

"GREAT" STRIKE AT WASHINGTON

EBERT ATTEMPTING TO FORM NEW CABINET BELIEVES BURDEN TOO HEAVY FOR GERMAN TO CARRY

SILESIA DECREE HELPS PEOPLE HELPLESS CLAIM

Cabinet Believes Burden Too Heavy for Germany to Carry.

Wirth Tells of Trouble Members Had Trying to Meet Obligations.

Berlin, Oct. 23.—(By The Associated Press.)—The ministerial crisis continues. President Ebert Sunday received Herr Loeb, president of the reichstag, and the party leaders of all sections.

The entire situation was discussed, but no satisfactory solution was reached with respect to the formation of a new ministry. The consultations will proceed again Monday.

In his letter informing President Ebert of the resignation of the cabinet, Chancellor Wirth said the ministry had assumed responsibility for carrying out the ultimatum of the allies at a grave moment and that for five months it has continued political affairs, animated by a desire to regulate the situation between Germany and the allies and to restore Europe by a fulfillment of the treaty obligations.

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It might have been expected," says the letter, "that in view of German efforts and an earnest desire to fulfill the treaty obligations in the matter of reparations, which was effected in the face of great difficulties."

"Never can the German people forget this loss which has been inflicted and which has been the result of the occupation of the Ruhr which have ceased, and that regarding Upper Silesia a solution would have been found in harmony with the treaty obligations of the German people of Upper Silesia and future peaceful relations between the European nations.

Believe Spurgin Mystery Man Who Ended Life Body Found in Hotel Room Identified as That of Missing Banker.

Miami Fla. Oct. 23.—The "man of mystery" who committed suicide last Thursday night in a local hotel was identified Sunday as Warren G. Spurgin, missing president of the Michigan Avenue Trust company, of Chicago, by W. F. Bennett of Miami, former Chicago broker and intimate friend of Spurgin.

The body was identified first as "C. Hayden of New York City," and was found Friday morning when employees of the hotel forced an entrance to the room. A bullet wound in the forehead and a revolver, containing one spent cartridge, supports the theory of suicide.

Spurgin apparently had taken considerable precautions to obliterate every mark on his clothing which might have led to identification. Even parts of the lining of his shoes had been cut out and could not be found.

Bennett was positive in his identification of the body as that of the missing Chicago banker, saying that he could not be mistaken as he often had been in Spurgin's company, had dined with him on numerous occasions and had entertained the banker in return.

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Sergeant Younger Will Choose America's 'Unknown Soldier'; Ceremony Brief and Simple

Chalons, France, Oct. 23.—(By The Associated Press.)—Four bodies of unidentified American soldiers who fell in the world war, from among whom will be chosen America's "Unknown Soldier," were brought Sunday to the city hall in preparation of the simple ceremony. One body came from each of the four permanent American cemeteries in France—Romagne, Triancourt, Bony and Belleau Wood.

Sergeant Edward S. Younger, headquarters company, second battalion of the Fifteenth infantry, was selected Sunday night to choose the body for interment. Sergeant Younger will be one of the six pallbearers accompanying the body to Arlington.

The ceremony of selecting the body will take place Monday. It will be brief and simple. The room will be cleared and Sergeant Younger will be handed flowers by Major General Henry T. Allen, commander of the forces on the Rhine, and told to go into the room and place them on one of the four coffins. The body thus chosen will be immediately reinterred in the cemetery.

Railroads Cut Rates in Attempt to Obtain Public Sympathy, Claim Responsibility for Proposed Strike Placed on Railroad Labor Board by Chief of Brotherhood of Engineers.

Cleveland, Ohio, Oct. 23.—Responsibility for the nationwide railroad strike, scheduled to begin next Sunday morning, was placed on the United States Railroad Labor board and the carriers in a statement issued here Sunday. This and the announcement that all the general chairmen of the "big five" brotherhoods, numbering about 600 men, have been cited to appear before the board in Chicago Wednesday, featured Sunday's strike developments here.

The attitude of the union chiefs was explained at a conference of four of the big five leaders, in a statement by Warren S. Stone, president of the Brotherhood of Locomotive Engineers in which the chief reiterated his hope that a solution be found to the employes may yet be found.

It was indicated that the statement may be regarded as an outline of the stand the labor leaders will take when they appear before the board. The railroads before the labor board.

Waiting for Solution. "With regard to the position of the employes of the railroads at this time, we can only say that their representation is patiently awaiting for any development that would appear to offer a solution of the problem that now confronts them," said the statement.

"We are not now, nor have we ever been, desirous of being a party to precipitating a strike, but when it is quite apparent that the railroads propose to not only reduce wages but to take from those employes practically all the conditions of service that have been maintained for me years, and the railroad labor board is unable, or fails to give us any assurance that the interests of the employes will be protected from such onslaughts by the interests that control the transportation lines of our country, nothing is left for the employes but to stand on their constitutional rights to retire from the service of the carriers."

"We are advised through the newspapers that the interstate commerce commission has authorized a considerable reduction in freight rates. "Notwithstanding the fact that wages in the railroad employes have been reduced 12 per cent since July 1, there was no talk about a reduction of freight rates until this crisis arose. Now the railroads are attempting to gain the sympathy of the public in this crisis by this late reduction of rates."

"The public never would have received this reduction with the consent of the railroads, had the railroads not been confronted with this emergency." Besides Mr. Stone, others attending today's conference were W. G. Lee, president of the Brotherhood of Railroad Trainmen; W. S. Carter, president of the Order of Railway Conductors, and W. R. Carter, president of the Brotherhood of Locomotive Firemen and Engineers. C. Cashen, president of the Switchmen's union of North America, the other member of the "Big Five" is expected here tomorrow.

The establishment of open shop conditions on the Tremont and Gulf Railroad and the strike at noon Saturday of trainmen on the International and Great Northern railroad were under discussion at Sunday's conference but none of the chiefs would comment on the situation on those roads. President Lee, however, stated that he had received reports from his general chairman on the International and Great Northern that practically 100 per cent of the trainmen had quit the service.

General Chairman Cited. One of the subordinate leaders, however, said that if it is correctly reported that the men on the Tremont and Gulf railroad have accepted open shop conditions, it is due to the fact that the men are being offered a 5 per cent increase in wages.

ALLIED LEADERS VISIT AT WASHINGTON

OF LEGION ARE ATTITUDE ADOPTED BY CLERKS' UNION

Brotherhood Deserted by All but Two of "Standard" Rail Organizations; Ranks of Those Not in Favor of Strike Growing; Signalmen Will Take Final Action Monday.

Chicago, Oct. 23.—(By The Associated Press.)—The prospective rail strike, scheduled for October 30, was limited to approximately one-fourth of the nation's railroad employes when officials of the Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employes, representing 350,000 men, voted not to authorize a walkout by their members for the time being.

The action increased the number of major rail unions which have voted not to strike now to nine, and the number of railroad employes bound by such action to about three-fourths of the country's total of approximately 2,000,000.

The vote was taken in a meeting Sunday which lasted several hours and in which some of the officials at first favored a walkout October 30 in protest of recent wage cuts. These officials finally swung over to a "no strike now" policy, but the question of striking work will be taken up again after the labor board renders a decision on rules and working conditions, questions now before it.

Only Two For Strike Sunday night's action by the clerks left the signalmen and telegraphers the only organizations in the "standard" rail unions which may join the conductors, firemen, engineers, trainmen and switchmen in the strike they have called.

The telegraphers tentatively have aligned themselves with the "big five" but officials of this union said Sunday that a decision might be changed before the strike date arrives. The signalmen have not yet voted.

While the official statement announcing the clerks' action said that the meeting had been harmonious in everything, the officials declared it had been only after a vigorous debate. It was pointed out by these officials that the clerks are more closely related to their work than are any of the other union men and that consequently many of them thought they should support the big four in its meeting.

The turning point of the debate came when it was said the officials announced that they like the leaders of the other "standard" unions had not been able to persuade the brotherhoods and the switchmen to agree to support them through the proposed strike. When it was announced that the brotherhoods had informed the officials that their men would not work when their personal grievances were not settled regardless of the action of other striking unions the sentiment swung to the no-strike plan it was said by those present.

The statement announced the clerks' action was almost the same, word for word, as the one yesterday from the federation of shop crafts announcing that their men would not work when their personal grievances were not settled. It pointed out that the present "is not the time to strike."

Having finally decided to keep their men on the job, the time being at least, despite the overwhining vote cast, leaders of a majority of the 11 "standard" rail unions Sunday night agreed to their former home to communicate to their union a decision not to join the "big five" in the walkout scheduled for October 30.

The last of the series of meetings of these unions which took place over the week, was held when the general chairmen of the clerks' organization rendered their decision. The signalmen, however, are expected to call a meeting of their own to discuss the decision of the clerks' organization before the strike date.

A strike ballot now is being taken among the 14,000 organized signalmen, the ballot being general in terms and simply asking that the officials be authorized to take what action they deem necessary to protect the interests of their men.

This is America! Let's Go! But when the camera man's purpose was explained to an aide of General Diaz, who was in his private car waiting for him at the station, he insisted that military etiquette required "if that be done" the other military men must first pay their respects to General Diaz.

Officers of the union said that there will be no strike by the employes unless it is declared by the national officers.

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FIGURES PROVE FRENCH EFFORT TO WIN BATTLE

Artillery Increase Is Indicative of France Battle for Victory.

121,000 Shells Daily Hurlled Against Foe in Two Engagements.

By ANDRE TARDIEU

(Today M. Tardieu reveals the actual details of the awful expenditures of ammunition in the greater battles of the war. It is the story of France's effort. All pre-war estimates were smashed. The figures are staggering. The story is all new.)

CHAPTER VIII. Shells! Shells!! The story of this prodigious effort has never been written. We had, in 1914, 3,696 pieces of 75. Despite loss and destruction, we had 6,555 when hostilities ceased. As to heavy artillery, the supply rose from 288 pieces in 1914 to 5,477 in 1918. In other words, we increased our field artillery by 77 per cent and our heavy artillery by 1,943 per cent. One-tenth of this latter increase was obtained by reconstruction of old pieces—made by new construction. All our artillery combined in 1914 had less than five million shells. The monthly output at the end of the war exceeded nine millions.

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Strike Situation Given In Tabloid

Following were Sunday's developments in the railroad strike situation: Chicago, Oct. 23.—Officials representing 350,000 members of the railway clerks' organization voted not to authorize a strike at present, thus limiting the number of prospective strikers to about one-fourth of the total rail employes in the nation.

San Antonio—Labor leaders claim strike of 600 trainmen on the International and Great Northern, which started Saturday, is "100 per cent effective" but road says that only 14,000 men have been impaired and that resumption of freight service, halted Saturday, has been started. Unions announce no attempt will be made to interfere with attempts to resume full service.

Cleveland—Big Four brotherhoods chiefs say that if strike materializes, the blame for it should be placed on the United States Railroad labor board and on the railroads.

Chicago—Railroad heads say action of majority of the eleven "standard" unions in refusing to join a strike now has broken the backbone of the proposed walkout. Signalmen have voted to join 14,000 organized signalmen. Road expected to be known Wednesday.

United States District Attorney Clyde summoned to Washington by Attorney General Daugherty, presumably to discuss the strike situation.

Labor Board Table Shows Rate of Pay

Chicago, Oct. 23.—Statistics compiled by the United States railroad labor board in its consideration of the wages of railroad employes show that the average daily rate of pay for all grades of work now is \$4.51 as compared with an average rate of \$2.87 in 1917. The present rate includes the wage cut authorized July 1 by the board. This cut averaged about 12.4 per cent. The following table is taken from labor figures, column 1 showing the percentage of cut in the July wage decision, column 2 the percentage still remaining over December 1917 wages, column 3 the average rate of pay per day now, and column 4 the average rate of pay per day in 1917:

Table with 4 columns: Position, Rate of Pay Now, Rate of Pay in 1917, and Percentage of Cut. Includes positions like Supervisory Foreman, Clerical and Station, Maintenance of Way, etc.

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