

Rail Workers

Talk Strike to Fight Pay Cut

Action of \$48,000,000 Yearly Reduction Discussed All Day by Maintenance of Way Union's Officials

400,000 Men May Decide President Grable Predicts Final Word Will Be Left to Brotherhood Members

DETROIT, May 29.—Ranking under the \$48,000,000-a-year wage reduction voted by the Railroad Labor Board, officials representing 400,000 members of the United Brotherhood of Maintenance of Way Employees went into a secret session here to-day to plan a course of action.

E. F. Grable, grand president of the union, and B. M. Jewell, head of the Detroit department of the American Federation of Labor, termed the wage cut "unwarranted" and "indefensible."

Seventeen national officers of the union, headed by President Grable, conferred in an effort to determine whether the members of their organization shall strike.

The railroad board's decision, although affecting only the maintenance of way men, who are for the most part unskilled laborers, was believed to foreshadow wage reductions for practically every class of railway employee in future rulings.

There is absolutely no justification for a reduction of pay at this time, President Grable said. "The excuse is made that the cost of living has increased. It has, to a certain extent. But the necessities that the rank and file of our membership must have are not any more than in the past."

A strike would cripple transportation facilities of America, Mr. Grable said. "A complete shut down of freight and passenger traffic is a possibility if a strike is ordered."

The sentiment of the officers in general is that of the minority of the board. It is very likely that the conference will decide to put the question of striking up by the members.

"The decision whether to accept or reject the cut will be made at this session. If it is rejected and a strike is decided upon as the only alternative, the order of the strike will be set."

There can be no question that the executive council will order the strike vote. I was apprised of the action of the board at 2 o'clock Monday morning and it is on this notice, which came from a high official of the board, that we will have our action. Trackmen are now getting 40 cents an hour. The cut ordered by the board totals \$48,000,000 a year. It will mean that our men will be forced to work for less than it costs any one of them to live."

Sows Crop for Future, Says Doyle After Tour

Sir Arthur Convinced He Has Set Americans Thinking About Spiritualism

The strain of twenty-one lectures delivered since he landed in this country, two months ago, was visible about the bluff and hearty Sir Arthur Conan Doyle upon his return to New York yesterday.

Sir Arthur came back with warmth in his heart for the American people and a firm belief that he had set them thinking about spiritualism. He found them receptive and more open minded than in England, he said. Now he will try to get the public to allow him to go to Atlantic City for a few days before returning to England and so far as he is aware now, he will not speak in New York again.

He did not come to this country as a missionary of spiritualism, Sir Arthur said. He came rather as a prophet.

"Converts there have been, no doubt," he said. "However, I do not like to talk of spiritualism in any way. My American audiences have been very friendly, kind and sympathetic. They have listened to what I have had to say and have been interested. I have answered a number of letters. But there is no sudden change. People do not come to a lecture doubting and go away converted."

"I have endeavored to interest my audiences in this thing, to tell them what those of us who believe in it have found out by long years of experiment and research. Each person must spend years studying it; must squeeze the juice out of the mass of material laid before him and fit it to his religious belief as best he can. I have not been trying to make facile conversations. I have won a crop for the future."

Pinchot Campaign Cost \$93,562.14, He Reports

Mrs. Pinchot Also Contributed \$29,500 to Fund; Alter Expended \$1,131.80

PHILADELPHIA, May 29.—Gifford Pinchot, Republican nominee for Governor of Pennsylvania, to-day filed his expense account showing he had expended \$93,562.14, of which he contributed \$82,253.97 to the "Pinchot for Governor Campaign Committee." The committee certified to spending \$117,030.08, with unpaid bills of \$4,692.43. There is no legal limit on campaign expenditures in Pennsylvania.

Aside from the more than \$82,000 contributed to the campaign committee, Mr. Pinchot spent \$11,163.02 for copies of letters and \$1,131.80 for traveling expenses. The campaign committee received \$29,500 from Mrs. Gifford Pinchot.

Police Club Idle Paraders Councilman Among Leaders Arrested in London Disorder

British M. P. Convicted of Larceny



Horatio Bottomley, publisher of "John Bull," who has been sentenced to seven years in prison for misuse of funds collected for war bonds.

Bottomley Held Guilty; 7-Year Term Imposed

Continued from page one

months. The crime was aggravated by the defendant's high position and the number and quality of his victims. It was also aggravated by the callous effrontery with which it was committed.

A remarkable scene occurred outside the court after sentence had been pronounced. The immense crowd surrounding the Old Bailey surged after the van which was conveying Bottomley to prison, and strong police measures were required to quell the demonstration, which curiously had no vocal expression.

Bottomley's conviction was immediately made known in a message by the judge to the Speaker of the House of Commons, who formally announced it in the House.

Whether Mr. Bottomley's seat for South Hackney will be vacated in consequence of his conviction depends on the decision of the house. Before a seat is vacated an offender must be expelled by the house. The procedure usually followed is to summon the convicted person to attend a session and make a motion for his expulsion. He can, if he wishes, speak in his own defense. The motion, which according to custom is put by the leader of the house, is voted upon and, if passed, the convicted member is formally expelled.

If Mr. Bottomley appeals it may be a month before the appeal is heard, and the house is not likely to take action previous to this. The last occasion of the expulsion of a convicted member was in 1892, when his expulsion took place ten days after his conviction.

He's Still \$999,950 In, If Stranger Was Right

Meantime Smith's New Friend, With Word of Inheritance, Is Missing—Also \$50

A well-dressed stranger walked into the office of Morris Smith, a tinsmith at 130 York Street, Jersey City, yesterday.

"I just got in from Chicago," began the visitor. "Your wife's sister sent me here to ask you if you would be a witness to her will. She has become very wealthy; worth almost a million, and I guess she's going to leave everything to you and your wife."

Smith smiled. He invited the stranger to have dinner, and asked if there was anything special he would like.

"Creamed potatoes," suggested the well-dressed man. "I love them." Smith sought the telephone. He instructed Mrs. Smith to prepare a creamed potato. Then he turned to his guest.

"Have a cigar," said Smith, and offered a good smoke. Then the caller announced that he would have to make a telephone call, but had only big bills, the smallest a \$100 note.

Smith wanted to make his new-found friend believe he was not a bad off himself, and produced a \$50 note.

"Take this," he said. "It will be easier to break." The stranger went to a drug store to telephone.

Smith is still waiting for him to return.

Rail Wage Cut Eastern Roads

'Most Unjust,' Says Gompers

Intimates Carriers Knew Reduction Was Coming When They Accepted the Slash in Freight Rates

Sees Investors' Victory Declares Drop in Pay Just Equals That on Roads' Reasonable Returns

WASHINGTON, May 29.—Calling the reduction of the wages of the maintenance of way employees of the railroads most unjust, President Samuel Gompers of the American Federation of Labor, in a statement issued to-day, intimates the roads accepted the recent freight rate reductions cheerfully because they knew heavy wage reductions were coming.

"Isn't it possible," said Mr. Gompers, "that a curious public may be inclined to question whether there is not some connection between the grace and good nature with which the railroads accepted the recent order for a freight reduction and the present order for this additional reduction in the wages of a large group of railroad workers?"

"Railroads are not noted for easy acceptance of reductions in their income. When the Interstate Commerce Commission last week ordered the reduction of freight rates the railroads were almost cheerful about the matter. Last Thursday they called at the White House and remarked upon leaving that they had had a pleasant time. Now comes the wage reduction, with the indication of more wage reductions to follow."

Says Stockholders Win

"Perhaps the public may remember that, in its recent freight rate reduction decision, the Interstate Commerce Commission cut the rate of reasonable returns from 6 per cent to 5 1/2 per cent. The wage reduction now ordered just about equals the missing quarter of 1 per cent allowed in return on railroad investments. The stockholders and the workers have been weighed in the balance and the stockholders win."

"Americans are such a patient and amiable people that it makes us ask whether we might not amend Lincoln's phrase to read, 'You can fool all of the people all of the time.'"

"The decision of the Railroad Labor Board in the case of the maintenance of way employees is a most unjust and inequitable proceeding."

The decision penalizes the workers and helps the railroad. It is another illustration of the unfairness of the Railroad Labor Board.

Whatever pretense of fairness the majority may seek to throw around its decision will be of no value to those who are to suffer the reduction in wages, nor will it convince workers anywhere of the desirability of such strikes.

Preacher to Be Tried Next in Miners' Cases

Rev. J. E. Wilburn, Accused of Murder of Deputy Sheriff Gore, Cited for June 12

CHARLESTOWN, W. Va., May 29 (By The Associated Press).—Circuit Court adjourned to-day with the understanding that the Rev. J. E. Wilburn, of Jeffery, would be tried on June 12 on a charge of murdering Deputy Sheriff John Gore. Wilburn is accused of leading a party of miners and others on August 31 during the fighting that terminated the armed march against Logan.

An application for bail for Wilburn and seven others, who are the only men still in jail of the several hundred defendants in the armed march cases, was returned by the north shore and went to the Richmond County Courthouse for dinner, after which they motored to Port Richmond.

Fugitive Employee Tried To Stab Him, Says Farmer

Also Alleges Attempt to Poison Family, and Town Police Are Searching Woods

TEMPLETON, Mass., May 29.—Police of this town for forty-eight hours have been beating the woods about Brooks village, in the western part of Templeton, in search of Edward Savage, a laborer, who they charge attacked his employer, John Merkell, a farmer, with a dirk, escaped to the woods and has since attempted to poison Merkell's family, livestock and chickens.

Savage came here three months ago from Vermont and obtained employment at Merkell's farm. A dispute arose over money due him, and Savage, Merkell says, drew a dirk, and attacked him. The farmer seized a wagon stake and chased Savage down the road.

Saturday night a shed on the farm was broken into and several sticks of dynamite stolen. Yesterday an attempt was made to poison the Merkell family by putting a mixture used for spraying plants in the milk pails, cans and pans.

Hamilton Holt No Longer On 'Independent' Staff

"The Independent" and "The Weekly Review" issued an announcement yesterday that Hamilton Holt, who has been consulting editor of "The Independent" since that publication was absorbed by "The Weekly Review" in October, 1921, has now retired from the staff. Mr. Holt's connection has been completely severed, the statement said.

Canada Refuses To Negotiate Canal Treaty

Prime Minister King Tells Washington Time Is Not Opportune to Discuss It; Politics Stands in His Way

Not a Flat Rejection Scheme To Be Pressed Later, but Action During Present Congress Is Not Likely

OTTAWA, May 29.—Prime Minister King announced to-day in the House of Commons that the Dominion government did not consider the present an opportune time for negotiation of a treaty with the United States on the St. Lawrence waterway plan.

Mr. King said that the United States government had been so informed upon receipt of a communication from Washington suggesting negotiation of a treaty as a basis for the construction of the waterway and stating that the United States government was prepared to consider entering into such a treaty.

Mr. King assured Sir Henry Drayton, former Minister of Finance, who brought up the question, that the correspondence would be brought down in the House.

Refusal Not Unexpected

WASHINGTON, May 29.—Announcement by Prime Minister King that the Dominion government does not consider this an opportune time to negotiate a treaty on the St. Lawrence waterway has not come as an entire surprise here. When the fact first became known that this government had signified to the Dominion government that it was ready to negotiate a treaty, it also became known that Prime Minister King might find the proposal embarrassing, as he needs the support of the Quebec contingent in Parliament to carry out his program and Quebec does not look with favor on the waterway proposition.

But while not entirely unlooked for, the announcement at Ottawa is a disappointment to the advocates of the waterway. It is also pleasing to its opponents. Under any circumstances it means a more or less indefinite postponement of a decision on the matter, and it is entirely probable that nothing can be done to initiate the waterway in the life of the present Congress.

Not a Flat Rejection

As viewed by the advocates of the St. Lawrence project, the statement attributed to Prime Minister King does not mean that the Canadian government flatly rejects the idea of a treaty. Rather it is looked on as indicating that the Canadian Premier wants the negotiating of the proposed treaty held off for a while until the situation is more opportune from the Canadian political standpoint. Advocates of the waterway take the view that later on further efforts will be made to get Canada to negotiate.

Representative Chalmers, of the Toledo, Ohio, district, who has been highly active in the movement to bring about the improvement of the St. Lawrence, expressed the belief that the decision of the Canadian government was not final, and that the Canadian government in giving further consideration to the matter would enter into negotiations for a treaty. He said the

skilled railway employees are not overpaid, and that many of them are receiving less than the clerks in a dry goods store.

"Finally, the railroads themselves would profit if they would devote less effort to beating down wages to the lowest possible level and a little more effort to cultivating the good will of their employees."

What is termed "railroad readjustment" at the hands of the two Federal bodies "will generally stimulate business" and will not noticeably affect retail prices," according to the weekly radio review of industrial conditions, issued yesterday by the National Industrial Conference Board.

Guided by the slogan of "trim bills of lading and then trim pay rolls," the Eastern presidents' conference, representing the fifty-five railroads north of the Ohio and east of the Mississippi rivers, met in executive session yesterday at the Metropolitan Club and voted to abide by the 10 per cent reduction in freight rates ordered by the Interstate Commerce Commission last week. The new rates will be put into effect as soon as the receipt of a formal order.

Although the \$50,000,000 reduction in the wages of railroad maintenance of way employees ordered by the Interstate Commerce Commission last week was due in large part to its incidental, together with the prospect that the board is to issue other orders cutting \$100,000,000 more from the pay of various classes of railroad workers, it was intimated that the readjustment with which the Eastern railroad presidents gave acquiescence to the order of the Interstate Commerce Commission was made in a formal statement issued after the meeting by Mr. Loree, which follows:

"Prior to the beginning of the meeting E. W. Leamy, assistant to L. P. Loree, chairman of the conference, characterized the wage cut as an 'offset.'"

"It will be taken into consideration," he said.

"No mention of the wage cut was made in a formal statement issued after the meeting by Mr. Loree, which follows:

"Since the Interstate Commerce Commission finds that rates in excess of those determined by it shall be unreasonable after July 1, 1922, it was felt that the roads had no alternative except to put the rates in effect without a protest."

"While desiring to do this, the roads also determined to enter of record a formal protest of the finding of the commission that on and after March 1, 1922, the fair return, as contemplated by the transportation act, will be 5 1/2 per cent, believing that this return is lower than is required by law and will not enable the railroads to finance themselves to the extent that they should be able to do to render adequate service to the public."

"It is of prime importance to meet the transportation requirements of this country, if it is to be prosperous, that the railroads as a whole shall be in a sufficiently strong position to furnish service as it is required, and this cannot be done unless they have such income and funds as will enable them to obtain funds sufficient to provide equipment and facilities."

"If the future demonstrates the need for additional revenues, the railroads feel confident that the commission will take steps to grant relief."

It has been estimated that placing into effect of the commission's order will reduce the income of the country's railroads \$400,000,000.

While important railroad officials in New York declined to comment for publication as to the wage cut order, labor leaders were more communicative. They pointed out that the railroad brotherhood chiefly hit by the \$50,000,000 reduction order, the Brotherhood of Maintenance of Way Employees and Railroad Shop Laborers, are one of those that took a leading part in the alliance formed in Chicago between the brotherhoods and the United Mine Workers of America, whose members are now on strike, and that "it is not likely the brotherhood will accept the order lying down."

Statement by Brotherhood

On the subject of "Should Railway Wages be Cut?" the Brotherhood of Locomotive Engineers sent the following to The Tribune yesterday:

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