

partment of the American Federation of Labor, the President was asked to call a conference between the railway executives and the labor unions "to undertake to compose the differences on all points in dispute."

**CUT WAGES OR HALT, VERDICT ON SHIPPING**

**Dry Dock Association Fears Extinction of Industry.**

American shipping and its allied industries will be faced with practical problems according to a statement issued last night by Henry C. Hunter, president of the New York and New Jersey Dry Dock Association, unless there is a reduction in labor costs. Mr. Hunter looks to the enforcement of a 10 per cent. reduction in wages in ship repair yards of this district as one step in averting disaster.

"The cut now put into effect," he said, "is much less than the reduction in the cost of living. But the whole burden is not being placed on the shoulders of labor, for the yards have made material reductions in their schedules of charges. Every district outside of New York has already put wage reductions into effect, and in some cases these have run from 20 per cent. to 35 per cent., or two thirds of the amount of the cut here."

"Now the American repair yards have been handicapped by their high production costs due to the rates they have had to pay for labor and material is evidenced by the increasing amount of repair work that has been going from this country to Europe. Foreign ship owners especially have been having only sufficient work done to their vessels here to patch them up so that they could be sent to foreign yards. Work lost in this way has not only taken millions of dollars' worth of production from American industry, but it has been chiefly responsible for the shrinkage in the amount of employment available for American labor."

"The number of workers employed today is little more than half the total of a year ago. That the shrinkage has been general the country over is proved by the figures for the various districts."

**U. S. MEDIATOR FAILS; TOWBOAT STRIKE ORDER**

**1,200 Men on Eighty Vessels Affected by Decision.**

Dr. Fred G. Davis, Deputy Commissioner of Conciliation of the Federal Department of Labor, failed yesterday in his efforts to bring about an agreement between the marine engineers and the ocean and coastwise towboat operators, and he returned to Washington. An order directing the union to strike yesterday C. G. Hanna, president of the New England Barge and Towage Association, announced and defended the wage cut as necessary and justifiable.

"I have proposed a wage reduction of 10 per cent. on the basis of the index of the marine engineers' pay by independent operators," he was reported to say. "The American Steamship Owners Association would request the Shipping Board to increase the planned wage cut, and a telegram was drafted asking that a committee from the engineers' union be permitted to place their case before the Shipping Board before any action is taken."

**UNIONS REFUSE WAGE CUT TO AID BUILDING**

**Long Island Employers Abandon Such Plans.**

The refusal of organized labor to sanction cuts in the wages of employees in the building trades was given yesterday by the Building Trades Employers Association of Long Island City as its reason for shelving its plans for putting such cuts into effect with a view to reducing the cost of building construction.

The association announced it had invited the various unions to confer on reduction of at least \$1 a day a man, and that all of the replies to the invitation had indicated the unions were in no mood to consider such proposals.

The replies came from the United Brotherhood of Carpenters and Joiners, the Brotherhood of Bricklayers, and the United Association of Plumbers and Steamfitters of the United States and Canada, Local 4571, Bricklayers' Union, No. 41, and several others.

**WORCESTER BUILDERS STRIKE TO-DAY**

**6,000 Demand Withdrawal of 20 Per Cent. Wage Cut.**

WORCESTER, Mass., March 31.—A strike of 6,000 men engaged in the building trades in this city is expected to-morrow unless the Building Trades Employers Association rescinds an order it has issued reducing wages 20 per cent., beginning to-morrow.

SPRINGFIELD, Mass., March 31.—The enforcement of a wage reduction of 15 cents an hour by the building trade contractors in Holyoke, beginning to-morrow, threatens to precipitate a strike of between 1,200 and 1,500 workers. The workers have announced that they will quit at the end of to-day's work, and no action has been taken for a conference with the contractors.

**INDEPENDENT PACKERS IN SENIORITY STRIKE**

**War Time Agreement Broken, Charge in Chicago.**

CHICAGO, March 31.—Thirteen hundred employees of two independent packing companies went on strike to-day, charging their employers with violating the seniority clause of the wartime arbitration agreement between packers and their union employees.

At the Independent Packing Company plant, the men walked out, and at the William Davies Company plant 500 quit. James Smith, secretary of the district council of the Butcher Workmen's Union, who ordered the strike, charged the companies with hiring non-union workers at less than union wages and refusing employment to men working at the plants at the time of the shutdown unless they accepted a smaller wage.

**HOOPER STARTS TRADE PROBE.**

**U. S. Capital Said to Be Aiding Germans in South America.**

WASHINGTON, March 31.—An investigation to determine if American capital is aiding German trade in South America will be started by the Department of Commerce, Secretary Hoover announced to-night.

The Department, it is said, has beyond doubt reports on the subject beyond the chief advice yesterday from Mexico that German trade rivalry with this country in Latin America was being revived through financial aid from United States.

**N. Y. CENTRAL BARS BROTHERHOODS IN PARLEY ON WAGES**

**President Smith Asserts His Road Will Not Take Part in Conference.**

**LETTER TO WARFIELD Head of Securities Owners Association Accused of Interference.**

**ACTION 'UNFORTUNATE'**

**Road Has Own Provisions for Treating With Its Men, Mr. Smith Explains.**

A. H. Smith, president of the New York Central Railroad Company, made public last night a letter which he has sent to S. Davies Warfield, president of the National Railroad Securities Owners Association, in which he protests against the action of the association in inviting the chiefs of the four big railroad brotherhoods to a conference on the labor situation, and making it plain that the association does not speak for the New York Central.

Mr. Smith's letter follows:

"The newspapers this morning print the letter dated the 30th instant addressed by you to the Brotherhood of Locomotive Engineers, the Brotherhood of Locomotive Enginemen and Firemen, the Brotherhood of Railway Trainmen and the Order of Railway Conductors of America, in which you, as president of the National Railroad Securities Owners Association, invite representatives of those brotherhoods to confer with a committee of your association for the purpose of considering what should be done in regard to wages and other matters affecting the railroads.

"The board of directors of the New York Central Railroad Company has directed me to advise your association and you, as its president, that that board and the officers appointed by it represent the New York Central and its stockholders in all matters of management, including relations between the corporation and its employees, whether those relations have to do with wages, working conditions or practices. The board further directs me to say that it regards as most unfortunate the attempt which you and the association of which you are president are apparently making to intervene in the present labor situation, and that it cannot recognize any right of propriety in your doing so.

"Copies of this letter have been sent to the chiefs of the four brotherhoods so that they may understand that neither you nor the Security Owners Association speaks for the New York Central or the companies which it controls in asking for the conference which you propose to hold."

A copy of Mr. Smith's letter was sent to Warren S. Stone of the Brotherhood of Locomotive Engineers, G. Lee of the Brotherhood of Railway Trainmen, L. E. Sheppard of the Order of Railway Conductors of America, and W. S. Carter of the Brotherhood of Locomotive Enginemen and Firemen. To each of these men also this letter was sent:

"This morning's newspapers report that Mr. S. Davies Warfield, president of the National Association of Owners of Railroad Securities, has invited representatives of the four railroad brotherhoods to confer with a committee of his association for the purpose of considering what should be done in regard to wages and other matters affecting the railroads.

"For your information, and that you may know that neither Mr. Warfield nor the National Association of Owners of Railroad Securities speaks for the New York Central nor the companies which it controls, am enclosing herewith with copy of my letter of even date to Mr. Warfield setting forth the position of those companies with respect to the conference which he proposes to hold with representatives of the four railroad brotherhoods."

**IMPEACHMENT CHARGES DENIED BY GOVERNOR**

**Oklahoma House Will Vote To-day on Report.**

OKLAHOMA CITY, March 31.—The report of a house investigating committee asking the impeachment of Gov. J. B. A. Robertson will be voted on to-morrow. House members indicated to-day, Gov. Robertson was charged with "gross neglect, corruption in office and unwarranted use of executive power."

In the report submitted yesterday, in a statement the Governor denied the allegations and declared the report was "a fabrication concocted and presented during the closing days of the Legislature for political purposes."

The report accuses the Governor of receiving money from various private sources in return for misuse of his power as Governor, and alleged that in his sworn income tax return for 1919 he listed only his salary of \$4,500, whereas he was alleged to have received during the year \$18,038 additional.

That the Robertson administration was extended clemency to 1,900 persons was another charge contained in the report.

**TIRE FIRM ADDS 1,000 MEN.**

**Firestone Will Increase Production to 15,000 Tires a Day.**

AKRON, March 31.—More than 1,000 men will be reemployed by the Firestone Tire and Rubber Company during April, according to an announcement made to-day. Production will be increased nearly 50 per cent. It is expected to reach a day, due, it is stated, to substantial increases in original equipment business from automobile factories which are beginning to resume work.

**PACKERS ACCEPT TERMS.**

WASHINGTON, March 31.—Twelve independent packing concerns, all of Chicago, informed the Department of Labor to-day of their acceptance of the agreement reached last week by the five big packers and their union employees through the mediation of Secretaries Davis, Hoover and Wallace.

**FORD FIGHTS WAR ON PAPER.**

CLEVELAND, March 31.—Attorneys for Henry Ford have filed a petition in Federal court for an injunction restraining the city from enforcing an ordinance which prohibits the sale of the Dearborn Independent on the streets here. Hearing has been set for April 8.

**175,000 N. Y. RAIL WORKERS IN 16 UNIONS PLAN MERGER**

**One Central Body for "Offensive and Defensive" Purposes Is Aim, According to Call Sent Out for Meeting on Sunday.**

Representatives of approximately 175,000 organized railway workers in this district will meet here Sunday to consider plans for amalgamation of all local railroad union organizations into one central body for "offensive and defensive purposes," to be known as the New York Railroad District Council.

This announcement was made last night by officers of the United Brotherhood of Maintenance of Way Employees and Railroad Shop Workers.

This movement should not be considered as an attempt to organize along the lines of the one big union, Anthony Spair, president of the district council of Maintenance of Way locals in New York, said. "This action has been approved by all the national officers in charge of the work in this district, including William D. Roberts, grand vice-president and G. V. Planlan, and all general chairmen of roads running into New York and its vicinities."

"If this amalgamation succeeds it will be the first organization of its kind in the country, and will probably serve as a forerunner of others in the United States and Canada."

More than 300 representatives of local unions affiliated with the sixteen international and national railroad workers' organizations have been invited to attend the conference.

The New York district, one of the largest and most strategic points in the United States, includes all organized workers in the Greater New York district and the territory extending to Hartford, Conn., Philadelphia, N. J., and eastern Pennsylvania.

**RECALL INITIATED IN NORTH DAKOTA**

**Convention Opposed to Non-Partisan Government Orders Election on November 3.**

DEVILS LAKE, N. D., March 31.—Political factions opposed to the Non-Partisan League in North Dakota, in convention here to-day, ordered that a recall election be held on or before November 8. The election is directed against Gov. Lynn J. Frazier, Attorney-General William Lemke and Commissioner of Agriculture John N. Hagan.

This is the first time in the history of the United States that a recall election has been ordered against a Governor or other high State official, delegates to the convention asserted.

"The brain child of the Socialist regime—the recall—having been placed on the statute books of North Dakota by the non-partisans, has grown up in four years and threatens to destroy its parent," Theodore G. Nelson, secretary of the Independent Voters' Association, said.

R. A. Nestos of Minot was nominated unanimously by the anti-non-partisans as their candidate for Governor. He will run against Gov. Frazier at the recall election.

Swelton Johnson of Grand Forks, chairman of the State Democratic Central Committee, was nominated as a candidate for Attorney-General to run against Wm. Lemke, incumbent.

D. E. Shipley of Dickinson declined nomination as a candidate for Commissioner of Agriculture and Labor to oppose J. N. Hagan. He insisted that it should be given to an American Legion man, and the selection will be made later by a committee.

While there was no roll call on the recall question, there were not more than a dozen votes against it out of nearly 400. The vote followed an afternoon of debate between two factions. The resolutions relating to the recall follow:

"It is resolved, That the Governor, Lynn J. Frazier, Attorney-General William Lemke and Commissioner of Agriculture and Labor Hagan be recalled, and that petitions recalling such State officials, comprising the Industrial Commission, be circulated and filed with the Secretary of State at such time as will insure a recall election to be held on or before November 8, 1921.

"That there be initiated an amendment to the constitution of the State providing for the issuance of bonds in the amount of \$5,000,000, the proceeds to be used in retiring bonds of the North Dakota Mill and Elevator series in repaying the debts and liabilities of the Mill and Elevator Association, in completing the State owned mill and elevator at Grand Forks, and as capital for the operation of such mill and elevator when completed.

"Bonds in the amount of \$250,000, the proceeds to be used in retiring six outstanding bonds of the North Dakota home building series and in payment of the debts and liabilities of the Home Builders Association.

"Such constitutional amendment to fix and establish the maximum debt limit of the State at \$7,750,000, except that bonds may be issued secured by first mortgage upon real estate in an amount not to exceed 50 per cent. of the value of such real estate.

"That petitions initiating such constitutional amendments be prepared and circulated, and that the same be filed with the Secretary of State at such time as will insure such proposed amendment being voted upon at such recall election."

According to A. B. Jackson of Devils Lake, the pending recall will automatically block a reported proposal by the State to sell for \$2,000,000 to \$4,000,000 of State industrial bonds. Gov. Frazier has been Chief Executive of North Dakota since 1916, when he was first elected to that position by the Non-Partisan League indorsement.

**WOMAN IS WOUNDED BY REJECTED SUITOR**

**Fires Twice at Himself, but Aim Is Poor.**

Robert Secclesone of 25 West 11th street was standing at Eighth and 11th street last night shortly before midnight when he heard a man and a woman, later identified as Sidney Martinus of 104 Amsterdam avenue and Miss Lucy Rothfelder of 24 West 12th street, quarrelling only a few feet from him on the other side of an elevated pillar. He heard Martinus ask Miss Rothfelder to marry him and he heard the girl say she would not and heard her tell him to let the matter drop.

"Then if I don't marry you," Martinus shouted, "no one else will."

Secclesone heard shot then and peered around the pillar in time to see Miss Rothfelder drop to the pavement with a bullet in her stomach. He also saw Martinus put the revolver to his own head and fire two shots. One went through the brim of his hat, the other missed entirely. Secclesone tried to grab Martinus, but the man turned and ran up 11th street, with a shouting crowd, which had gathered quickly, in pursuit. The crowd chased Martinus for several blocks, but the man finally dodged into a doorway, ran up a tenement stairway and escaped.

Meanwhile an automobile had taken Miss Rothfelder to the Women's Hospital. Dr. Riecky said she would die.

**BERGDOLL 'CAPTORS' FRED BY GERMANY**

**Two U. S. Soldiers Now on Way to Coblenz.**

By the Associated Press.

MORSBACH, March 31.—Carl Nuef and Frank Zimmer were released from imprisonment here to-day. The sentences of Nuef and Zimmer, both attached to the American Army of Occupation and under confinement here for their attempt to arrest G. C. Bergdoll, the American draft evader, have been remitted by the Baden Government.

The German authorities stated that the release was effected at the request of the German Federal Government and that it was dependent upon the good behavior of the two Americans.

As both the Americans are expected to reach Coblenz to-morrow or Saturday, where neither the Baden nor the Federal Governments will have any authority over them, the suspensions of the sentences are regarded virtually as pardons.

The release of Nuef and Zimmer has aroused great interest in German circles and already, it is said, a member of the Nationalist party will make it the basis of interpellations when the Reichstag convenes after the Easter recess.

The action in the Baden Government in releasing the men was due to representations made by Brig.-Gen. B. T. Allen, commander of the American occupation forces, made to the German Government through a member of the American General Staff, who went to Berlin last week and conferred with the German Government authorities.

**PENNSYLVANIA RAIL MEN REJECT CUTS**

**Company's First Meeting With Representatives of 35,000 Men Ends Abruptly.**

**LABOR BOARD GETS CASE**

**Workers Call Reductions Unwarranted, as Living Costs Have Not Fallen Much.**

PITTSBURGH, March 31.—The first of a series of wage conferences between executives of the Pennsylvania Railroad Company and representatives of employees ended to-day when the twenty-five delegates for 35,000 maintenance of way and structures and unskilled forces refused to accept wage reductions of 15 to 25 per cent.

The committee of general managers of the road suggested that the workers accept the cut. The labor representatives held a separate meeting and decided to reject the proposed reduction. This refusal automatically threw the case into the hands of the United States Railroad Labor Board.

W. S. Burrell of Chicago, chairman of the wage bureau of the road, presented the company's proposition. Under the plan common labor, now paid 48 1/2 cents an hour, would be reclassified into zones and paid 20 to 37 1/2 cents; skilled mechanics receive 59 1/2 cents, a cut of 12 1/2 cents; day rate employees would be reduced \$1 a day, and monthly men, such as foremen, etc., receiving \$110 to \$200, would be reduced \$25 a month.

C. S. Krick, explaining the situation as viewed by the company, said conditions necessitated a general wage revision downward.

L. I. Kennedy, for maintenance of way employees and railroad shop laborers, contended that it was difficult to compare skilled and unskilled labor in railroad work with similar work outside. He said that the relation between the cost of living and the wages paid could not influence the decision, "for the fact is that it cannot at this time be shown that the cost of living has been materially reduced." In closing he told the general managers that the men "feel that at this time a reduction in the wages or salaries paid employees is unwarranted."

To-day's conference was the initial meeting between the two sides. As each group of workers receives two days to present its case, there will be no meeting to-morrow. On Saturday the managers will meet with representatives of the signal men.

**MINERS PUT HOPE IN GOVERNMENT FUNDS**

**Continued from First Page.**

ordered and other fuel conservation measures enforced.

The miners have urged that their union be recognized as the representative of the largest and most strategic points in the United States, includes all organized workers in the Greater New York district and the territory extending to Hartford, Conn., Philadelphia, N. J., and eastern Pennsylvania.

**CITY COAL BILL CUT \$212,761.**

Grover A. Whalen, Commissioner of Plant and Structures, announced yesterday that contracts awarded by him, effective to-day, for coal for ferries for the next twelve months would cut \$212,761 from the city's coal bill by \$212,761 and would put the expenditure for coal within the budget allotment.

**The Most for Your Ice Money**

The lowest temperature for the lowest expenditure depends first of all upon a good refrigerator. One that keeps dry, cold air in constant circulation—one that cuts out waste in the use of ice, yet keeps each article of food pure and sanitary, retaining flavor without contamination of other articles.

Once a week have your refrigerator washed with warm, not boiling, water and soda. Do not put hot food in. Keep a regular temperature by getting a regular supply of ice. The Knickerbocker cooler comes so regularly you can almost tell the time of day by its arrival.

**Knickerbocker ICE Company**

Finchley Knitted Cravats \$3 to \$5

**RAIL PROBLEM NOT QUESTION OF RATES**

**L. C. C. Chairman Says Margin Between Revenue and Costs Must Be Widened.**

**SITUATION WILL IMPROVE**

**Equipment Men Told Private Ownership Is on Trial—Ask Hoover's Aid.**

"The railroad situation can be relieved by neither the raising nor lowering of freight rates, according to Edgar E. Clark, chairman of the Interstate Commerce Commission, who addressed the Railway Business Association at the Waldorf-Astoria last night. He felt that as a general thing the rates could go no higher and also said:

"Until the foundation has been laid for widening the margin between the revenue and the cost of earning it, it is difficult to find justification for an attempt at general reduction in rates."

Mr. Clark discussed railroad problems with President Harding at the White House yesterday, but last night's speech was not taken to be a reflection of that meeting, as it was prepared several days in advance.

The Railway Business Association, composed of men who sell equipment to the roads, had its annual meeting in the afternoon. The after dinner speakers in the evening were its reelected president, Alva B. Johnson; Daniel Willard, president of the Baltimore and Ohio, and Mr. Clark.

The Esch-Cummings law was warmly praised by Mr. Clark. He said too much energy had been expended in criticizing what seemed at the moment to be weaknesses and there had been "too little disposition to assist in laying the foundation for the superstructure which that act contemplated." He said he wished it were possible to hope for the early consolidation, made possible by the law, of the roads into a limited number of large systems "under which every reasonable degree of competition of service will be preserved."

**91 P. C. Operating Cost.**

Citing official figures for December, he pointed out that the operating cost of earning each dollar was 91.3 cents, leaving only 8.7 cents to pay taxes, interest charges and return upon property values. "Obviously that margin is too narrow," he said.

He foresaw gradual improvement of the state of the railroads as necessary readjustments were made.

Regarding rates Mr. Clark pictured crops decaying in the fields for lack of a profitable market while the housekeeper continued to pay close to war prices. "In some quarters," he said, "zealous efforts made to have it appear that this situation is in large part due to high freight rates. The freight rates are high. I have yet to meet a well informed man who does not feel that as a general thing they can be made no higher as a revenue producer. Careful inquiry into some depressing situations discloses that the situation of products is produced not by freight rates, but by economic conditions and perhaps manipulated markets."

President Willard of the Baltimore and Ohio told the dinner that private ownership and operation was still a trial in this country, but it has everything in its favor and ought to win. He added:

"I believe it will win if the managers, measured by the service they give the public, deserve to win."

**Predicts Lower Rates.**

"I have no doubt," said Mr. Willard, "that public opinion can change again just as quickly and react just as strongly against private ownership if the public feel that, on the whole, it is likely to get more satisfactory service in some other way."

Mr. Willard said he did not believe the Esch-Cummings law had failed. On the contrary, he said, it "has functioned in its important features." He denied that the railroads have broken down during the last year, pointing out that they have made 2 per cent. more tonnage miles than during the period of Government ownership. As to the Esch-Cummings law preventing strikes, he said:

"I cannot say, of course, that the law will always prevent strikes, but I do know that it has prevented them for one year."

Mr. Willard predicted lower rates, but did not say when he expected them to come. He said, however, that it would be just as foolish for the railroads to expect to keep rates up as for any other industry to expect the price of its products to stay up.

Thirteen hundred persons, including Governors, Senators, college professors,

**WOMAN IS WOUNDED BY REJECTED SUITOR**

**Fires Twice at Himself, but Aim Is Poor.**

**BERGDOLL 'CAPTORS' FRED BY GERMANY**

**Two U. S. Soldiers Now on Way to Coblenz.**

**PENNSYLVANIA RAIL MEN REJECT CUTS**

**Company's First Meeting With Representatives of 35,000 Men Ends Abruptly.**

**LABOR BOARD GETS CASE**

**Workers Call Reductions Unwarranted, as Living Costs Have Not Fallen Much.**

**MINERS PUT HOPE IN GOVERNMENT FUNDS**

**Continued from First Page.**

**CITY COAL BILL CUT \$212,761.**

Grover A. Whalen, Commissioner of Plant and Structures, announced yesterday that contracts awarded by him, effective to-day, for coal for ferries for the next twelve months would cut \$212,761 from the city's coal bill by \$212,761 and would put the expenditure for coal within the budget allotment.

**The Most for Your Ice Money**

The lowest temperature for the lowest expenditure depends first of all upon a good refrigerator. One that keeps dry, cold air in constant circulation—one that cuts out waste in the use of ice, yet keeps each article of food pure and sanitary, retaining flavor without contamination of other articles.

Once a week have your refrigerator washed with warm, not boiling, water and soda. Do not put hot food in. Keep a regular temperature by getting a regular supply of ice. The Knickerbocker cooler comes so regularly you can almost tell the time of day by its arrival.

**Knickerbocker ICE Company**

Finchley Knitted Cravats \$3 to \$5

**HOW MUCH SHOULD AN ADVERTISER SPEND IN A DULL SALES PERIOD?**

**THERE is in The Lewis Bulletin (No. 606) an article which tells you what should be done.**

It is free for a request on your business letterhead.

Write, call or phone.

**CAMPBELL-EWALD COMPANY**

18 WEST 34TH STREET, NEW YORK

Offices in Detroit—Chicago

**MEN'S FURNISHING SHOP**

**WOMEN'S**

**imported hand-frame silk knit scarfs solids, stripes, and chameleonic confusions of color**

**The nobility of neckwear at a bourgeois price, \$3.50**

**CARMOOR LONDON**

**Franklin Simon & Co**

5th Avenue

(2 to 8 West 38th Street—Street Level)

No Lifts—Just Step Inside

**Best MADE CLOTHES FOR BOYS**

**Junior Norfolk Suits for Spring**

SIZES 5 TO 10 YEARS

13.50 to 19.50

**ON the boundary between "middy" and "manly." The 'twix and 'tween Suits for growing youngsters.**

A VARIETY OF SERVICE-ABLE FABRICS IN SUIT-ABLE SPRING COLORINGS.

Boys' Sport Blouses of fancy percales in neat stripes and colors, short sleeves . . . . . Sizes 7 to 14 years 1.15

Boys' Silk Four-in-hand Ties in newest fancy weaves & colorings .50

**Best & Co.**

Fifth Avenue at 35th Street—N.Y.

Established 1870