

HEDEY ADVOCATES UNIFIED SYSTEMS

I. R. T. Official Says Subway and Surface Lines Should Be Reorganized.

TWO RECEIVERSHIPS NEAR

Mayor Has Typewriter Tilt With Nixon on Traction Situation.

Frank Hedey, vice-president and general manager of the Interborough and of the New York Railways Company, possibly forswearing a reorganization of the systems, declared yesterday that all the rapid transit lines in the city should be under one operating organization and all the surface lines under another operating organization.

It was announced that two more companies operating surface cars would go into the hands of receivers within a short time.

In regard to the invitation to him and the other members of the Board of Estimate that they join in a conference with the Public Service Commission and transit officials in an effort to find a solution of the transit riddle Mayor Hylan sent a sarcastic note to Commissioner Nixon indicating that he was not in sympathy with the idea.

Commissioner Nixon replied in a vein even more biting than that of the Mayor, saying he expected to have replies from the other members of the Board of Estimate more in keeping with the responsibilities of their office.

General Manager Hedey, at a hearing before the Public Service Commission, declared that the equipment of the New York Railways and other surface lines in the city was obsolete, but added that they did not have so much as a five cent fare to use in improvements.

It is understood that the attitude taken by the Mayor is that he wishes the transit companies to make some concrete proposition as to what they are willing to do in the way of concessions in return for an increased fare before the Board of Estimate.

His friends say that he intends to stand firmly on this proposition.

Believes in Monopoly. The declarations of General Manager Hedey suggesting consolidation were brought out at a hearing on an order of the Public Service Commission for the installation of the transit cars and steps on the cars of the New York Railways.

Deputy Commissioner Glennon asked whether he believed in a single operating company for the transit lines or in separate operation of various units.

Traction service, he declared, should be a monopoly, just like telephone service, that there should be one operating organization for the transit lines and another for all the surface lines.

In reply to further questions, Mr. Hedey said he would not object to having both organizations under one big holding company.

It was ridiculous, Mr. Hedey said, to think of the city receiving \$200,000,000 for \$250,000,000 into transit lines out of which it could never get a penny's return on a five cent fare.

The two companies that are headed for a receiver's hands are the New York and Long Island Electric Company and the New York and Long Island Traction Company.

The former operates the transit lines and another for all the surface lines.

Mr. Wood added by way of explanation.

Hylan's Letter to Nixon. After saying that the invitation to a conference had been referred to the Board of Estimate Mayor Hylan wrote to Commissioner Nixon:

Your appearance as Public Service Commissioner along with the traction interests before the Court of Appeals in asking the court to reverse itself in the Quimby case, which would give you the right to raise fares which would tax the \$200,000,000 riders of the city of New York from 5 to 10 cents per day amounting to \$300,000,000 daily and over \$100,000,000 yearly, is the boldest action ever taken by a public official who is receiving salary out of the pockets of the people.

Now, as a public official you are making an application as your letter shows which should be made by the traction companies, if made at all. It seems to me it would be more becoming for you to let the traction interests make their application to the Board of Estimate and Apportionment for any relief that they want under the dual subway contracts instead of taking the initiative yourself.

I hope that you will find an opportunity to give some attention to the overcrowding of passengers in the transit lines of the city instead of spending your time worrying so much about increased fares for the transit corporations. You should visit the Times square station of the West Side subway as well as other stations about 6 o'clock in the evening and see the conditions.

As to the propriety of my taking the initiative, I am the judge, not you.

You have the opportunity to aid in adjusting a disgraceful condition, but you avoid it and the people's interests furthered.

As I wrote to the entire Board of Estimate and Apportionment, I expect to have answers from them more in keeping with the responsibilities of their office.

An account of a meeting of the executive committee of the Non-Partisan Vigilance Committee organized by Mayor Hylan, made public by Peter J. Brady, the secretary, last night stated that Commissioner Hirschfeld reported that the special committee appointed to study the action of Public Service Commissioner Nixon with a view of preferring charges against him to the Governor is

compiling the necessary data and will be ready with a report at the next meeting of the committee.

It was announced that the Mayor had "bromided" to address a meeting of the representatives of labor and civic organizations enrolled as members of the Vigilance Committee to be held in the City Hall on the evening of October 5.

Questionnaires were sent by the Association to every candidate for the vigilantes and candidates to fill vacant places in the Senate asking them to pledge themselves against favoring any legislation that would give an increased fare to the street railways.

WRIT HALTS UNION ON THIRD AVE. ROAD

Court Upholds Contracts Men Signed in 1916.

The fight of the Amalgamated Association of Street and Electric Railway Employees of America to unionize the Third Avenue Railway system received a setback yesterday. An injunction was issued by Justice Finch in the Supreme Court halting the contracts between the company and its employees, which stipulate that the latter shall not affiliate with the car men's union and restrain the officials of the union from attempting to coerce the workers into a breach of contract.

The agreement between the company and its men was made at the time of the transit strike in 1916.

The court's restraining order applies to all of the union officials with the exception of Hugh Payne, who is vice-president and State organizer of the American Federation of Labor. It, however, affects only such of the company's workers as signed the contracts in 1916 under duress from the union members.

All of the strikers who were reinstated at the time of the last strike accepted the terms as the price of reinstatement.

"Upon this application it is unnecessary to decide whether the plaintiff or the Amalgamated Association was at fault," Justice Finch in his opinion. "The fact is conceded that the employees of the plaintiff have entered into an agreement with their employers which is sufficient ground for the granting of this motion for temporary relief."

TRANSFER OF B. R. T. LINES IS DEFERRED

Operation Continues Meantime on Old Fare Basis.

So vast is the legal detail incidental to the return by the Brooklyn Rapid Transit Company of the twenty-eight surface lines that to the Brooklyn City Railroad that the suggestion of counsel, Judge Mayer in the Federal District Court yesterday deferred until October 15 the ending of the formal order to that effect. Nominally, however, the Brooklyn City company is operating the lines.

Carl M. Owens, counsel for Receiver General B. R. T., in his opinion, stated that when consideration of the intended order was resumed yesterday that more time would be needed. He did not, however, make any reference to the questions which are agitating the Brooklyn populace as to the policy the revived company will follow as regards transfer privileges and the numerous other possibilities allowable under the ancient but binding franchise issued by the city to the Brooklyn City road.

For work of the transfer counsel for the Brooklyn City road, throw any light on that subject. When questioned he denied cryptically to his umbrella. "The question is as long as that," said he, "and like it, too, has a crook on the end of it." Further than that neither he nor Mr. Owens would go.

Meanwhile the new and returned officials of the Brooklyn City Railroad held conference with the receiver and general manager, announced that negotiations are progressing to continue precisely the same operation of cars as hitherto, although it would not say what fare and transfer changes will be made. The Brooklyn City road is arranging to continue using tracks belonging to other lines, which are still part of the B. R. T.

SHIPS RACE FROM INDIA

British Freighter Reaches Boston Winner by a Day.

Boston, Oct. 2.—A race of three steamers from the Far East ended here to-day when the British freighter City of Birmingham arrived, forty-six days out from Calcutta. Her competitors, the Howick Hall and the Matonon, sent word by radio that they would arrive to-morrow.

The steamers, all carrying valuable cargoes of tea, sugar and spices, had raced on equally even terms through the Indian Ocean, the Red Sea and the Mediterranean to Gibraltar. Two days out from the Atlantic a severe storm blew up. Capt. Finlayson of the City of Birmingham said it caused him to reduce speed for twenty-four hours, but he thought the other vessels were more severely affected.

ARMY EQUIPMENT FOR OMAHA POLICE

City Will Be Ready for Any New Outbreak.

OMAHA, Neb., Oct. 2.—In response to recommendations of Major-General Leonard Wood, who was assigned to quell rioting in Omaha following the lynching of a negro Sunday and the burning of the court house, the City Council to-day voted to appoint 100 new policemen and carry out a proposed semi-military organization.

Two machine guns, thirty riot guns and motorcycles, and automobiles for emergency use will be secured at once. A competent military instructor will be selected to drill the reorganized department.

Gen. Wood said to-night there was no evidence of further trouble, and all parts of the city quiet. His made preparations to leave the city to-morrow.

Civil authorities are continuing the arrest of men and boys alleged to have participated in the riot. All are being held without bond for a special session of the Grand Jury next Wednesday.

Military authorities are holding a negro suspected of the assault yesterday afternoon of Mrs. W. G. Winter, a white woman, living on the edge of the "black belt." He has not been identified.

AURORA BOREALIS AT IT AGAIN

Extends Over Wide Area and Hits Chicago Wires.

CHICAGO, Oct. 2.—The aurora borealis, or northern lights, was visible over a wide territory last night and seriously impeded wire communication for several hours.

According to wire chiefs of the telegraph companies, the aurora was prevalent from New York to Omaha. The most serious wire trouble, however, occurred in Minnesota and other North-west States.

Cavaliente Named Governor.

PERNAMBUCO, Brazil, Oct. 2.—Federal Senator J. R. Bessera Cavalcante, former Minister of Agriculture, Commerce and Industry, was proclaimed Governor-elect yesterday by the State Congress, which convened to canvass the vote cast in the election held August 18 last. He had a majority of 16,000 votes over former Gov. Dantas Barreto. The new Governor will take office on December 15.

CITY TO SELL ARMY BACON AT 35 CENTS

One Million Pounds Will Be Disposed Of at District Club Houses.

SCHOOL SALES TO END

Rabbit Diet Is Urged as Markets Are Glutted at 19 to 20 Cents.

One million pounds of army bacon has been purchased at a bargain and will be sold to residents of the greater city at 35 cents a pound, it was announced yesterday by the Rev. Jonathan C. Day, Commissioner of Markets. Letters were sent out from Commissioner Day's office to the leaders of Republican, Democratic and Socialist clubs in each of the sixty-two Assembly districts in town asking them to cooperate with the city in the distribution of the bacon. It is his idea to use the club houses as centers for the sales.

The bacon is of the best quality and is packed in twelve pound tins. It is the same product that the Government recently offered to sell the city for 34 1/2 cents a pound and which would have cost the ultimate consumer approximately 37 cents a pound. It was bought by a purchase man through Swift & Co., the purchase having been negotiated through Commissioner Day.

Schoolhouse sales of army foodstuffs are expected to be discontinued within a week or two, Dr. Day said yesterday, as no more orders are to be sold the city by the Quartermaster's Department. The school commissaries have received 30,000 cases of pork and beans and canned tomatoes, which will be offered to the public during the remainder of the week.

It was announced yesterday that the total sales in public schoolhouses have amounted to \$71,000. In Manhattan they totaled \$23,000; in Brooklyn, \$21,000; in the Bronx, \$13,000; in Queens, \$12,000; and in Richmond, \$2,000.

Base for Chicken Sales.

A wholesale base in Brooklyn to facilitate the distribution of chickens purchased from the Quartermaster's Department has been arranged for in that borough, inasmuch as the majority of the Brooklyn butchers.

Pork loins and shoulders totalling about 7,000,000 pounds were placed on sale yesterday and the demand was brisk. At 25 cents a pound for loins and 21 cents for the shoulders, Mutton totalling about 1,000,000 pounds is available, but as the Government price is about 2 cents a pound higher than the local market it will be held until conditions change.

Complaints that favoritism was being shown certain residents in Queens who were allowed to take places in the lines at the food sales ahead of others who had been waiting were received yesterday by Borough President Connolly, who is chairman of the committee in charge of the food sales.

Rumors of a settlement are incorrect. The negotiations have broken down, inasmuch as the Government offer does not differ from that of Friday last.

Transport Men Delay Strike.

The Transport Workers Federation will hold off a strike until to-morrow, indicating that they are still reluctant to call a strike.

The Government is increasing in its confidence to insure public service and, under emergency powers, has closed Regents Park to the public and is using it as a clearing centre for market goods.

Today's failure to reach a settlement could not be regarded as a breakdown of negotiations, because there have been no actual negotiations so far as the Government is concerned. It is rather a failure of efforts at mediation between the National Union of Railway Men and the Government. It is learned that Premier Lloyd George was in the conference room for only a few minutes at the beginning and end of the conference. The rest of the time was spent in talk among the delegates themselves.

Shortly to-day there were only short interviews with the Premier, who was not present at the meeting. The length with the transport workers' deputation alone. These discussions have been conducted on a friendly basis, the Premier inviting his guests to tea.

Another Conference To-day.

Robert Williams, general secretary of the Transport Workers Union, announced to-day that he would attend another conference with the Premier to-morrow, and there would be a meeting of the executives of the various unions involved to consider a future course of action.

Both the Prime Minister and Secretary Thomas issued statements, which were shown on every motion picture screen to-night, setting forth the attitude of the Government and the union. Lloyd George's screen message read:

The Government is not fighting trades unions, which are a recognized factor in the life of the country. The Government is fighting to prevent extremists of any industrial body from gaining their ends by attacking the peace and stability of the country, and so bringing untold misery upon thousands of innocent people.

The message of the railwaymen, through Secretary Thomas, read:

The railwaymen are not fighting the community. I have always done my best to avoid strikes; I did not attack the Government. I am ready to fight labor rendered my efforts ineffectual. We are fighting for the lowest paid wage earners against a conspiracy to lower their wages. The interests of the railwaymen are reduced other trades will follow. This is only the first battle in the campaign, and the Government has thrown all its weight against the men.

We all fought to free England, the railwaymen played their part in the struggle. We were promised an Englishman's share of the spoils. It is your fight as well as ours to obtain it. We want your help.

Negotiations Still Going On.

The deputation of the transport workers met Lloyd George, conferred with the executive board of the National Union of Railwaymen in the forenoon, discussing plans for further negotiations. Harry Gosling, one of the transport workers' leaders, declared that he was perfectly satisfied with the negotiations so far as they had gone. C. T. Cramp, president of the Railwaymen's organization, said:

The negotiations are not definitely severed, but we have no progress to report.

Sir Eric Geddes, Minister of Trans-

BRITISH STRIKE IS IN A GRAVE STAGE

Continued from First Page.

on which the railway men have acted is too slender to form a basis for any corresponding action by any other responsible leaders of organized labor.

In these circumstances it is too early yet to assume that there will be any authorized or general extension of the strike to other trades.

UNION LEADERS SEEK TO FIND A WAY OUT

Many Strikers in Provinces Returning to Work.

Special Despatch to The Sun. Copyright, 1919, All Rights Reserved. LONDON, Oct. 2.—Another day of almost continual negotiations has failed to bring a settlement of the railway strike, but every hour increases the general conviction that trade unionism has lost its chance for victory and is bound to go down in defeat in the effort to force the will of a minority upon the Government. Strikers are returning to work in large numbers in the provinces because they are convinced that their cause is not just and they are anxious to obtain the advantages offered to those who remain working voluntarily.

The outstanding feature of the sixth day of the strike is the effort being made by the trade union leaders to find a way out. They know now that it is a case of holding the best terms possible, as their ranks are breaking and the whole organization is on the verge of a complete rout. They have had full opportunity to see the situation and to see every newspaper generously offering space and giving prominence to detailed statements by Thomas, Cramp and others who control the movement.

Scores of trade union sympathizers gave the police a trying time during the morning, especially when Sir Eric Geddes made his rounds in the streets after noon. Rowdies hissed and booed the Transport Minister when he walked boldly into the midst of the crowd.

GOVERNMENT FIRM; STRIKE WEAKENS

Mediation in British Fight Still Going On.

By the Associated Press. LONDON, Oct. 2.—Though it would be premature to abandon hope of a settlement of the railway strike, the situation to-night has disappointed the almost universal expectation of some arrangement resulting from the numerous conferences yesterday and to-day between the labor representatives and the Government, and the position is again grave.

After the conference the Government secretary of the National Union of Railway Men, announced that the efforts to reopen the negotiations had broken down, inasmuch as the Government's refusal to go beyond its previous offer, but added that other unions than that of the railway men were working on further mediation, and that while the strike continued the railroad men would do nothing to hinder mediation.

Members of the numerous conferences of the railway men and transport workers, Mr. Thomas issued a statement in which he said:

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VERY FEW SHIPYARD WORKERS ON STRIKE

Government and Private Builders Deny Any Cut in Production.

HIGHER WAGES ASKED

Machinists Now Get \$70 to \$118 a Week and Carpenters \$60 to \$108.

Claims by leaders of the unions of shipyard workers yesterday that 100,000 men are on strike in the North Atlantic division, which extends from Philadelphia to Machias, Me., were denied by officials of private shipbuilding corporations and A. G. Volck, assistant district manager of the Emergency Fleet Corporation. Mr. Volck asserted that the number of workers who had gone out in the Corporation's yards did not exceed 500. Investigation of the private yards and repair shops through the medium of the Atlantic Coast Shipbuilders' Association showed that less than 5,000 men were on strike in the private yards. The total in the entire district does not exceed 5,000, it is declared.

Generally speaking the situation in the yards is that of a few sporadic walkouts by the men in the yards of the district, who do not total over 500, said Mr. Volck yesterday. "We are turning out wooden and steel ship parts and repair shops through the medium of the Atlantic Coast Shipbuilders' Association showed that less than 5,000 men were on strike in the private yards. The total in the entire district does not exceed 5,000, it is declared.

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Less Than 5,000 Out. Mr. Hunter characterized the reports issued by union officials as "exaggerated and inaccurate," and said less than 5,000 men are out.

"In all the yards men are working," said Mr. Hunter. "The strike is now confined to carpenters, wood caulkers, machinists and cooperatives. Already the men are beginning to return to work at the large yards in the Brooklyn districts under the same conditions that prevailed before the strike.

"The yards are paying the wages established by the last award of the Shipbuilding Labor Adjustment Board, which are in excess of the wages paid in other industries. This award was made purposely during the war to induce workers in other industries to seek employment in the shipyards. The repair yards are opposing any increase in wages because the wages now paid there are adequate. With these wages and the excessive overtime of two and a half hours for the workmen in the shipyards are the best paid mechanics in the port of New York.

"Figures taken at random from the pay rolls of the repair yards since last April show that machinists are receiving as high as \$118 a week, carpenters as high as \$108 a week, with every carpenter getting not less than \$60 and machinists less than \$70."

Staten Island Men Quit.

The only construction yards affected by the strike hereabout, so Mr. Hunter said, are the Downey Shipbuilding Corporation and the Standard Shipbuilding Corporation.

LIVERPOOL, Oct. 2.—A private telegram received in Liverpool this afternoon by a well known labor leader, says the Express, declares the railway men have agreed to accept the suggestion that they should accept the reopening of negotiations over their demands.

IRISH LABOR BACKS STRIKE.

Coal Shortage Cuts Service on Dublin Car Lines.

By the Associated Press. DUBLIN, Oct. 2.—National executives of the Irish labor party and the Trades Union Congress will hold a mass meeting in Dublin to-night to discuss the striking railway men in England, Scotland and Wales.

The coal shortage is making Ireland feel the force of the strike acutely. Beginning to-night the Dublin tram cars will cease running at 8:30 P. M. each evening. The mail services also are disrupted.

No food restrictions have been enforced, but the public has been warned to economize strictly in the use of coal.

WASHINGTON BARRED FOR MINE PARLEY

Workers Force Adjournment to Philadelphia.

HUFFALO, Oct. 2.—The conference of coal operators and miners of the central competitive field this afternoon took a recess until next Thursday, when they will reconvene in Philadelphia. The operators wanted to meet in Washington, but the miners were opposed to the national capital.

The desire of the operators to meet in Washington, it was intimated, was based on their belief that ultimately the Government must take a hand in the wage scale negotiations if a strike of the 400,000 miners set for November 1 is to be avoided. The miners were outspoken in their opposition to Federal intervention, holding that the issues at stake lie between operators and their employees.

The recess was taken on the recommendation of the sub-scale committee, which was appointed at the morning session upon the motion of Acting President John L. Lewis of the miners. The matter remained in secret session for two hours, and next Thursday the entire conference shortly after 2 o'clock. The conference met only for a few minutes. At its conclusion Chairman Thomas F. Brewster of the operators, following William Green, a mine representative, issued this joint statement:

"The joint conference of the representatives of the coal operators and miners of the central competitive field has decided to recess to October 9, 1919, to reconvene in Philadelphia, Pa., on that date. The representatives of both operators and miners are conscious of their responsibilities to the industry and to the public and feel that such recess will be advantageous to all concerned."

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Both operators issued statements to-day, the operators restating their contention that the 60 per cent increase in pay sought by the miners would double the cost of coal to the consumer, while the miners sought to show that living conditions and cost of supplies necessary in their work justified the advance.

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