

### Zone Mediation Plan Accepted By Railroads

Hint Is Given That Wage Standard May Be Maintained if Concessions Are Made on the Rules

### Negotiations Wide Open

Differences To Be Referred to Labor Board Only in the Event of Failure

CHICAGO, Jan. 21.—Members of the Association of Railway Executives today accepted the proposal by the four brotherhoods of train service employees that their wages and working conditions be negotiated on a territorial basis.

Resolutions accepting the proposal favored the appointment of regional committees to meet with the four train and engine service brotherhoods in "a fair effort to compare and adjust all points now at issue, no restrictions to be imposed upon the consideration of any and all questions of wages and rules governing working conditions."

If a mutual understanding is not reached at regional conferences the matter is to be referred to the Railroad Labor Board, as has been done in the past.

The resolutions provided that territories in addition to the Eastern, southeastern and Western, may be established if roads in such territories so desire, or the railroads may deal directly with their employees.

### Program Not Abandoned

This action does not involve any abandonment by the railroads of their previously pledged policy of seeking a reduction in the labor cost of railway operation, the benefit of which is to be turned over to the public in reduced rates.

Thomas Lewis Cuyler, chairman of the association, said that the plan simply represents an attempt by direct negotiation and discussion with the leaders of these four organizations, to arrive at a fair and amicable settlement of the present questions affecting these employees.

A statement to the same effect was made by Robert S. Binkerd, assistant general manager of the railroads.

Regional negotiations do not alter the policy of the roads to seek further rate reductions. Mr. Binkerd said.

This is simply an attempt to arrive at the same point in a manner equitable to all concerned.

Regional negotiations will make it possible, Mr. Binkerd said, for the railroads to consider both wages and working rates at once when dealing with the train service men.

He said that if the employees agree to the abrogation of certain rules the railroads do not consider fair, the railroads return may agree to continue wages.

Chance to Keep Wages Up

This in effect reduces rules to consideration on a wage basis, he said, and stated that if the same savings to the railroads could be effected through changes in rules as through wage cuts the railroads would probably be satisfied.

Small railroads may not be able to take the same agreements as trunk lines, he said, and explained this was the reason railroads were given the right to deal individually with their employees.

The action was taken today to name the committees to deal with the brotherhoods, this matter being left in the hands of the various territorial organizations.

Some railroads already have placed petitions for reduced rates before the Railroad Labor Board, following failure to reach an agreement with their employees, and other roads are ready to submit petitions, railroad officials said today.

These petitions can be withdrawn. It was added, if regional conferences result satisfactorily or the railroads can proceed with their plans to reduce rates by submitting the question to employees so they will be in a position to carry their requests to the Labor Board in case the conferences are unsuccessful.

25 Per Cent of Men Involved

The four transportation brotherhoods involved are the Brotherhood of Locomotive Engineers, Brotherhood of Locomotive Firemen and Enginemen, Brotherhood of Railway Conductors and the Brotherhood of Railroad Trainmen, which constitute approximately one-fourth of the railway employees of the country.

WASHINGTON, Jan. 21.—William G. McAdoe, former Director General of Railroads, is to testify at the Senate railroad investigation, which will be resumed next Tuesday. It was said today at the office of Chairman Cummings of the Interstate Commerce Committee.

Mr. McAdoe would appear immediately after the examination of Walker E. Hines, who succeeded Mr. McAdoe as head of the Federal railroad administration.

Ossip Gabrilowitsch Pleases Huge Audience

Schumann and Chopin Program Given by Pianist; Viennese Barytone in Concert

A Schumann and Chopin program was played by Ossip Gabrilowitsch in his piano recital yesterday afternoon at Aeolian Hall, with the former's "Phantasie" Op. 17, and "Caravaggio," separated by Chopin's F major nocturne, B flat major nocturne, B minor mazurka and ballade in A flat major.

As usual, his playing was quiet and more carefully shaded in volume; his playing was smooth and flowing, yet with each clearly defined, while louder passages, as in the "Caravaggio," were crisp and clear. As before, there was an enthusiastic audience overflowing on the stage, and there were several encores.

### Defense Springs Coup In Loud Murder Case

Witnesses Testify They Saw Two Men Board Auto Where Body Was Found

CAMBRIDGE, Mass., Jan. 21.—The defense of Clarence W. Loud, on trial for the murder of Patrolman James A. Preston in Wakefield on the evening of April 9, 1921, was closed today before adjournment for the week end. Two witnesses were introduced by the state in rebuttal.

Testimony by Mr. and Mrs. Samuel K. Young, presented by the defense, that they saw two men jump from a moving automobile and climb on the running board of another car going in the opposite direction in Lowell Street the night of the murder, was the surprise. John P. Young, counsel for Loud, announced he learned of the incident only yesterday.

Young testified that he and his wife were riding on a motorcycle with side seat, and that they thought they were witnessing a hold-up and speeded past the two cars. Mrs. Young corroborated his testimony. Neither saw a body on the ground, they testified.

Rebuttal testimony is expected to be finished Monday, and the case may reach the jury late Tuesday or Wednesday after the closing arguments.

### Senate May Defer Arms Treaties to Special Session

Proposal to Clear Up All Other Business First Is Discussed by Leaders; Haste Held Unnecessary

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The proposition has been discussed among such leaders as Senators Lodge, Curtis, Watson and others. While there has been no decision, one of the foremost of the Republican chiefs said today this course was not expedient.

He said there was no especial hurry to consider the treaties, and, on the other hand, it was believed best to take up the tariff bill and pass it before the treaties were debated.

If this program is carried out, it is thought the regular session of Congress can be ended about the middle of summer. Senate leaders say the consideration of the treaties will require a long time, and to take them up ahead of the legislative program would cause delay.

Pending in the Senate is the Walsh resolution which calls on the President for information as to what is being done to carry out the declared policy of this government as to Chinese immigration and the open door. This resolution did not come up today. It is likely to come up Monday, but may be delayed until Senators Lodge and Underwood can be present. If an attempt is made to force its consideration when Senators Lodge and Underwood are absent it will be referred to the Foreign Relations Committee and side-tracked.

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It will be followed by the reclamation bill and minor measures, and then it is hoped, the soldier bonus bill can be taken up without much delay. More conferences will be held next week and will deal with bonus. Senate Republicans are waiting on a home conference on bonus early in the coming week before they confer again.

Progress in fixing rates in the tariff bill is being made by the Finance Committee. Republican leaders said they hoped to have the bill ready to report to the Senate in three or four weeks.

### Ship With Crew Of 50 Sinking In Midocean

Radio S O S Picked Up Here Says Lifeboats Are Gone and Freighter Mod Is Rapidly Going Down

Liner Rushing to Rescue

George Washington Expected to Reach Helpless Vessel First; Believed Hit by Gale

The Norwegian freighter Mod, which carries a crew of fifty men, reported by radio yesterday that she was rapidly sinking in mid-Atlantic and asked for immediate aid.

Apparently the S O S was feeble, for it was not picked up by any of the land stations, the first news of the vessel's plight being relayed here by the operator of the Centennial station of the United States Lines. The radio, which was addressed to the radio station at Bar Harbor, Me., was picked up at this point by the Naval Communication Service.

An alarming feature of the message was the mention that all the Mod's lifeboats were gone. It is believed here that she had encountered terrific weather, which battered her boats free of their davits and that if she sank before help arrived her crew will go down with her.

Soon after the call of the Mod was received here the Centennial station, which is believed to be several hundred miles away from the freighter, advised the land stations that the George Washington, eastbound to Bremen, was not far away and was rushing to the helpless vessel at top speed. Captain Cunningham, master of the Washington, said he expected to be close enough to the freighter to render aid about 8:30 p. m. Greenwich mean time. This would be about 3:30 p. m. New York time.

The Mod gave her position as latitude 46.15 north, longitude 41.10 west. This is approximately mid-Atlantic and near the eastbound transatlantic lane.

The Mod left New York with cargo for Antwerp January 13. The George Washington, which left New York January 17 with a large passenger complement, probably will take the Mod's crew to Bremen.

Opposition to further appropriations for the Shipping Board, with payment of similar sums to private owners for the development of shipping, is expressed by former Representative Jefferson M. Levy, of 38 Park Row, in a letter to Representative James W. Good, chairman of the House Committee on Appropriations.

Mr. Levy says that the records of the board show an operating loss of \$30,000,000 for the fiscal year. At least one-half of this amount should be given to private interests in the form of a subsidy after operations of the government fleet have been stopped completely, he declares.

"I also respectfully urge you to strike out the appropriation for the rehabilitation of the Leviathan, as the basis so far for rehabilitation of this steamship amount to about \$7,000,000, and from all reliable information that I can obtain from the shipping interests of this country it is impossible to make this ship pay any return," Mr. Levy writes.

"They also propose to expend \$500,000 for changing the fuel system from coal to oil. I would like to call your attention to the fact that the large steamship company of Norway, Wilhelm Wilhelmsen, is commencing to change from oil-burning ships back into coal. This arises from the fact that Welsh coal is now selling for about \$2 a ton.

This shipping interest is of vital importance to the prosperity of our country, and while the administration is trying to do its best to reduce expenses it is very unfair for the Treasury to be asked to the extent of \$30,000,000 a year to maintain a shipping marine which prevents the restoration of the marine interests of this country."

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### San Francisco Sues Here For Interest on Estate

New York Trustee Defendant in Action to Recover Money Under Sharp Will

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In her will Mrs. Sharp made provision for the erection of a memorial gate at the "Panhandle" entrance to Golden Gate Park, where, she said, she and her husband had enjoyed many happy hours. Fearful that her claims to share in her estate and prevent the money being used for the memorial, Mrs. Sharp bequeathed \$200,000 to Adolph B. Spreckles and R. H. Lloyd, Park Commissioners of San Francisco, as an absolute legacy. Subsequently it was found that this bequest amounted to only \$30,000 in cash and certain real estate.

The property was set aside for use as a fund for the memorial gate contemplated by Mrs. Sharp being found insufficient. It was planned to use the cash available for the improvement of the park. Mr. Lloyd died and the property was substituted as trustee. It is alleged in the suit against Mr. Murphey that he still withholds from the estate of Mrs. Sharp, upon which the City and County of San Francisco alleges it is entitled to interest.

Better protection for seamen abroad is the intention of a bill introduced by Representative Rogers, of Massachusetts, ranking Republican member of the Foreign Affairs Committee. One section of this measure would authorize the President at public expense to make proper awards to masters and crews of foreign vessels for rescuing American seamen or citizens from shipwrecks and grants an appropriation for this purpose. Another section would authorize the Secretary of State to make annual or periodical contributions toward the support of foreign hospital seamen's missions and other similar institutions, with an understanding that American seamen and other citizens of the United States shall be admitted to full privileges. A third section provides that the laws for the relief and protection of seamen on foreign vessels shall apply to seamen on vessels going to and from the United States and its dependencies or possessions.

The Senate has passed the bill authorizing the Shipping Board to acquire a site for a fuel and fuel oil station and fresh water reservoir on Hazzel Island, St. Georges, Virgin Islands, at a cost of not more than \$50,000.

The sub-committee of the Senate Committee on Commerce has held hearings on three bills affecting the pay of inspectors, one prescribing overtime rates to be paid by transportation lines for the inspection of arriving passengers and crews; another providing that overtime pay for custom inspectors shall not be made for vessels having a run of less than 200 miles, and the third exempting railroads from the payment of overtime to customs inspectors as specified under the act for the loading and unloading of vessels at night.

Witnesses before the committee testified that the steamship lines are not opposed to the enactment of these measures. Support was expressed for the proposed legislation to give overtime pay to immigration inspectors.

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Former Representative Says \$50,000,000 Annual Loss Should Be Given to Ship Owners for Private Lines

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### Congress Gets New Ship Bills To Aid Workers

Overtime Pay for Customs Inspectors Considered in Hearings; Railroad Officials Express Views

To Help Seamen Abroad

Measure Would Provide Attention for Stranded Men in Foreign Seaports

Attention of steamship men here has been directed to several bills affecting shipping, which have been introduced in Congress recently. These include one designed to provide assistance to American seamen stranded in foreign ports, and grants an appropriation for customs inspectors at American ports and on the border.

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Graveyard Gives Recital

The song recital given by Louis Graveure yesterday afternoon at Town Hall was largely attended. He gave an unbacked program on which many composers were represented, and which included songs in English, German and French. He is a cultivated singer, alive to the values of clear diction, lucid and interpretative variety. In spite of an impression of too carefully calculated effects, he contrived by the excellence of his equipment and intelligence in its use to maintain the interest of his hearers. He was in splendid form yesterday, his voice resonant and smoothly produced, and was generously applauded. Especially liked was his singing of Erich Wolf's "Trinkling Winter Storms," by Bryceson Trevelyan, "Summer Middy," by O. G. Sonneck, and "La chevaucée du Gid," by Saint-Saëns, and songs by Debussy, Schumann and Brahms. Edouard Gouzon played effective accompaniments.

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