# CALL FOR DEPUTIES FOLLOWS SABOTAGE

## 200 Sworn In After Tampering With Air Brakes in New York District.

By the Associated Press.

NEW YORK, July 15.—First reports of sabotage on railroads in the New York district today caused federal authorities to deputize 200 guards for the mails and prepare to arm a thousand others.

United States marshals in New York and northern New Jersey were authorized by Attorney General Daugherty to "go as far as necessary" in keeping interstate traffic. Reported attempts to damage locomotives on the Lackawanna and instances where whole freight trains were held up by slashed air-brake connections spurred government officials to recruit deputies for strategic points on all of the eleven mail-carrying lines entering the city.

**Mayor Is Accused.**

Fifty deputies were sent to Jersey City, where Erie road executives demanded protection on the plea that Mayor Hague was "interfering" with attempts to guard railroad property with private police.

Fifteen were placed in the yards of the Lackawanna, twenty-five were distributed in the immediate vicinity of the city, and over one hundred at outlying "key" points.

Tonight the situation was reported well in hand, but executives of the roads most seriously threatened by the strike urged United States marshals to have deputies on hand for any emergency.

A steady stream of deputies passed through the examination rooms at the federal building here. Each man accepted was put in uniform and armed. Instructions, before they entrained to go on duty, were: "Remember, you are not supposed to protect railroad property all along the lines. Your job is to see that United States mail and interstate trains are not interfered with."

Official statements governing the two weeks of strike were issued today by the New York Central, Pennsylvania, Lackawanna and New Haven roads. Each set forth that the roads, handling more traffic than during the same period last year, were maintaining service without delays to passengers, mail or freight.

For several days the Boston express on the New Haven has reached the New York terminal several minutes late. Today, in a fit of pique, the engineer drove into the station two minutes early.

"I'll show them who's late," he said. He was due at 6:02 a.m. He pulled in at just 6 o'clock.

# STRIKE SPREAD FEARED ON CHESAPEAKE & OHIO

## Clerks Voting in Favor of Walkout, While Telegraphers Reported Growing "Uneasy."

By the Associated Press.

RICHMOND, Va., July 15.—Coincident with the announcement today by the officers of the Chesapeake and Ohio that all company passes granted striking shopmen and their families will be called in Monday, heads of the striking craftsmen's unions declared a report is persistent that railway telegraphers are becoming "dissatisfied" and will take action soon in connection with wage problems. Union heads added that they "look for a break either for better or worse early next week."

Balloting of Chesapeake and Ohio clerks' lodges at different points on the road continued today, and brotherhood headquarters here declared indications are that an overwhelming majority will favor a walkout. Tabulation of the votes will be completed not later than Wednesday, it was said.

# CENTRAL OF GEORGIA CLERKS ACCEPT CUT

## One and a Quarter Cents an Hour Agreed Upon—Labor Board Had Set Reduction at 3 Cents.

By the Associated Press.

ATLANTA, Ga., July 15.—A wage reduction of 1¼ cents an hour for all clerks on the Central of Georgia railway became operative today, it was announced by E. U. Page, general committeeman of the clerk's organization of this system, which is not affilated with the clerks' union of any other railroad.

The clerks will work ten hours before overtime pay starts, Mr. Page said, in appreciation of a smaller reduction in pay than proposed for clerks of other roads. The general wage reduction for clerks under the labor board decision was fixed at 3 cents an hour, with overtime starting after the eighth hour. Mr. Page said the one and one-fourth-cent cut on the Central Railroad of Georgia was proposed by his organization.

**Katy Clerks Sign Up.**

ST. LOUIS, Mo., July 15.—The Missouri, Kansas and Texas today signed a wage agreement with its 2,700 clerks. Details of the agreement were not made public, but it was said the average wage would be 55 cents an hour.

The contract can be ended on thirty days' notice, it was added.

**Whose Birthday Tomorrow?**

Say it with Gude's flowers. Long-lasting specimen blooms. 1214 F.—Advertisement.

# FARMERS FEED STRIKERS.

## Wagonloads of Farm Produce Donated at Denison, Tex.

By the Associated Press.

DENISON, Tex., July 15.—More than 1,500 union strikers and farmers of Grayson county took part in a parade at Denison today held in celebration of the first distribution of foodstuffs furnished by farmers to union men. Several wagon loads of farm products, including butter, eggs, chickens and corn, were given to the union men free of charge at the close of the parade.

# RAIL BOARD RULES MUST BE OBEYED, PRESIDENT WARNS

(Continued from First Page.)

that hearings soon would be started by the Senate interstate commerce committee, of which he is chairman, with a view to initiating revision of the transportation act, so as to remedy faults which have been shown to exist through development of the present troubled railroad labor situation.

**Would Set Fair Wage.**

Senator Cummins indicated that the first effort would be to amend the statute so as to guarantee a fair living wage to railroad workers, and a second endeavor would be to provide penalties for violation either by railroads or by workers of the orders of the Railroad Labor Board. The latter, however, will not be attempted during the present strike. It was considered significant that Chairman Cummins' determination should follow closely on the conference which he held Friday evening with the President.

As indicating the growing seriousness of the strike situation, Postmaster General Work announced the inauguration of motor truck transportation of mails, the new method having been instituted between Bedford and Switz City, Ind., between which two points all mail trains have been annulled, on account of the strike.

**Statement Is Issued.**

The White House statement given out after the conference between President Harding and Messrs. Grable and Feick said:

"E. F. Grable, president of the United Brotherhood of Maintenance of Way Employes and Railway Shop Laborers, and Fred L. Feick, legislative representative of the same organization, spent two hours this morning in conference with the President on the strike situation. They brought to the President the first personal and official protest that the railway managers were ignoring the decisions of the Railroad Labor Board, and presented their objections to the decision of the board relating to the appeals of that brotherhood.

"The President gave the fullest possible hearing and assured Messrs Grable and Feick that they had taken the one defensible course in presenting their case.

"He assured them that inasmuch as Congress had constituted the Railroad Labor Board for the express purpose of settling disputes and preventing interruptions to transportations, all decisions must be accepted by employers and employes alike, and assured them also that non-compliance on the part of railways had not been brought to his attention until the strike was called.

**Remedy Lies in Congress.**

"He explained that any inadequacy in the law must be corrected by Congress and cannot be effected by interrupting railway operations.

"Messrs Grable and Feick expressed a hope for an early settlement and declared that the proper conferences would end in such a settlement. The President assured them that every possible conference was being sought."

Before leaving for Detroit and after announcing the call for a meeting of his organization's officers, Mr. Grable had this to say as to his conference with the President:

"Our primary reason for seeing the President was to impress upon him the necessity of calling a conference between Mr. Jewell and the railroad executives in order to stop the spread of the strike. We feel that this is the only way to ease the situation and I believe it would be effective.

"The situation has become acute all over the country and we laid before the President a lot of facts, many of which he said had never come to his attention. This was the first direct protest we have made to Mr. Harding, with the exception of a visit I made to him three months ago to discuss the cutting of wages. The President censured us for not coming sooner and laying these facts before him."

**President Backs Board.**

The Chief Executive did not indicate whether such a conference as that suggested would be called, Mr. Grable said. The labor chieftain said the President pointed to the several times repeated policy of the administration, that, as a governmental body, the decisions of the Railroad Board would be supported by the government to the limit and that any change in the law as laid down by the board was up to Congress.

Mr. Grable expressed dissatisfaction that President Harding had not earlier directed the Labor Board toward an agreement between the employes and the railroads.

"He is not reluctant to tell the Senate and the House of Representatives what to do, but has not so directed the board," Mr. Grable commented.

The union official stressed the feeling of the maintenance of way men that the public is too quick to protest when the employes take action against the board's rulings. Violations by the railroad managers, he said, go unprotested, because their action hurts only the workmen, but when the men take strong action against rulings they do not like the public protests immediately because they are hit hardest then.

Mr. Grable would not forecast the probable outcome of the Detroit meeting of the members of the union board, saying that he would simply make report to them of the results of the conference with the President. The situation and condition of the men would then be further discussed and the question of striking or remaining at work would be decided.

Mr. Grable had not decided when he left Washington last night what recommendations he would make before the other union officers as a result of his conference with the President. However, he emphasized that his stand against the calling of a strike remained firm for the present.

# MAINTENANCE OF WAY CHIEFS CALL ON PRESIDENT HARDING

Left to right: Fred L. Feick, counsel and legislative representative of the United Brotherhood of Maintenance of Way Employes, and E. F. Grable, grand president of the brotherhood, who called on President Harding yesterday.

# GRABLE FACES FIGHT.

## General Chairman Carroll Will Seek to Force Strike.

By the Associated Press.

CINCINNATI, Ohio, July 15.—There will be no convention of the general chairmen of the National Association of General Chairmen of the Brotherhood of Maintenance of Way and Railroad Shop Laborers at this time to decide on whether or not a strike call will be issued by this organization of 400,000 workers, T. C. Carroll, president of the organization, announced tonight on his return here from Louisville.

"In view of the reported call of a conference by the international president, E. F. Grable, of the grand and general officers of the brotherhood for next week, I will hold in abeyance my decision on the request of the general chairmen throughout the country that I call a convention of them and decide on a strike," Mr. Carroll said.

**Grable Forced to Act.**

Speaking of the report last night that Mr. Grable, after his interview in Washington with President Harding had sent out notices for a meeting in Detroit of general officers of the brotherhood, Mr. Carroll said:

"I believe my disclosure that a majority of the general chairmen throughout the nation believe a strike should be called has lighted a fire under International President Grable and accounts for his hurried conference Friday with the United States Railroad Labor Board and his interview today with President Harrding. It has also prompted his call for a convention of the grand and general officers of the brotherhood.

**Division Held Fatal.**

"I share the opinion of the great majority of the brotherhood that we should strike now. If we make a settlement it would be blood money, solely because of the strike of the shopmen. And a settlement thus obtained would melt away so soon as the shopmen might be whipped, because they would then turn around and whip us, and so on through the list of railroad organizations. They would take us singly by the old strategy of divide and conquer.

"Not only have the members in the most solemn manner expressed their desire for a strike, but Mr. Grable, in writing, gave his pledged word that if a strike vote carried he would issue a sanction. I hold he should live up to his word and obey the membership."

# LABOR BOARD ACCUSED.

## Trackmen's Official Charges Trickery in Decisions.

By the Associated Press.

NEW YORK, July 15.—Charging the United States Railroad Labor Board with "trickery" and with trying to disrupt the Brotherhood of Maintenance of Way Men by paying foremen and supervisors "enough to keep them from striking," General Chairman Parker of the joint protective board of the organization claimed that President Edward F. Grable at Chicago would be "compelled to call a strike."

"If we had gone on strike with shopcrafts men July 1 it would be all over now and every one would be back at their jobs," he asserted. Demands that a strike be called are pouring into the Chicago headquarters from all eastern locals, he said.

As a forerunner of a walkout, fifty trackmen on the Erie quit at Jersey City today, it was reported at strike headquarters here. Railroad officials denied the repor. The Lehigh Valley, however, admitted that eighteen of its men left, asserting they were dissatisfied, when they received their pay, two weeks' earnings at the United States Labor Board's scale of 35 cents an hour.

# CLERKS VOTE ON STRIKE.

## 4,000 Employes of Southern Railroad Taking Ballot.

CINCINNATI, Ohio, July 15.—Clerks, freight handlers and station employes on the Southern railroad, numbering approximately 4,000, are taking a strike ballot, it was learned unofficially at headquarters of the Brotherhood of Railway and Steamship Clerks, Freight Handlers, Station and Express Employes here today.

# DR. JOHN W. COOK DEAD.

CHICAGO, July 15.—Dr. John Williston Cook, nationally known educator and former president of the National Education Association, died at his home here today.

Dr. Cook was born in Oneida, N. Y., on April 20, 1844. He is survived by a widow and two children.

# BOTH SIDES ADAMANT IN RAILROAD DEADLOCK

(Continued from First Page.)

here today said that reports from railways in all parts of the country showed gains in the number of men in the shops since the strike started. The situation, the statement said, was better in eastern territory than elsewhere.

Where injunctions have been issued men have returned to work in larger numbers, the statement said, and added that the policy of the carriers to protect the seniority and other rights of men who remain at work has had a beneficial effect. They cannot, however, agree to any conference with representatives of the strikers, the statement added, because the very purpose for which such conference is sought by representatives of strikers, as avowed by B. M. Jewell, is to procure a settlement contrary to the decisions of the board.

"The facts show clearly," the statement concluded, "that the executives of the railways have shown willingness to do everything that is reasonable to end the strike, while Mr. Jewell has indicated that only by the railways surrendering to his demands and disregarding the decisions of the Labor Board can it be ended. This leaves responsibility for continuance of the strike solely upon the leaders of the strikers."

# SENIORITY RIGHTS AN ISSUE.

## Strike Settlement in Northwest Halted by Roads' Stand.

By the Associated Press.

ST. PAUL, Minn., July 15.—The refusal of eastern railroads to reinstate striking shop crafts workers with their full seniority rights is preventing a settlement of the strike as far as the northwest roads are concerned, declared R. A. Henning, general chairman of the federal shop crafts of the northwest, in a statement tonight.

Mr. Henning said an agreement virtually had been concluded with the northwest roads to return to work pending adjustment of certain disputed points, including wages, but that there could be no settlement except on a national basis.

"The men in this district will stick to the finish," he said.

# RAMPANT ARMIES STAY THOUSANDS

## Whole Towns Wiped Out in Mutiny of Chinese Troops.

## HORROR UNPARALLELED

## 100 Foreign Missionaries in Peril, But Escape Bloody Attack of 15,000 Men.

Correspondence of the Associated Press.

SHANGHAI, China, June 21.—Missionaries and others in touch with the recent uprising of mutinous troops in Kiangsi province declare that the full extent of this horror may never be known.

A score of community centers were laid waste and thousands of innocent inhabitants were slaughtered ruthlessly. No foreigners, however, were killed.

The Kiangsi outbreak, in the unrestrained loosing of evil forces and the wanton slaughter and destruction, is said to surpass anything of a like nature in the past decade.

**15,000 Men in Mutiny.**

The mutiny started among troops sent by Gen. Wu Pei-fu to block Sun Yat Sen's advance into Kiangsi. These forces, under Tsai Chen-sun, met defeat at the hands of Sun's southerners and in their retreat a few got out of hand. The fever of revolt spread quickly until between 10,000 and 15,000 men were involved. Some of the detachments shot down their leaders who tried to keep them in check.

The mutineers swept over the country, looting, burning and killing, devastating towns and rural communities alike. The city of Kinagfu was almost entirely wiped out and many hundreds of its inhabitants slain. The lives of upward of 100 foreign missionaries were in peril, but all escaped. The principal centers destroyed were the cities of Kiangfu, Wananhsien, Lungchuan and Taiho, while upward of twenty smaller communities also were damaged or wiped out.

# STEEL MILLS CRIPPLED.

## Rail and Coal Strikes Bring Shortage of Fuel and Banked Fires.

YOUNGSTOWN, Ohio, July 15.—The Republic Iron and Steel Company was compelled to bank the fires at two blast furnaces at the Hazleton plant today on account of the railroad and coal strike. The schedule for the next week of the same company shows that its Bessemer plant also will suspend operations because of fuel shortage.

The Youngstown Sheet and Tube Company, officials said, still is working on its schedules, but they said that two blast furnaces are likely to be banked next week.

# COAL MINERS REJECT FLATLY HARDING PLAN TO ARBITRATE STRIKE

(Continued from First Page.)

terpreting his arbitration proposals.

The President's communication follows:

"To A. M. Ogle, president of the National Coal Association;

"To S. D. Warriner, president of the Anthracite Coal Association, and

"To John L. Lewis, president of the United Mine Workers of America:

"Since I tendered to you in a joint session at the executive offices on Monday, July 10, certain proposals for the arbitration of the coal dispute, and since there have been numerous inquiries and several informal conferences in the intervening time, aimed at clearer understanding, I have thought it desirable to place before you, in writing, such interpretation on the general proposal as I have sought informally and in verbal statements to convey. These definite interpretations do not in any way modify the original proposal, but will serve to clarify such doubts of construction as have been expressed and leave no possibility of misunderstanding.

**Three Successive Stages.**

"The program contemplates three successive stages, as follows:

"First. That the mine workers return to work under the same terms and conditions as those which governed each case on last March 31. This includes the check-off.

"Second. It is the intent that the temporary arrangement above shall remain in force only during the shortest period that may be required for a determination of terms and conditions of labor for the period ending March 1, 1923. I have emphasized this by suggesting that the wage scale shall be determined by August 10, 1922, with authority in the commission to extend that period by such number of days as may be required. Its earliest determination is very necessary in order that contracts and estimates involved in business transactions may become settled, and it is understood that all questions of dispute as to conditions of labor or any other points of friction between operators and employes who are parties to this arrangement shall be determined by the commission, and such settlement shall hold until the 1st of March, 1923. These decisions may also require more time than until August 10, and therefore the commission is to have authority to extend time for settlement of each or any of these questions as it finds to be necessary.

"Third. That the commission in recommending an establishment for maintenance of industrial peace in the coal industry will be expected to bring in such recommendations in time to allow for their use in the settlement of relations after the 1st of March, 1923. They are to be recommendatory and not binding.

**President to Ask Powers.**

"The President will ask of Congress as soon as the House is reconvened in August for a grant to the commission of the necessary legal powers to make an exhaustive inquiry into the coal industry in order to acquire the needed information upon which to formulate plans to avoid future suspension of production.

"In order to clarify what shall constitute a commitment to the plan I have proposed, let it be understood that, as to the bituminous fields, the basis of agreement in national disputes has hitherto been agreements between the United Mine Workers with operators in the central competitive fields. Therefore the acceptance of this offer by the United Mine Workers and by the operators shall be deemed complete and binding when the United Mine Workers and the operators, parties to the central competitive field agreement, which expired on March 31, have accepted it. The other bituminous mines which are now idle because of strike or suspended operation are expected to adhere to the plan and comply with the decisions of the commission, but their action in no way affects the validity of the agreement to the plan.

**Decisions to Be Binding.**

"In the anthracite fields the acceptance of this offer by the United Mine Workers on one side and the Anthracite Operators Association on the other shall render it effective. If the mine workers and operators agree there shall be a separate commission.

"It is understood that all decisions by the commission must be reached by a majority vote thereof and all decisions shall be binding to all parties to the agreement until March 1, 1923.

(Signed) "WARREN G. HARDING."

Mr. Lewis said plainly last night that the definition of the government's offer given would not change the union's position. The labor leaders expect, and the letter yesterday indicated their position, that the shortened coal supply will presently lead to public emergency, and a renewed proposal by the government for settlement of the strike on a basis more satisfactory to their followers.

Though the anthracite situation was treated in their letter on its own merits, it is generally understood that the union does not feel that this section of the industry, although thoroughly unionized, can be allowed to get back into production, because its 2,000,000-ton per week output added to non-union bituminous production might furnish enough coal so that the public could endure the bituminous strike indefinitely without serious shortage.

# BAR STRIKEBREAKERS.

## A. F. of L. Will Refuse to Recognize Their Unions, Is Belief.

That the American Federation of Labor would not recognize as a part of organized labor any union organized of strikebreaker members employed on railroads to take the place of striking union men was forecast today by officials of the shop crafts of Washington, now on strike, following reports of an effort to form an organization among the present employes of the shops.

It is pointed out, however, by proponents of the new organization that such an organization would have a status before the Railroad Labor Board, and that it would not be regarded, as the striking unions are, as an "outlaw" organization.

Such an organization, according to leaders of the striking shopmen, so far as organized labor is concerned, however, would have to stand on its own feet and would not be recognized as a part of the national labor movement.

# WILL CONTEST NEAR END.

LOS ANGELES, July 15.—Hearing of the contest over the will of Matthew P. Burns, wealthy shoe merchant, who married the mother of Gloria Swanson, film actress, was completed today, and arguments before the jury will be started Monday afternoon.

Relatives of Burns are seeking to prevent probating of the will, by which the bulk of the estate is left to Mrs. Odaline Lew Burns, the actress' mother.

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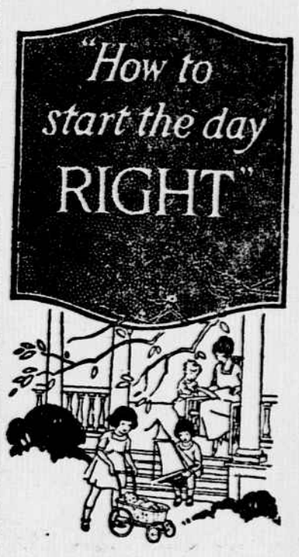


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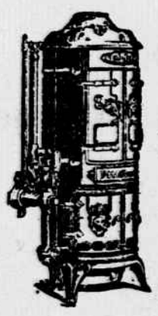

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