. These would prove the undoing of any organization labor that there are possibilities of an adjustment along the following lines: The roads to cut rates in accordance with the rate reductions in July. The men to accept the 12 1/2 per cent cut ordered in July and withdraw the strike order on condition that the roads seek no further reductions. It is said the heads of the brotherhoods fear that unless the railroads desist from seeking further reductions in wages and unless there is a considerable reduction in rates leading to the hope of lower cost of living, they will be confronted with a series of "wildcat" strikes. These would prove the undoing of any organization labor that there are possibilities of an adjustment along the following lines: The roads to cut rates in accordance with the rate reductions in July. The men to accept the 12 1/2 per cent cut ordered in July and withdraw the strike order on condition that the roads seek no further reductions. It is said the heads of the brotherhoods fear that unless the railroads desist from seeking further reductions in wages and unless there is a considerable reduction in rates leading to the hope of lower cost of living, they will be confronted with a series of "wildcat" strikes. These would prove the undoing of any organization labor that there are possibilities of an adjustment along the following lines: The roads to cut rates in accordance with the rate reductions in July. The men to accept the 12 1/2 per cent cut ordered in July and withdraw the strike order on condition that the roads seek no further reductions. It is said the heads of the brotherhoods fear that unless the railroads desist from seeking further reductions in wages and unless there is a considerable reduction in rates leading to the hope of lower cost of living, they will be confronted with a series of "wildcat" strikes. These would prove the undoing of any organization labor that there are possibilities of an adjustment along the following lines: The roads to cut rates in accordance with the rate reductions in July. The men to accept the 12 1/2 per cent cut ordered in July and withdraw the strike order on condition that the roads seek no further reductions. It is said the heads of the brotherhoods fear that unless the railroads desist from seeking further reductions in wages and unless there is a considerable reduction in rates leading to the hope of lower cost of living, they will be confronted with a series of "wildcat" strikes. These would prove the undoing of any organization labor that there are possibilities of an adjustment along the following lines: The roads to cut rates in accordance with the rate reductions in July. The men to accept the 12 1/2 per cent cut ordered in July and withdraw the strike order on condition that the roads seek no further reductions. It is said the heads of the brotherhoods fear that unless the railroads desist from seeking further reductions in wages and unless there is a considerable reduction in rates leading to the hope of lower cost of living, they will be confronted with a series of "wildcat" strikes. These would prove the undoing of any organization labor that there are possibilities of an adjustment along the following lines: The roads to cut rates in accordance with the rate reductions in July. The men to accept the 12 1/2 per cent cut ordered in July and withdraw the strike order on condition that the roads seek no further reductions. It is said the heads of the brotherhoods fear that unless the railroads desist from seeking further reductions in wages and unless there is a considerable reduction in rates leading to the hope of lower cost of living, they will be confronted with a series of "wildcat" strikes. These would prove the undoing of any organization labor that there are possibilities of an adjustment along the following lines: The roads to cut rates in accordance with the rate reductions in July. The men to accept the 12 1/2 per cent cut ordered in July and withdraw the strike order on condition that the roads seek no further reductions. It is said the heads of the brotherhoods fear that unless the railroads desist from seeking further reductions in wages and unless there is a considerable reduction in rates leading to the hope of lower cost of living, they will be confronted with a series of "wildcat" strikes. These would prove the undoing of any organization labor that there are possibilities of an adjustment along the following lines: The roads to cut rates in accordance with the rate reductions in July. The men to accept the 12 1/2 per cent cut ordered in July and withdraw the strike order on condition that the roads seek no further reductions. It is said the heads of the brotherhoods fear that unless the railroads desist from seeking further reductions in wages and unless there is a considerable reduction in rates leading to the hope of lower cost of living, they will be confronted with a series of "wildcat" strikes. These would prove the undoing of any organization labor that there are possibilities of an adjustment along the following lines: The roads to cut rates in accordance with the rate reductions in July. The men to accept the 12 1/2 per cent cut ordered in July and withdraw the strike order on condition that the roads seek no further reductions. It is said the heads of the brotherhoods fear that unless the railroads desist from seeking further reductions in wages and unless there is a considerable reduction in rates leading to the hope of lower cost of living, they will be confronted with a series of "wildcat" strikes. These would prove the undoing of any organization labor that there are possibilities of an adjustment along the following lines: The roads to cut rates in accordance with the rate reductions in July. The men to accept the 12 1/2 per cent cut ordered in July and withdraw the strike order on condition that the roads seek no further reductions. It is said the heads of the brotherhoods fear that unless the railroads desist from seeking further reductions in wages and unless there is a considerable reduction in rates leading to the hope of lower cost of living, they will be confronted with a series of "wildcat" strikes. These would prove the undoing of any organization labor that there are possibilities of an adjustment along the following lines: The roads to cut rates in accordance with the rate reductions in July. The men to accept the 12 1/2 per cent cut ordered in July and withdraw the strike order on condition that the roads seek no further reductions. It is said the heads of the brotherhoods fear that unless the railroads desist from seeking further reductions in wages and unless there is a considerable reduction in rates leading to the hope of lower cost of living, they will be confronted with a series of "wildcat" strikes. These would prove the undoing of any organization labor that there are possibilities of an adjustment along the following lines: The roads to cut rates in accordance with the rate reductions in July. The men to accept the 12 1/2 per cent cut ordered in July and withdraw the strike order on condition that the roads seek no further reductions. It is said the heads of the brotherhoods fear that unless the railroads desist from seeking further reductions in wages and unless there is a considerable reduction in rates leading to the hope of lower cost of living, they will be confronted with a series of "wildcat" strikes. These would prove the undoing of any organization labor that there are possibilities of an adjustment along the following lines: The roads to cut rates in accordance with the rate reductions in July. The men to accept the 12 1/2 per cent cut ordered in July and withdraw the strike order on condition that the roads seek no further reductions. It is said the heads of the brotherhoods fear that unless the railroads desist from seeking further reductions in wages and unless there is a considerable reduction in rates leading to the hope of lower cost of living, they will be confronted with a series of "wildcat" strikes. These would prove the undoing of any organization labor that there are possibilities of an adjustment along the following lines: The roads to cut rates in accordance with the rate reductions in July. The men to accept the 12 1/2 per cent cut ordered in July and withdraw the strike order on condition that the roads seek no further reductions. It is said the heads of the brotherhoods fear that unless the railroads desist from seeking further reductions in wages and unless there is a considerable reduction in rates leading to the hope of lower cost of living, they will be confronted with a series of "wildcat" strikes. These would prove the undoing of any organization labor that there are possibilities of an adjustment along the following lines: The roads to cut rates in accordance with the rate reductions in July. The men to accept the 12 1/2 per cent cut ordered in July and withdraw the strike order on condition that the roads seek no further reductions. It is said the heads of the brotherhoods fear that unless the railroads desist from seeking further reductions in wages and unless there is a considerable reduction in rates leading to the hope of lower cost of living, they will be confronted with a series of "wildcat" strikes. These would prove the undoing of any organization labor that there are possibilities of an adjustment along the following lines: The roads to cut rates in accordance with the rate reductions in July. The men to accept the 12 1/2 per cent cut ordered in July and withdraw the strike order on condition that the roads seek no further reductions. It is said the heads of the brotherhoods fear that unless the railroads desist from seeking further reductions in wages and unless there is a considerable reduction in rates leading to the hope of lower cost of living, they will be confronted with a series of "wildcat" strikes. These would prove the undoing of any organization labor that there are possibilities of an adjustment along the following lines: The roads to cut rates in accordance with the rate reductions in July. The men to accept the 12 1/2 per cent cut ordered in July and withdraw the strike order on condition that the roads seek no further reductions. It is said the heads of the brotherhoods fear that unless the railroads desist from seeking further reductions in wages and unless there is a considerable reduction in rates leading to the hope of lower cost of living, they will be confronted with a series of "wildcat" strikes. These would prove the undoing of any organization labor that there are possibilities of an adjustment along the following lines: The roads to cut rates in accordance with the rate reductions in July. The men to accept the 12 1/2 per cent cut ordered in July and withdraw the strike order on condition that the roads seek no further reductions. It is said the heads of the brotherhoods fear that unless the railroads desist from seeking further reductions in wages and unless there is a considerable reduction in rates leading to the hope of lower cost of living, they will be confronted with a series of "wildcat" strikes. These would prove the undoing of any organization labor that there are possibilities of an adjustment along the following lines: The roads to cut rates in accordance with the rate reductions in July. The men to accept the 12 1/2 per cent cut ordered in July and withdraw the strike order on condition that the roads seek no further reductions. It is said the heads of the brotherhoods fear that unless the railroads desist from seeking further reductions in wages and unless there is a considerable reduction in rates leading to the hope of lower cost of living, they will be confronted with a series of "wildcat" strikes. These would prove the undoing of any organization labor that there are possibilities of an adjustment along the following lines: The roads to cut rates in accordance with the rate reductions in July. The men to accept the 12 1/2 per cent cut ordered in July and withdraw the strike order on condition that the roads seek no further reductions. It is said the heads of the brotherhoods fear that unless the railroads desist from seeking further reductions in wages and unless there is a considerable reduction in rates leading to the hope of lower cost of living, they will be confronted with a series of "wildcat" strikes. These would prove the undoing of any organization labor that there are possibilities of an adjustment along the following lines: The roads to cut rates in accordance with the rate reductions in July. The men to accept the 12 1/2 per cent cut ordered in July and withdraw the strike order on condition that the roads seek no further reductions. It is said the heads of the brotherhoods fear that unless the railroads desist from seeking further reductions in wages and unless there is a considerable reduction in rates leading to the hope of lower cost of living, they will be confronted with a series of "wildcat" strikes. These would prove the undoing of any organization labor that there are possibilities of an adjustment along the following lines: The roads to cut rates in accordance with the rate reductions in July. The men to accept the 12 1/2 per cent cut ordered in July and withdraw the strike order on condition that the roads seek no further reductions. It is said the heads of the brotherhoods fear that unless the railroads desist from seeking further reductions in wages and unless there is a considerable reduction in rates leading to the hope of lower cost of living, they will be confronted with a series of "wildcat" strikes. These would prove the undoing of any organization labor that there are possibilities of an adjustment along the following lines: The roads to cut rates in accordance with the rate reductions in July. The men to accept the 12