

STRIKE OF ALL HARBOR CRAFT ON TO-MORROW

Government Vessels and Ferries Included in General Walkout Ordered.

16,000 ARE AFFECTED

Union Leaders Assert They Have Been "Double Crossed" by Federal Officers.

To-morrow New York will be in the grip of a port strike of wider scope than ever before. Because they believe the United States Government has "double crossed" them, the marine workers last night voted to call a general walkout on Thursday morning at 6 o'clock. This strike will involve 16,000 boatmen and may as a result lay off 40,000 longshoremen in New York harbor.

Not only will tugs, lighters and craft of all description owned by the United States Government be tied to their docks, but ferries from Manhattan to Brooklyn, New Jersey and the islands of the harbor, including the municipal ferries. In order to bring Uncle Sam to his knees, Capt. William A. Maher, manager of the Eastern, Mates and Pilots Association, declared the Charities and Correction boats running to Blackwell's, Randall's and Hart's islands would also be stopped. The last time the boatmen went on strike, which was three months ago, the labor leaders demanded that the boats be because of the great danger it would cause the people housed in the institutions on the islands. In case of fire they would be helpless.

Ask Pilots to Join.

In order that no boats may enter New York harbor, the Marine Workers Affiliation will try to get the Sandy Hook Pilots Association to join the strike. Thomas L. Delahanty, president of the Marine Workers Affiliation, last night requested John H. Pruett, president of the Mates, Mates and Pilots Association of America, and William Brown of Buffalo, president of Marine Engineers' National Association to call out men employed in any other than a marine-owned New York harbor other than those owned here. The army transport service boats also included. Two Standard Oil boats were towed by army tugs, and this violated the understanding of the boatmen that no boats of private owners were to be towed by Government craft.

The strike was put off until Thursday in order that consumers, business and the public generally would have ample time to prepare for it. In the minds of the boatowners, the Railroad Administration and the workers themselves, it is nothing but a matter of time, except a complete submission by the Government to the wishes of the Marine Workers Affiliation on the question of what boats the railroad administration should tow and what boats they must not tow.

Director Explains Situation.

Mr. Smith's statement on the conference follows: "The meeting held at 11 A. M. to-day, between Messrs. Delahanty, Maher and other labor representatives and the Regional Director A. H. Smith of the Railroad Administration yesterday morning on Saturday, April 12, was attended by the railroad administration for refusing to tow certain boats.

The decision to strike followed a futile conference between the Mates, Mates and other labor representatives with Regional Director A. H. Smith of the Railroad Administration yesterday morning on Saturday, April 12, was attended by the railroad administration for refusing to tow certain boats.

Director Explains Situation.

Mr. Smith's statement on the conference follows: "The meeting held at 11 A. M. to-day, between Messrs. Delahanty, Maher and other labor representatives and the Regional Director A. H. Smith of the Railroad Administration yesterday morning on Saturday, April 12, was attended by the railroad administration for refusing to tow certain boats.

Director Explains Situation.

Mr. Smith's statement on the conference follows: "The meeting held at 11 A. M. to-day, between Messrs. Delahanty, Maher and other labor representatives and the Regional Director A. H. Smith of the Railroad Administration yesterday morning on Saturday, April 12, was attended by the railroad administration for refusing to tow certain boats.

Director Explains Situation.

Mr. Smith's statement on the conference follows: "The meeting held at 11 A. M. to-day, between Messrs. Delahanty, Maher and other labor representatives and the Regional Director A. H. Smith of the Railroad Administration yesterday morning on Saturday, April 12, was attended by the railroad administration for refusing to tow certain boats.

10TH ANNIVERSARY OF HOYT'S OBSERVED

Sixty Members of Agency Dine and Dance.

In response to an invitation extended by the board of directors of Hoyt's Service, Inc., an advertising agency, with headquarters in New York city and branch offices in Boston, Mass., and Cleveland, Ohio, some sixty members of the organization celebrated the tenth anniversary of the founding of the business at a dinner in the Advertising Club last night.

Charles W. Hoyt, president, made the principal address, announcing that during the past year, despite the problems caused by the great war, the agency has more than doubled its volume of business. Other speakers were Ralph Taylor, vice-president; Chester J. Pike, manager of the Boston office, and Gail Murphy, manager of the Cleveland office.

NEW CODE OFFERED TO SETTLE INDUSTRY

Chambers of Commerce Will Vote on Statement of Principles.

WASHINGTON, April 15.—A statement of principles of industrial relations, prepared with a view to furnishing a basis on which American industry can build a national labor programme, was submitted to-day to a referendum vote of the membership of the Chamber of Commerce of the United States. The principles, numbering thirteen, were prepared by a committee of the chamber which has been investigating industrial relations.

The principles which will be voted on separately were announced as follows: "Industrial enterprise, as a source of livelihood for the community, and employment should be conducted that due consideration is given to the situation of all persons dependent upon it. "The public interest requires adjustment of industrial relations by peaceful methods.

"Regularly and continuity of employment should be sought to the fullest extent possible and constitute a responsibility resting alike upon employers, workmen, and the public. "The right of workers to organize is clearly recognized as that of any other element of the community. "Industrial harmony and prosperity will be most effectually promoted by adequate representation of the parties interested.

"Whenever agreements are made with respect to industrial relations they should be faithfully observed. "Such agreements should contain provision for prompt and final interpretation of the meaning of any controversy regarding meaning or application. "Wages should be adjusted with the due regard to the purchasing power of the money and to the right of every man to an opportunity to earn a living at fair wages, to reasonable hours of work and working conditions, to a decent home, and to the enjoyment of proper social conditions.

"Fixing of a basic day as a device for increasing compensation is a subterfuge to avoid the consideration of 'Efficient production in conjunction with adequate wages is essential to successful industry. "Consideration of reduction in wages should be undertaken only in the event of reduction of costs in all other directions has been exhausted. "Administration of employment and labor should be conducted by a distinct and important function of management and accorded its proper responsibility in administrative organization. "A system of national employment offices, with due provision for cooperation with existing State and municipal systems, can be made, under efficient management and if conducted with regard to the equal interests of employer and employees in its proper administration, a most helpful agency, but only if its appointments are made strictly subject to the civil service law and rules."

Members of the committee preparing the statement are: Harry P. Keenan, Boston; Henry Bruere, New York; Joseph H. Deffres, Chicago; William Butterworth, Moline, Ill.; John W. O'Leary, Chicago, and Harry A. Wheeler, Chicago.

TRAINMEN CAUSED WRECK.

I. C. C. Finds Engineer and Flagman to Blame.

WASHINGTON, April 15.—A rear-end collision between two New York Central passenger trains near South Byron, N. Y., last January, in which twenty-one persons were killed and seventy-one injured, was due solely to trainmen's errors, according to a report to-day by the bureau of safety of the Interstate Commerce Commission. "The accident was caused by the failure of Engineer Friedman of train 11 to stop the train before the signal, which by automatic block signal indications, the report said. "A contributing cause was the failure of Flagman Groves to go back to the train with the flag to protect his train and to display lighted fuses as required by rule. "Engineer Friedman was dismissed in January, 1918, for using the main track without flag protection. He was reinstated in November of the same year.

WHEN THE BOYS COME HOME

Remember to buy for their feet. The Government supplied the troops with 500,000 pairs of shoes. The shoes were made of canvas and were not comfortable. They had some Allen's Foot-King in each shoe. The shoes were made of canvas and were not comfortable. They had some Allen's Foot-King in each shoe. The shoes were made of canvas and were not comfortable. They had some Allen's Foot-King in each shoe.

BROOKLYN ADVERTISEMENTS.

OFFICE FURNITURE

MEDIUM AND HIGHEST QUALITY

CARPETS, RUGS, LINOLEUMS

Largest Handlers in City.

SAVING PRICES

10 Minutes from Wall St. or City Hall

59-63 Myrtle Ave., Brooklyn.

Phone Main 4828.

Representative will call on request.

B. R. T. STRIKE IS POSTPONED AGAIN

Continued from First Page.

considered unsafe owing to the inexperience of the rest of the crew which might be made up of strike breakers or new men.

The subway lines will probably be little affected as almost all of the crews on these lines are women. It is admitted that the women are not well organized, few belonging to the Amalgamated, and if there is no trouble on the lines it seems probable that most of them would continue in jobs that they find more lucrative and pleasant than work in offices and factories. "You see," said one girl last night, "we save a lot of money on clothes in this job. If we were working in an office we would have to buy new waists and skirts all the time. Here a good uniform does a long time provided it is clean and neatly brushed."

The attitude of the signal men and tower operators in distinguishing their own case clearly from that of the Amalgamated employees, with whom they first called on Mr. Garrison yesterday morning, is also in conformity with the policy of the motormen. The signal and tower men belong to the signal brotherhood, originally a steam road organization, and all of the 116 employees of this class, with the exception of two, belong to this union.

Hence it was that they were not definitely turned down by Mr. Garrison. They had already entered negotiations with officials of the road as a committee of employees, even though they do belong to the union. Members of their committee said after their call on Mr. Royce, that all they wanted was the same kind of an agreement which now exists between the B. R. T. and its rapid transit motormen of the Brotherhood of Locomotive Engineers. This agreement does not refer to the brotherhood, except to say that there will be no discrimination on the part of the company against a man for joining the brotherhood.

Powerhouse Employees. Ticket sellers and choppers, mostly women, will also remain at work for the most part. So far as work could be learned from company sources last night the power house employees have not joined the strike movement at all. Union officials have announced their intention of affecting these men, but so far as could be learned from the Amalgamated, no progress has been made in this direction had been made and the company is counting on an adequate supply of electric current.

As most of the guards on the elevated line are men and many of them have joined the Amalgamated, it is believed that the elevated will be more seriously affected than the subway. Even guards who have joined the union are expected to quit work on the more exposed jobs.

Company officials admitted that the morning train will present the most serious problem. There are more than a hundred veteran motormen and conductors on these lines who have indicated that they will stick to their posts, but it is from among the young men of the surface lines, at both ends of the cars, and from the shopmen that the largest attendance came for the meeting last night and the night before. Notwithstanding this the impression was conveyed at the company's headquarters that all the service possible would be rendered on the surface lines. Members of the committee of the signalmen refused to assent to the declaration made last night by P. J. O'Brien, vice-president of the Amalgamated, that the two groups of employees will make common cause in the event of a strike.

"He is entitled to make any statement he sees fit," said one of the committee. "but, as a matter of fact, the signalmen have not yet completed the secret mail ballot which would give the committee power to call them out on strike."

Differences between the signalmen, whom Mr. Garrison has not refused to see, and the once more rebuffed officials of the Amalgamated was plain as soon as the men came from the offices of the Amalgamated yesterday afternoon. James Sheridan, chairman of the Amalgamated's Executive Committee, walked from the room side by side with members of the signalmen's committee. The latter immediately separated from him, however, held a hurried conference among themselves, and after the Amalgamated men had left, returned to the office of the company and conferred with Mr. Royce, chief assistant to Mr. Garrison.

Mr. Royce told them in writing to Mr. Garrison of the difference between their case and that of the general committee, and promised that it would have the receiver's early attention. This the signalmen immediately proceeded to do and are awaiting a definite answer from Mr. Garrison before even reporting back to their union. Mr. Garrison differentiated sharply between the Amalgamated and the signalmen in the letters he sent to them yesterday, though yesterday refused to see them together as representing the union employees and not the employees in general.

The signalmen announced that they represented 100 per cent. of the men in their department; the towermen represented all but two of their men, and the locomotive engineers in their request for an interview with Mr. Garrison could only lay claim to 85 per cent. of the employees in his categories.

Mr. Garrison wrote to James Sheridan and to the Amalgamated's Executive Committee ignoring his union status but addressing him at the Hotel Continental, care of P. J. O'Brien, who is the chief representative of the Amalgamated, as follows: "My Dear Sir: I received your request that I deal with a committee of five employees of your organization. I am informed that such committee is a committee of the Amalgamated Association of Electric and Street Railway Employees of America, so that in meeting and dealing with such association, I will not do. I so stated when similar committees previously applied to me and so I am not prepared to meet any other committee of the Amalgamated Association applied to him.

"My position in this matter has been so clearly stated that it does not seem possible it could be misunderstood and prevent any possibility of any misunderstanding I repeat it. "I am in favor of collective dealing between a company and its employees. "I am in favor of the union as a representative of the employees who represent outside organizations and not the body of employees. "If an employee in any branch of work in respect of matters particularly affecting such branch of work desire to take up such matters with me, or if the whole body of employees with respect to matters affecting them all desire to take up such matters with me, I shall be very glad to deal with them. All they have to do is to select a representative or representatives in any manner which gives opportunity to all concerned to participate freely and fairly in the choice of their representatives.

"The very essence of collective dealing and of the democratic principles which distinguish Americanism. The contrary principle is that which is insisted upon by your organization, which seeks to force me to recognize representatives chosen by the free and fair participation of the employees concerned, but with committees selected only by members of your organization. This is the opposite of collective dealing and is autocratic and not democratic. I cannot assent to it.

"In concluding I desire to say to you, and through you to those in control of the Amalgamated Association, that by resorting to a strike in the attempt to force me to recognize that association, those who are doing so are assuming a very great responsibility. To the extent that you succeed temporarily in crippling the service to the city, you are imposing thousands of the traveling public and causing them great loss of time and money. To the extent that you induce your members to leave the employment of the company, you are causing them to lose their positions and their means of livelihood. To the extent that you unfavorably affect the great majority of the employees who are not involved in this issue, you do them and their families an incalculable injury. To attempt to force me to recognize that association with this outside organization is the sole motive of the threatened strike, and if you resort to it your position will be clearly understood by the public and I am confident that your action will not receive the support of the public.

"Sincerely yours,

"LINDSEY M. GARRISON, Receiver."

Text of Another Letter.

To Messrs. Olsen, Cullen and Smith, representing the signal men, and to Messrs. Steininger, Jensen and Lopez of the Amalgamated. The signalmen sent the following identical letter: "GENTLEMEN—I received your request that I meet and deal with yourselves as a committee to discuss certain demands of the workers in the signal department. "I am informed that your committee was constituted by the Brotherhood of Railroad Signalmen, Mr. E. M. Fox and J. W. Anderson, and I have received some time ago at the hands of your committee a contract which you desired me to enter into with such brotherhood. "As you are aware I will not enter into a contract with any outside organization. "If it is your desire to have me see

case and that of the general committee, and promised that it would have the receiver's early attention. This the signalmen immediately proceeded to do and are awaiting a definite answer from Mr. Garrison before even reporting back to their union. Mr. Garrison differentiated sharply between the Amalgamated and the signalmen in the letters he sent to them yesterday, though yesterday refused to see them together as representing the union employees and not the employees in general.

The signalmen announced that they represented 100 per cent. of the men in their department; the towermen represented all but two of their men, and the locomotive engineers in their request for an interview with Mr. Garrison could only lay claim to 85 per cent. of the employees in his categories.

Mr. Garrison wrote to James Sheridan and to the Amalgamated's Executive Committee ignoring his union status but addressing him at the Hotel Continental, care of P. J. O'Brien, who is the chief representative of the Amalgamated, as follows: "My Dear Sir: I received your request that I deal with a committee of five employees of your organization. I am informed that such committee is a committee of the Amalgamated Association of Electric and Street Railway Employees of America, so that in meeting and dealing with such association, I will not do. I so stated when similar committees previously applied to me and so I am not prepared to meet any other committee of the Amalgamated Association applied to him.

"My position in this matter has been so clearly stated that it does not seem possible it could be misunderstood and prevent any possibility of any misunderstanding I repeat it. "I am in favor of collective dealing between a company and its employees. "I am in favor of the union as a representative of the employees who represent outside organizations and not the body of employees. "If an employee in any branch of work in respect of matters particularly affecting such branch of work desire to take up such matters with me, or if the whole body of employees with respect to matters affecting them all desire to take up such matters with me, I shall be very glad to deal with them. All they have to do is to select a representative or representatives in any manner which gives opportunity to all concerned to participate freely and fairly in the choice of their representatives.

"The very essence of collective dealing and of the democratic principles which distinguish Americanism. The contrary principle is that which is insisted upon by your organization, which seeks to force me to recognize representatives chosen by the free and fair participation of the employees concerned, but with committees selected only by members of your organization. This is the opposite of collective dealing and is autocratic and not democratic. I cannot assent to it.

"In concluding I desire to say to you, and through you to those in control of the Amalgamated Association, that by resorting to a strike in the attempt to force me to recognize that association, those who are doing so are assuming a very great responsibility. To the extent that you succeed temporarily in crippling the service to the city, you are imposing thousands of the traveling public and causing them great loss of time and money. To the extent that you induce your members to leave the employment of the company, you are causing them to lose their positions and their means of livelihood. To the extent that you unfavorably affect the great majority of the employees who are not involved in this issue, you do them and their families an incalculable injury. To attempt to force me to recognize that association with this outside organization is the sole motive of the threatened strike, and if you resort to it your position will be clearly understood by the public and I am confident that your action will not receive the support of the public.

"Sincerely yours,

"LINDSEY M. GARRISON, Receiver."

Text of Another Letter.

To Messrs. Olsen, Cullen and Smith, representing the signal men, and to Messrs. Steininger, Jensen and Lopez of the Amalgamated. The signalmen sent the following identical letter: "GENTLEMEN—I received your request that I meet and deal with yourselves as a committee to discuss certain demands of the workers in the signal department. "I am informed that your committee was constituted by the Brotherhood of Railroad Signalmen, Mr. E. M. Fox and J. W. Anderson, and I have received some time ago at the hands of your committee a contract which you desired me to enter into with such brotherhood. "As you are aware I will not enter into a contract with any outside organization. "If it is your desire to have me see

case and that of the general committee, and promised that it would have the receiver's early attention. This the signalmen immediately proceeded to do and are awaiting a definite answer from Mr. Garrison before even reporting back to their union. Mr. Garrison differentiated sharply between the Amalgamated and the signalmen in the letters he sent to them yesterday, though yesterday refused to see them together as representing the union employees and not the employees in general.

The signalmen announced that they represented 100 per cent. of the men in their department; the towermen represented all but two of their men, and the locomotive engineers in their request for an interview with Mr. Garrison could only lay claim to 85 per cent. of the employees in his categories.

Mr. Garrison wrote to James Sheridan and to the Amalgamated's Executive Committee ignoring his union status but addressing him at the Hotel Continental, care of P. J. O'Brien, who is the chief representative of the Amalgamated, as follows: "My Dear Sir: I received your request that I deal with a committee of five employees of your organization. I am informed that such committee is a committee of the Amalgamated Association of Electric and Street Railway Employees of America, so that in meeting and dealing with such association, I will not do. I so stated when similar committees previously applied to me and so I am not prepared to meet any other committee of the Amalgamated Association applied to him.

"My position in this matter has been so clearly stated that it does not seem possible it could be misunderstood and prevent any possibility of any misunderstanding I repeat it. "I am in favor of collective dealing between a company and its employees. "I am in favor of the union as a representative of the employees who represent outside organizations and not the body of employees. "If an employee in any branch of work in respect of matters particularly affecting such branch of work desire to take up such matters with me, or if the whole body of employees with respect to matters affecting them all desire to take up such matters with me, I shall be very glad to deal with them. All they have to do is to select a representative or representatives in any manner which gives opportunity to all concerned to participate freely and fairly in the choice of their representatives.

"The very essence of collective dealing and of the democratic principles which distinguish Americanism. The contrary principle is that which is insisted upon by your organization, which seeks to force me to recognize representatives chosen by the free and fair participation of the employees concerned, but with committees selected only by members of your organization. This is the opposite of collective dealing and is autocratic and not democratic. I cannot assent to it.

"In concluding I desire to say to you, and through you to those in control of the Amalgamated Association, that by resorting to a strike in the attempt to force me to recognize that association, those who are doing so are assuming a very great responsibility. To the extent that you succeed temporarily in crippling the service to the city, you are imposing thousands of the traveling public and causing them great loss of time and money. To the extent that you induce your members to leave the employment of the company, you are causing them to lose their positions and their means of livelihood. To the extent that you unfavorably affect the great majority of the employees who are not involved in this issue, you do them and their families an incalculable injury. To attempt to force me to recognize that association with this outside organization is the sole motive of the threatened strike, and if you resort to it your position will be clearly understood by the public and I am confident that your action will not receive the support of the public.

"Sincerely yours,

"LINDSEY M. GARRISON, Receiver."

Text of Another Letter.

To Messrs. Olsen, Cullen and Smith, representing the signal men, and to Messrs. Steininger, Jensen and Lopez of the Amalgamated. The signalmen sent the following identical letter: "GENTLEMEN—I received your request that I meet and deal with yourselves as a committee to discuss certain demands of the workers in the signal department. "I am informed that your committee was constituted by the Brotherhood of Railroad Signalmen, Mr. E. M. Fox and J. W. Anderson, and I have received some time ago at the hands of your committee a contract which you desired me to enter into with such brotherhood. "As you are aware I will not enter into a contract with any outside organization. "If it is your desire to have me see

case and that of the general committee, and promised that it would have the receiver's early attention. This the signalmen immediately proceeded to do and are awaiting a definite answer from Mr. Garrison before even reporting back to their union. Mr. Garrison differentiated sharply between the Amalgamated and the signalmen in the letters he sent to them yesterday, though yesterday refused to see them together as representing the union employees and not the employees in general.

The signalmen announced that they represented 100 per cent. of the men in their department; the towermen represented all but two of their men, and the locomotive engineers in their request for an interview with Mr. Garrison could only lay claim to 85 per cent. of the employees in his categories.

Mr. Garrison wrote to James Sheridan and to the Amalgamated's Executive Committee ignoring his union status but addressing him at the Hotel Continental, care of P. J. O'Brien, who is the chief representative of the Amalgamated, as follows: "My Dear Sir: I received your request that I deal with a committee of five employees of your organization. I am informed that such committee is a committee of the Amalgamated Association of Electric and Street Railway Employees of America, so that in meeting and dealing with such association, I will not do. I so stated when similar committees previously applied to me and so I am not prepared to meet any other committee of the Amalgamated Association applied to him.

case and that of the general committee, and promised that it would have the receiver's early attention. This the signalmen immediately proceeded to do and are awaiting a definite answer from Mr. Garrison before even reporting back to their union. Mr. Garrison differentiated sharply between the Amalgamated and the signalmen in the letters he sent to them yesterday, though yesterday refused to see them together as representing the union employees and not the employees in general.

The signalmen announced that they represented 100 per cent. of the men in their department; the towermen represented all but two of their men, and the locomotive engineers in their request for an interview with Mr. Garrison could only lay claim to 85 per cent. of the employees in his categories.

Mr. Garrison wrote to James Sheridan and to the Amalgamated's Executive Committee ignoring his union status but addressing him at the Hotel Continental, care of P. J. O'Brien, who is the chief representative of the Amalgamated, as follows: "My Dear Sir: I received your request that I deal with a committee of five employees of your organization. I am informed that such committee is a committee of the Amalgamated Association of Electric and Street Railway Employees of America, so that in meeting and dealing with such association, I will not do. I so stated when similar committees previously applied to me and so I am not prepared to meet any other committee of the Amalgamated Association applied to him.

"My position in this matter has been so clearly stated that it does not seem possible it could be misunderstood and prevent any possibility of any misunderstanding I repeat it. "I am in favor of collective dealing between a company and its employees. "I am in favor of the union as a representative of the employees who represent outside organizations and not the body of employees. "If an employee in any branch of work in respect of matters particularly affecting such branch of work desire to take up such matters with me, or if the whole body of employees with respect to matters affecting them all desire to take up such matters with me, I shall be very glad to deal with them. All they have to do is to select a representative or representatives in any manner which gives opportunity to all concerned to participate freely and fairly in the choice of their representatives.

"The very essence of collective dealing and of the democratic principles which distinguish Americanism. The contrary principle is that which is insisted upon by your organization, which seeks to force me to recognize representatives chosen by the free and fair participation of the employees concerned, but with committees selected only by members of your organization. This is the opposite of collective dealing and is autocratic and not democratic. I cannot assent to it.

"In concluding I desire to say to you, and through you to those in control of the Amalgamated Association, that by resorting to a strike in the attempt to force me to recognize that association, those who are doing so are assuming a very great responsibility. To the extent that you succeed temporarily in crippling the service to the city, you are imposing thousands of the traveling public and causing them great loss of time and money. To the extent that you induce your members to leave the employment of the company, you are causing them to lose their positions and their means of livelihood. To the extent that you unfavorably affect the great majority of the employees who are not involved in this issue, you do them and their families an incalculable injury. To attempt to force me to recognize that association with this outside organization is the sole motive of the threatened strike, and if you resort to it your position will be clearly understood by the public and I am confident that your action will not receive the support of the public.

"Sincerely yours,

"LINDSEY M. GARRISON, Receiver."

Text of Another Letter.

To Messrs. Olsen, Cullen and Smith, representing the signal men, and to Messrs. Steininger, Jensen and Lopez of the Amalgamated. The signalmen sent the following identical letter: "GENTLEMEN—I received your request that I meet and deal with yourselves as a committee to discuss certain demands of the workers in the signal department. "I am informed that your committee was constituted by the Brotherhood of Railroad Signalmen, Mr. E. M. Fox and J. W. Anderson, and I have received some time ago at the hands of your committee a contract which you desired me to enter into with such brotherhood. "As you are aware I will not enter into a contract with any outside organization. "If it is your desire to have me see

case and that of the general committee, and promised that it would have the receiver's early attention. This the signalmen immediately proceeded to do and are awaiting a definite answer from Mr. Garrison before even reporting back to their union. Mr. Garrison differentiated sharply between the Amalgamated and the signalmen in the letters he sent to them yesterday, though yesterday refused to see them together as representing the union employees and not the employees in general.

The signalmen announced that they represented 100 per cent. of the men in their department; the towermen represented all but two of their men, and the locomotive engineers in their request for an interview with Mr. Garrison could only lay claim to 85 per cent. of the employees in his categories.

Mr. Garrison wrote to James Sheridan and to the Amalgamated's Executive Committee ignoring his union status but addressing him at the Hotel Continental, care of P. J. O'Brien, who is the chief representative of the Amalgamated, as follows: "My Dear Sir: I received your request that I deal with a committee of five employees of your organization. I am informed that such committee is a committee of the Amalgamated Association of Electric and Street Railway Employees of America, so that in meeting and dealing with such association, I will not do. I so stated when similar committees previously applied to me and so I am not prepared to meet any other committee of the Amalgamated Association applied to him.

"My position in this matter has been so clearly stated that it does not seem possible it could be misunderstood and prevent any possibility of any misunderstanding I repeat it. "I am in favor of collective dealing between a company and its employees. "I am in favor of the union as a representative of the employees who represent outside organizations and not the body of employees. "If an employee in any branch of work in respect of matters particularly affecting such branch of work desire to take up such matters with me, or if the whole body of employees with respect to matters affecting them all desire to take up such matters with me, I shall be very glad to deal with them. All they have to do is to select a representative or representatives in any manner which gives opportunity to all concerned to participate freely and fairly in the choice of their representatives.

"The very essence of collective dealing and of the democratic principles which distinguish Americanism. The contrary principle is that which is insisted upon by your organization, which seeks to force me to recognize representatives chosen by the free and fair participation of the employees concerned, but with committees selected only by members of your organization. This is the opposite of collective dealing and is autocratic and not democratic. I cannot assent to it.

"In concluding I desire to say to you, and through you to those in control of the Amalgamated Association, that by resorting to a strike in the attempt to force me to recognize that association, those who are doing so are assuming a very great responsibility. To the extent that you succeed temporarily in crippling the service to the city, you are imposing thousands of the traveling public and causing them great loss of time and money. To the extent that you induce your members to leave the employment of the company, you are causing them to lose their positions and their means of livelihood. To the extent that you unfavorably affect the great majority of the employees who are not involved in this issue, you do them and their families an incalculable injury. To attempt to force me to recognize that association with this outside organization is the sole motive of the threatened strike, and if you resort to it your position will be clearly understood by the public and I am confident that your action will not receive the support of the public.

"Sincerely yours,

"LINDSEY M. GARRISON, Receiver."

Text of Another Letter.

To Messrs. Olsen, Cullen and Smith, representing the signal men, and to Messrs. Steininger, Jensen and Lopez of the Amalgamated. The signalmen sent the following identical letter: "GENTLEMEN—I received your request that I meet and deal with yourselves as a committee to discuss certain demands of the workers in the signal department. "I am informed that your committee was constituted by the Brotherhood of Railroad Signalmen, Mr. E. M. Fox and J. W. Anderson, and I have received some time ago at the hands of your committee a contract which you desired me to enter into with such brotherhood. "As you are aware I will not enter into a contract with any outside organization. "If it is your desire to have me see

case and that of the general committee, and promised that it would have the receiver's early attention. This the signalmen immediately proceeded to do and are awaiting a definite answer from Mr. Garrison before even reporting back to their union. Mr. Garrison differentiated sharply between the Amalgamated and the signalmen in the letters he sent to them yesterday, though yesterday refused to see them together as representing the union employees and not the employees in general.

The signalmen announced that they represented 100 per cent. of the men in their department; the towermen represented all but two of their men, and the locomotive engineers in their request for an interview with Mr. Garrison could only lay claim to 85 per cent. of the employees in his categories.

Mr. Garrison wrote to James Sheridan and to the Amalgamated's Executive Committee ignoring his union status but addressing him at the Hotel Continental, care of P. J. O'Brien, who is the chief representative of the Amalgamated, as follows: "My Dear Sir: I received your request that I deal with a committee of five employees of your organization. I am informed that such committee is a committee of the Amalgamated Association of Electric and Street Railway Employees of America, so that in meeting and dealing with such association, I will not do. I so stated when similar committees previously applied to me and so I am not prepared to meet any other committee of the Amalgamated Association applied to him.

TELEPHONE STRIKE TIES UP FIVE STATES

600,000 New England Subscribers Affected by Walkout of 6,000 Operators.

CONNECTICUT IS EXEMPT

Burlison, Appealed To, Says Wage Demand Was Not Formally Presented.

RADIO MEN TO GET RAISE.

British Operators on Ships Withdraw Strike Notices.

London, April 15.—The demands of the wireless operators on mercantile vessels for an increase in wages have been conceded, and the strike notices have been withdrawn.

The wireless operators threatened to strike on April 16 if their demands were not granted. Such a strike, it was thought, might possibly hamper the proposed annual flight across the Atlantic, as it was intended to have wireless communication between the fliers and the ships at sea.