

TRAINS LEFT BY TRAINMEN; GUARDS CAUSE

Passengers Are Stranded When Workers Refuse to Move Cars—Renewed Outbreaks of Violence.

TIE-UP THREATENED

(By Associated Press)
CHICAGO, Aug. 11.—Serious threats to traffic by refusal of trainmen to move trains at points where troops are on guard; renewed outbreaks of violence resulting in several deaths, and the possibility of walkouts by maintenance of way men on various roads, marked the progress of the strike of shop crafts employees as railroad heads and leaders gathered for conferences today to consider separately President Harding's proposal for ending the strike.

Members of the "Big Four" transportation brotherhoods, upon whom train movements depend, were authorized by their chiefs to suspend work if they consider strike conditions and the presence of soldiers at terminals and junction points "unbearable."

Western divisions of the Atchafalaya, Topeka & Santa Fe were threatened with a tie-up of transcontinental trains by refusal of engineers, firemen, conductors and trainmen to operate trains while troops were stationed along the line where outbreaks occurred earlier in the strike.

At other centers throughout the country similar situations threatened. Switchmen at Moberly, Mo., returned to work after a short walkout, but firemen there voted not to aid in the movement of freight trains until the demands of the striking shopmen were met.

Two non-union employees of the New York Central lines in the Collingwood yards at Cleveland, one a dispatcher and the other a call boy, were shot and killed on a street corner. Their slayer escaped.

At Harburt, Wyo., two negro shop employees of the Chicago, Rock Island & Pacific were shot and probably fatally wounded.

Bomb Misses Mark.
At Birmingham, Ala., an attempt was made to blow up a dining car used for feeding shopmen and laborers in the Frisco yards. The bomb missed its mark and blew a hole in a nearby box car. The explosion occurred just before 100 men were due to arrive at the car. Police found a bundle of dynamite sticks in the yard near the cars.

Dynamite was used in an attempt to blow up shanty cars and a diner in the Southern railway yards at Asheville, N. C. Windows were shattered in a car containing 11 workmen.

State rangers were sent to Texarkana, Tex., in connection with strike activities. Water pipes supplying the Texas and Pacific yards and the Union station were cut twice by unknown persons.

Marvin Oxner, a car repairer, employed by the St. Louis and San Francisco railroad at Memphis, Tenn., died from gunshot wounds received when he was attacked and robbed by two negroes while on his way to work.

Conferees Arranged
Conferences were arranged between railroad and union officials in Chicago today in an effort to avert a walkout of 2,600 maintenance of way men on the Chicago, Milwaukee and St. Paul.

Maintenance of way men at Kansas City sent resolutions to their national officers demanding protection of their interests, even to the extent of calling a suspension vote to work.

A strike vote to poll sentiment of "Big Four" brotherhood men at New Orleans on the question of a sympathetic strike to aid the striking shopmen was in prospect.

Federal Judge James H. Wilkerson, recently appointed to the federal bench to succeed former Judge K. M. Landis, commissioner of base ball, granted an injunction restraining strikers from picketing in the yards of the Elgin and Eastern railroad at Joliet, Ill., where troops remained on guard. The E. J. and E. outer belt line for Chicago shipping still was tied up by a walkout of "Big Four" brotherhoods in protest against the presence of soldiers.

Injunction Granted
Posting of circulars designating shop workers as "scabs" and "strike-breakers" was restrained in an injunction granted at St. Paul by Federal Judge Booth.

Strike ballots were ordered for clerks employed by the Lackawanna. In conference at St. Paul, governors of Minnesota, North Dakota, South Dakota, Wisconsin and Iowa sent to President Harding their approval of action toward government's operation of railroads serving coal regions and all mines also if necessary to relieve the situation brought by the dual strike of railroaders and miners.

Coal shortage was signed by road officials as the reason for a temporary cancellation of four branch line trains on the Missouri Pacific, out of Wichita, Kas. The Missouri Pacific announcement followed withdrawal of six passenger trains of the Frisco line operating in Kansas.

HAGERSTOWN SEEKS LEASE CANCELLATION

(By United Press)
INDIANAPOLIS, Aug. 11.—Termination of a lease contract to Robert M. Cass, of Indianapolis, for the operation of the municipal light and power plant at Hagerstown was asked Friday by the public service commission. The Hagerstown city council filed the petition, which alleges that Cass during his three-year lease has not fulfilled obligations.

6 ACTS OF VIOLENCE MARK PROGRESS OF RAIL STRIKE HERE

Six acts of violence that have marked the progress of the rail strike here, were made public by railway officials Thursday.

On the night of Aug. 1, one freight car and 150 railroad ties were burned at Neel's gravel pit, east of the railroad shops. The company had 20 cars at the scene of this burning, but the fire was discovered before they were destroyed. The packing had been removed from the journals of the remaining cars in preparation for their destruction, company officials said.

The same night a switch was thrown into the open position at Olive Hill and the signal light removed and thrown away. Had not this act been discovered soon after, a serious passenger train wreck might have occurred, officials said.

Report Wires Cut.

All of the telegraph wires which communicate with the local office on the Columbus division were cut about two miles east of the city on the night of Aug. 2 and the next morning the same thing had been done on the Richmond division about three miles west of the city. One and one-half hours after the discovery of the cut wires on the Richmond division, a fire occurred at Olive Hill which resulted in the destruction of four freight cars and the small station at that place.

Two nights later communication lines were cut on the line between Eaton and Camden, Ohio. This is the third case of wire-cutting which has occurred to date, officials said.

On Sunday night, Aug. 6, the crew of the wrecking train was trying to place three freight cars back on the track in the local yards. A large crowd of people congregated on a lot just over the property line and a number of stones were hurled at the workmen. The crowd was dispersed by the city police and two arrests made. These cases are pending awaiting the action of the federal authorities.

Home Painted, Report
On Thursday night, Aug. 3, the home of one of the foremen at the local shops was visited and sidewalks, garage and the back and front porches were painted with a quick-drying black paint. This is the sixth occurrence of the kind since the strike started, officials said.

The track rails of the G. R. and I. railway where it joins the Pennsylvania trunk line just west of the city were oiled for a distance of about half a mile on the night of Aug. 8. The track at this point is under repair and this act not only rendered the line impassable but placed trains in dire peril. The first train to attempt to pass over the oiled portion of the track was going up grade instead of down grade. Passage could not be made until the track was thoroughly sanded.

FIRE IN CAMP GRANT IS UNDER CONTROL AFTER EIGHT UNITS DESTROYED

(By Associated Press)
ROCKFORD, Ill., Aug. 11.—Fire in the Camp Grant barracks was brought under control early today after eight units in the hospital area had been destroyed and 20 isolated buildings damaged. Several soldiers were injured slightly, while aiding firemen in fighting the flames. Four soldiers who fell through a burning roof escaped with minor injuries.

Camp authorities declared the fires undoubtedly were of incendiary origin. The barracks erected during the war were built and equipped at a cost of more than \$1,000,000, but their salvage value was said to have been much less.

Immediate investigation of the origin of the fire was begun by military and civil authorities.

WORK OF FRAMING COAL WAGE SCALE IS STARTED TODAY

(By Associated Press)
CLEVELAND, Ohio, Aug. 11.—Work of framing a wage scale agreement which union officials said they expected using as a basis of settlement in the nationwide coal strike was begun today by a committee of 21 miners and operators. President John L. Lewis of the miners and Michael Gallagher of this city, president of the Pittsburgh Vein Coal Operators' association of Ohio headed the committee, the entire personnel of which was selected from the scale committee of the general conference called here to consider peace plans.

Demands of both the miners and the operators were to be placed before the committee of 21 and its report was not expected to be ready for presentation to the general conference until next week. The miners stood pat on their demand for re-establishment of the contracts that were in force just before the start of the strike more than four months ago, but the operators' demands had not been made known by the producers' committee members.

Control Large Territory

The operators participating in the conference were shown by its credentials committee to control about 20 percent of the coal production of the central competitive field, which comprises Pennsylvania, Ohio, Indiana and Illinois. Approximately two-thirds of this tonnage was that controlled by Ohio operators.

W. A. Glasgow, of Philadelphia, counsel for the miners, had returned today from Toledo, where he met yesterday with some Illinois operators, who are not participating in the conference. He declined to discuss his meeting, but conferred with President Lewis and other union officials on his return to this city.

UNION REPLY TO HARDING'S PLAN DELAYED

Chiefs of 17 Unions Meeting in Washington Do Not Expect to Formulate Answer Before Saturday.

REJECTION IS LIKELY

(By Associated Press)
WASHINGTON, Aug. 11.—Heads of 17 railroad labor organizations including those on strike and the larger operating brotherhoods considered President Harding's latest strike settlement proposal for more than two hours today without reaching any decision as to what responses should be made by the men on strike.

Warren F. Stone, grand chief of the Brotherhood of Engineers, who presided at the session which adjourned shortly after noon, said another meeting would be held later in the day, but that probably no answer would be drawn up before tomorrow.

Officials of the seven striking rail unions, through B. M. Jewell, the rail chairman, said the session would be a long one.

They had nothing to add to their previously given indications that the shop unions intended to reject the president's proposal which provides for leaving the seniority status for adjustment by the labor board after their return to work. President Harding and his cabinet went into session exactly the same time the union leaders assembled and the rail strike was foremost in both discussions.

Attorney General Daugherty before leaving the department of justice for the White House sent telegrams to the representatives of the department in Arizona, New Mexico and California, asking for reports of the walkout of the Big Four brotherhood members of the Santa Fe in the western territory. He also carried press dispatches of the walkout into the cabinet meeting, and other members of the president's official family went into the session prepared to report on various features of the strike.

Extension Not Expected.
It has been repeated emphasized by B. M. Jewell, spokesman for the allied shop unions, that the general conference was desired in an advisory way and that extension of the strike among other railroad unions was not expected to result from today's meeting. Since the conference was called, however, members of some other rail unions at various points have refused, with the sanction of the union heads, to work under conditions prevailing due to the shopmen's strike. Protest walkouts against the use of troops and armed guards and also against alleged deterioration of rolling stock resulted and it appeared certain that this phase of the railroad problem would be given much attention by the general conference when it went into session.

Delay Is Expected
Early action by the shopmen toward framing their answer to Mr. Harding's proposal that the seniority dispute be referred to railroad labor board for settlement was not expected. Mr. Jewell anticipated that it would take a day or more for the general conference to go over the ground with the shopmen. It seemed likely that the men's answer would not reach the president before next week.

Predict Rejection
Since the president's new and final suggestion was made known shopcraft leaders here have freely predicted that it would be rejected although declaring themselves without power to commit the unions on such a proposition. The executive heads of the organization in the shop crafts federation who have power to act have been engaged in conferences here preparatory to the general gathering today and nothing has been said to alter the impression that the rejection is a foregone conclusion, only the form of the answer to the president being in doubt.

Meanwhile administration leaders have given no inkling as to the course the government will follow if it again faces rejection of its efforts to bring about voluntary termination of the strike. Congress will be in full session next week, ready as the president desires to take up the problem should the administration find it expedient to seek emergency legislation, but there is nothing to indicate that a definite program has been or will be prepared until the answers of both sides reach the White House.

STEAM SHOVEL MEN NEEDED TO OPERATE INDIANA COAL MINES

STANTON, Ind., Aug. 11.—With movement of coal which has been lying on top of the shafts taken over by the state well under way, officials today were endeavoring to secure steam shovel operators in order to begin the digging of coal at the strip mines. A small supply piled near the mines, part of which was moved yesterday, was dug by union workers the day before the strike and will soon be exhausted. Six cars were loaded yesterday and shipped to state institutions.

The force of workmen at the mines still is insufficient to obtain quantity production, and with the failure of a large number of workmen to arrive rumors that convict labor will be used are current. There has been no official announcement concerning this, however.

Although quiet reigned in the martial law area, disorders were reported early this morning at the W. P. Wagner mine near Terre Haute, where attempts to dynamite the shaft were frustrated by county officials.

Several sticks of dynamite had been exploded near the mouth of the mine, before the arrival of the authorities. A large unexploded charge was found at the bottom of the shaft.

Coal Peace Looms as Operators Meet With Miners in Cleveland



Above, left to right: W. A. Glasgow, operator; John L. Lewis, mine workers' president; and T. K. Maher, operator. Below: William G. Green and Phillip Murray, officers of the mine workers' union.

Prospects of an early settlement of the coal strike were brightened by the air of friendliness which prevailed at the opening session of the meeting between the operators of the central competitive field and the officials of the United Mine Workers in Cleveland. Both sides were confident the conference would result in an early end of the strike and that miners would return to work within a few days.

HARDING NOT EXPECTED TO ASK CONGRESS TO PASS DRASTIC LAWS ON STRIKE CRISIS

(By Associated Press)
WASHINGTON, D. C., Aug. 11.—There are two kinds of action which could be taken by congress on the pending strike situation, either at the request of President Harding or through its own initiative. The first is an emergency measure not very serious in character. The other would be to review the whole subject of the relation of labor and capital and pass legislation going to the heart of it.

The probability is against congress being asked in the immediate future to do much more than pass comparatively unimportant emergency legislation. Something of this kind may be necessary any day, regardless of whether the strike situation should grow better or grow worse.

Even in the matter of rationing coal, for example, some things are necessarily being done, which may call for legal authorization. The rationing of coal or at least some kind of supervision of the distribution of coal, is likely to go on for a considerable period, even though both strikes should be settled.

GERMAN MORATORIUM WILL BE GRANTED; ACCORD ANTICIPATED

(By Associated Press)
PARIS, Aug. 11.—Germany, says a dispatch to the Havas agency from London this afternoon, will be granted a moratorium until the end of this year.

BRUSSELS, Aug. 11.—According to information received from London this noon an agreement has virtually been reached on four main points of the reparations controversy and a general accord is now anticipated, says the French semi-official Havas agency. The impression in London is decidedly optimistic and talk of a split has ceased, it adds.

LONDON, Aug. 11.—Premiers Poincare, Lloyd George and Theunis of Belgium had a long conference today previous to the official opening of the reparations conference.

Premier Theunis was said to be striving his best to effect a rapprochement between the British and French.

Weather Forecast

FC RICHMOND AND VICINITY

By W. E. Moore
Mostly fair tonight, followed by increasing cloudiness tonight or Saturday. Warmer Saturday and continued warm Sunday. Hot wave in from 24 to 48 hours.

The gradual eastward movement of an area of high barometric pressure in connection with an area of low barometric pressure over the north-west indicated a decided warm wave and temperatures between 85 degrees and 90 degrees and possibly higher for Saturday or Sunday.

Temperatures Yesterday
Maximum 75
Minimum 47

Today
Maximum 75
Minimum 47

Weather Conditions.—Cool, pleasant weather prevails over the eastern and central states, excepting for showers over the southern Atlantic coast. There is a hot wave over the west, which is slowly spreading eastward. Thunder storms are occurring over portions of the northwest and a storm center of decided energy is moving southeast from British Columbia.

For Indiana, by the United States Weather Bureau.—Fair tonight and probably Saturday. Warmer tonight in the south and east portion and south portion Saturday.

Paid Circulation
Yesterday, was
11,626

2 REPORTED KILLED BY BLAST IN HOLD OF LINER ADRIATIC

(By Associated Press)
NEW YORK, Aug. 11.—Two members of the Adriatic's crew were killed, five were seriously wounded and one is missing as the result of an explosion of undetermined origin in her No. 3 hold, according to a wireless message received today at the White Star Line.

The message reported that the Adriatic was proceeding to New York at half speed.

Coal was stored in the number 3 hold and officials of the line, in the absence of details, thought that spontaneous combustion may have caused the explosion.

The men killed were a fireman and a trimmer. Those injured included an electrician and other employees of the engine room.

WASHINGTON, Aug. 11.—The navy department, which has been in constant communication with the Adriatic, on which an explosion occurred during the night, said today their information indicated that no one was hurt aboard the liner and that no assistance was needed.

No indication was given to the navy department as to the cause of the explosion or the extent of the damage.

BOSTON, Aug. 11.—An S. O. S. call from the White Star liner Adriatic early today, telling of an explosion in her No. 3 hold, was followed by a series of radio messages culminating in the word that no assistance was needed.

"Everything is O. K. now," this latest message said.

The Adriatic, bound from Liverpool for New York with 650 passengers, (Continued on Page Thirteen)

FIREMEN OF WABASH RAILROAD REFUSE TO MOVE FREIGHT CARS

(By Associated Press)
MOBERLY, Mo., Aug. 11.—Stationary firemen employed by the Wabash railroad have voted not to move any freight trains through the local yards until the demands of the striking shopmen are granted. Unsafe equipment, as a result of the shopmen's strike, is given by the men as the cause of their action.

The grievances of the firemen have been laid before national brotherhood officials, and word sanctioning or disapproving of a walkout was awaited.

Both passenger and freight service out of Moberly was tied up for several hours yesterday when the switchmen went on strike when National guardsmen extended their patrolling area to the yards. The men objected to the presence of the militiamen in the yards on the ground that their lives were in danger, declaring they would be exposed to fire in the event of any shooting.

Train service was resumed after the switchmen returned to work pending an appeal to their grand lodge officers.

TWO SAILORS DROWN WHEN TUG CAPSIZES

(By Associated Press)
NEW YORK, Aug. 11.—The tug boat Clarence P. Howland was overturned and sunk in an odd accident off Staten Island today when a tangled tow line caused her to capsize, and two members of her crew of six lost their lives.

The tug was towing the Texas Steamship company's steamer Roanoke and when she slowed down the steamer floated by, causing the slack hawser to become looped under the tug's stern. The tug was whipped over on her side and disappeared within two minutes.

Four of the crew were picked up by passing steamers.

REPLY OF RAIL CHIEFS IS LEFT TO COMMITTEE

Heads of 148 Railroads Convene in New York—No Indication Made of Nature of Answer to Harding.

(By Associated Press)
NEW YORK, Aug. 11.—Heads of 148 American railroads today appointed a committee to recommend a reply to President Harding's latest proposal for settlement of the nationwide rail strike.

It was not indicated by those leaving the conference chamber what would be the nature of the reply to the administration's suggestion that the matter of seniority rights which the executives had balked at their last meeting here, should be left out of the railroad labor board.

T. DeWitt Cuyler, head of the association of railway executives was named ex-officio head of the committee with seniority rights chairman. The members were reported to be practically the same as those who rejected Mr. Harding's first proposal.

East Is Opposed
The eastern division appeared unalterably opposed to acceptance of the president's plan because it provided that the question of returning strikers with seniority rights unimpaired should be shunted back to the United States Railroad labor board for final decision.

The attack was led by L. F. Lorge of the Delaware and Hudson, W. W. Atterbury of the Pennsylvania, A. H. Smith of the New York Central, and Frederick Underwood of the Erie.

To accept the plan they maintained would be to jeopardize at the hands of the labor board, their promise to strikers and new employees that seniority rights would be based on loyalty. It also would spell victory for the unions, by again giving them recognition before the labor board which last July 8 outlawed all strikers and shut the door on the shop crafts unions.

Third Ground.
As a third ground for refusing the president's offer to let the labor board act as mediator, the belligerents declared they already were in sight of an open victory over the strikers and urged that they be permitted to continue without interference.

President Felton of the Chicago and Great Western acknowledged spokesmen for western and southwestern lines was looked upon as a leader in the movement to ratify the peace proposal.

His group stands for ratification not because they have any more faith in the decision of the labor board but because they want the strike settled and their shops restored to normal. In addition they want the good will of the public which they believe would swing to the strikers if the association of railway executives should again turn a deaf ear to President Harding.

Roads Hard Hit.
These western and southern roads have been hard hit by the strike, and their managers express none of the desire for a "finish fight" apparent in the camp of the bigger eastern systems. Their reserves of locomotives are small, they have few surplus cars and their schedules have been badly disrupted.

Numerous passenger and freight trains have been discontinued, they point out—a condition which is true of the east to an alarming extent.

The imminence of another bumper harvest, which, with a strike on, would find them almost paralyzed, was another of their strongest arguments.

With so many issues to be threshed out and with at least three factions to be brought together before there could be a majority action, officials of the association forecast that it would be hours before the drafting of a reply to President Harding would begin.

They looked for no such spontaneous and unanimous action as greeted the president's first proposal, which, they asserted, would have been rejected in the first 10 minutes, had it not been for the interruption of Herbert Hoover, secretary of commerce, who appeared with a plea from the White House for a favorable consideration of the plan.

MILLION CHILDREN ENGAGED IN GAINFUL OCCUPATION IN U. S.

(By Associated Press)
WASHINGTON, Aug. 11.—More than a million American children between 10 and 15 years of age are engaged in gainful occupation, 1,060,858 being the exact figure, according to a census bureau report today. Out of every thousand boys between those ages 113 were recorded as employed either on their own account or for wages, while 5.6 per cent of the girls were so employed.

The report showed a decrease since 1910 of 54.8 per cent from the number of children employed in agriculture, 60.2 per cent in manufacturing and mechanical industries. Those engaged in other occupations increased in the same decade by 12.9 per cent.

The bureau explained that the decided decreases in certain vocations were partially explained by the change in the census date from April 1910 to January 1920.

MEXICAN OFFICIAL RETIRES
MEXICO CITY, Aug. 11.—Manuel Padres, under-secretary of the treasury, has resigned following disagreements over policy since Financial Secretary DelaHuerta's return from the bankers' conference in New York.