

CUYLER GIVES DATA TO JUSTIFY ROADS

Beelaers Agriculture and Industry Generally Cannot Pay Present Rates.

DRIFT IS INEXORABLE

Railways Incapable of Bearing Further Losses, Says Executives' Chairman.

Railroad executives deplore the disturbance to the morale of their organizations involved in threats of a strike more than they fear the results of an attempt to carry out such threats. Thomas De Witt Cuyler, chairman of the Association of Railway Executives, said in a statement yesterday.

In the interest of the farmer, the manufacturer and the public generally, continued Mr. Cuyler, the executives reached the conclusion that freight rates must come down, and that to bring this about without sending the country's transportation systems into receivership, a second reduction of 10 per cent. in the wages of railroad employees was necessary. It is the intention of the carriers to proceed to obtain this concurrent reduction in rates and wages as soon as possible from the two governmental bodies which have supervision over such matters.

"The railroads are not seeking to place the whole burden of the present situation upon labor," said Mr. Cuyler. "Railroad owners have made their sacrifices. The fact is that agriculture and industry generally are unable to pay many of the current charges for railroad transportation. Yet those charges are absolutely necessary if money is to be obtained to pay present wages. The rates must come down in the interest of the farmer, the manufacturer and the public generally."

"Neither labor nor management can resist inexorable economic forces. These forces have reduced the cost of living.

"That the railroads are not themselves capable of bearing further losses will be evident from these facts:

"During the years when other industries were making very large profits the earnings upon railroad investment in the United States were held within very narrow limits, and they have during the last four years progressively declined.

"The railroads in 1920 realized a net railway operating income of about \$82,000,000 upon a property investment of over \$19,000,000,000, and even this amount of \$82,000,000 included back mail pay for prior years received from the Government of approximately \$44,000,000, thus showing, when the operations of that year alone are considered, an actual deficit before making any allowance for either interest or dividends.

"For the eight months ending August 31, 1921, the railroads of this country did not earn sufficient to pay interest on their outstanding bonds.

"That the railroads were able to realize any net earnings whatever for that period was due to drastic reductions in expenditures for the maintenance of the properties—a failure to spend money which must later on be put into their property.

"The railroads sent for maintenance in the first eight months of 1921 \$274,600,000 less than they did for the same period of 1920. Had the expenditures for maintenance in 1921 been equal to those for 1920 the railroads instead of realizing the net operating income of \$82,000,000 for the eight months, as shown in the Interstate Commerce Commission reports, would have been faced with an actual deficit of more than \$70,000,000."

Lehigh Valley Offering 'Permanent Work' Nov. 1

HAZLETON, Pa., Oct. 19.—The Lehigh Valley Railroad Company to-day began advertising for men to take the places of employees who may leave the service on November 1, when a strike is scheduled to begin on its line. The advertisements say the positions will be permanent.

RAIL PRESIDENTS TO CONFER TO-DAY

Heads of Eastern Roads Will Adopt General Policy in Event of Strike.

Railroad managers, freight shippers, the travelling public and suburban municipal authorities were completing yesterday plans for maintaining transportation service if the threatened walkout of train service employees actually comes.

The general policy to be followed by the railroads will engage the attention of the Eastern Presidents Conference, which is composed of the chief executive officers of all the trunk lines entering New York, at a meeting to be held at the Bankers Club at 1 o'clock to-day. The closer details of keeping freight and passenger trains in operation will be taken up at a meeting of the General Managers Association this morning at 75 Church st.

That shippers were basing themselves in anticipation of a tieup was evident in the sharp upturn in the volume of freight offered to the carriers. Practically all the roads of the New York and Philadelphia districts reported an acceleration of traffic in a wide range of commodities. This was particularly true of shipments of grain for export from Buffalo and the head of the lakes to New York, Philadelphia, Baltimore and other seaboard points. The congestion of export grain at Philadelphia was such that if continued it will soon be necessary to establish the permit system to insure the availability of bottoms to receive the grain before the railroads will accept the tonnage at the original point of shipment. Aside from this one case, however, no congestion or hint of a shortage in equipment has been reported.

Yesterday the railroad managers were preparing advertisements guaranteeing permanent positions to men who can serve in the emergency as engineers, firemen, trainmen, conductors and yardmen. These will appear in the newspapers of industrial centers from which the managements are wont to draw much of their labor supply. That large numbers of the men laid off by the roads in recent months, and of those who failed of reinstatement after the outlaw strike of April, 1920, were available for the positions, was borne out by the large response received to advertisements placed on the previous day by the Central Railroad Company of New Jersey.

The Erie Railroad took the lead yesterday in addressing a general appeal to the public for active cooperation in maintaining full passenger service. A statement issued by J. J. Mantell, its general manager, said that this could be accomplished by volunteered service of patrons for engine and train service.

He asked that applications giving full details of experience be sent to Room 12, Erie Railroad Station, Jersey City. Plans for transporting a part of the army of New York commuters from New Jersey and Westchester county in jitneys and buses, in the event of a strike, began to take form in Newark and White Plains, the respective points in New Jersey and Westchester county from which start the peak loads of New York bound local traffic.

In New Jersey the plan will be to divert many of the jitney lines into a main channel from Newark to Jersey City, where the ferries and tubes will be available. The White Plains commuters will be carried in large buses to a point where connections can be made with direct subway trains for downtown Manhattan.

RAIL UNIONS DIVIDED AS U. S. BOARD ACTS

Continued from First Page.

realize the board really is fighting for its life and that much of its future depends on its ability to handle the present situation.

In connection with the possibility of this conference averting a strike, it was pointed out, however, that many railroads have announced positively that the public group proposal is impossible in their opinion, while few labor leaders have expressed warm approval of it. In this connection Samuel O. Dunn, editor of *Railway Age*, issued a statement to-night after a conference with local rail heads denouncing the plan as "involving a complete surrender by the roads to the labor unions." The statement said the "labor leaders' opposition to the plan was a bluff, as it was exactly what the unions want."

Possibility of immediate steps to bring about a Labor Board hearing on the proposed 10 per cent. wage cut, which the roads recently announced they would seek, was reported in rail circles, but locally no action has been taken. Informal meetings of presidents of railroads entering Chicago are being held almost daily, and it was said that definite announcements would be made soon.

To Advertise for Men Soon.

Presidents of railroads centering here have not yet advertised for men to man the trains in case of a strike, as has been done in New York, but this action also will be taken within a few days, it was said.

At the informal meetings numerous plans of combating the strike have been discussed, but it was said that no complete final method had been adopted. Recall of all men on pension, appeals to the public to help run the trains, ultimatums to the unions that men who do not return to work within a specified time after the walkout will be virtually blacklisted and distribution of circulars among the men pointing out that they lose their seniority rights are some of the steps contemplated, rail heads said.

RAIL UNION CHIEFS APPEAR RECEPTIVE

Leave Cleveland for Conference in Chicago.

CLEVELAND, Oct. 19.—Four of the big five railroad transportation chiefs left here late to-night for Chicago, where they will be joined by L. E. Sheppard, president of the Order of Railway Conductors and confer with the Railroad Labor Board in an effort to avert the nationwide railroad strike.

Prior to the conference with the Labor Board at 2 o'clock to-morrow afternoon the five chief executives will hold a meeting in the morning to discuss matters pertaining to the situation and coordinate plans governing their action when they meet the board.

Before leaving to-night the brotherhood chiefs said they did not have the slightest idea of what proposals the Labor Board intends to submit to them. Their attitude was one of entire receptiveness and disinclination to discuss anything which might be prejudicial to any conciliatory move contemplated.

T. C. Cashen, president of the Switchmen's Union of North America, arrived here from Buffalo late this afternoon. He accompanied the local brotherhood executives, W. G. Lee, president of the Brotherhood of Railroad Trainmen;

No Surrender to Unions As in 1916, Cry of Allen

TOPEKA, Kan., Oct. 19.—The whole nation is aroused and will insist that the Government shall not surrender to the railroad unions as in 1916, said Gov. Henry J. Allen, of Kansas, in a statement to-day discussing the impending railroad strike. He added:

"A frightened Congress in 1916 passed a law in three days which prevented a general strike by subjecting the Government to the threats of the four American brotherhoods. A courageous Congress in this hour could in three days pass a just law creating a Federal tribunal, before which the laboring man might receive justice without warring upon the public."

Warren S. Stone, president of the Brotherhood of Locomotive Engineers, and W. S. Carter, president of the Brotherhood of Firemen and Engine-men, to Chicago. "We note in the morning papers that the Railroad Labor Board is going to assert its authority," said Mr. Stone. "It is strange that it should be discovered only when labor is trying to better its condition and is filing a protest against further wage reductions and that then, and not until then, the United States Railroad Labor Board has full authority."

FARM BUREAU TO ASK RAIL BILLS' REPEAL

Adamson and Esch-Cummins Acts Attacked.

WASHINGTON, Oct. 19.—Interest in Washington in the strike situation was centered to-day in the forthcoming conference of Brotherhood leaders and the Railroad Labor Board to-morrow in Chicago. Hope that a definite programme to avert the strike would result from that meeting was general in Government circles.

The suggestion that certain provisions of the Adamson act and the Esch-Cummins railroad bill were impeding "a prompt return to normalcy in railway rates and service" was made to chairman Cummins of the Senate Interstate Commerce Committee by the American Farm Bureau Federation, which served notice that "we will move at an early date for the repeal of these two measures, in whole or in part."

The Federation plans to file to-morrow with the Interstate Commerce Commission a petition asking "immediate reduction in rates on basic commodities of from ten to twenty per cent.," the letter to Mr. Cummins said, adding that the petition would be accompanied by a request for "reflection of all reductions of operating expenses in lower rates until the freight advance since August, 1920, is eliminated."

Chicago, Oct. 19.—The American Farm Bureau Federation announced to-day it had decided to ask Congress immediately for repeal of the Esch-Cummins transportation law and the Adamson act.

Declaring these were war time measures, J. R. Howard, president of the Federation, said they were preventing a speedy return to normal conditions. Mr. Howard said the transportation act and its interpretations had been found to "take from the States the power to regulate rates and practices of the carriers relating to intrastate transportation and distribution of cars."

TEAMSTERS TO ACCEPT CUT OR FACE OPEN SHOP

Truckmen's Bureau Prepared to Make the Change.

Unless the locals of the International Brotherhood of Teamsters accept a \$5 weekly wage cut and a ten hour instead of a nine hour day, effective November 1, at its meeting in Webster Hall to-night, the Merchant Truckmen's Bureau,

which proposed the new terms, will take steps to operate an open shop. "It must be remembered there are thousands of men out of work," said David Brooks, chairman of the bureau. "After making a survey of our resources we find we are amply prepared to change to an open shop policy. We have the support of our own organization and pledges from other powerful organizations."

The members of the bureau operate 4,600 motor trucks and 7,400 horse-drawn trucks. The wages of drivers now run from \$29 to \$35 weekly.

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