

LEE DECLARIES THERE WILL BE NO BACKING UP

(Continued From Page One.)

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U. S. ASSURANCE COULD END IT

CHICAGO, Oct. 17.—Assurance "from one big man in the Government" that there would be no further wage reductions for a year would avert a nation-wide strike, T. M. Pierson, second vice president of the Order of Railroad Telegraphers, declared here today before his departure for his headquarters in New York.

Some big man in the Government will guarantee the men there will be no further wage slashing the strike can be avoided," said Pierson.

When asked whether he referred to President Harding, Pierson answered: "Well, if he could give that guarantee, the strike would be called off."

According to Pierson, the purpose of the strike is to prevent an open breach with the railroads, and if the American Federation of Labor unions finally decide to stick with the brotherhoods, there will be nothing left to do but to fight together and keep harmony for the sake of organized labor," said James Farnum, vice president of the United Brotherhood of Shop Laborers and Maintenance of Way Employees.

"However, the brotherhoods are not going to be pleased if the strike of the railroads, and if the American Federation of Labor unions finally decide to stick with the brotherhoods, there will be nothing left to do but to fight together and keep harmony for the sake of organized labor," said James Farnum, vice president of the United Brotherhood of Shop Laborers and Maintenance of Way Employees.

"It looks like the Waterloo in the general strike," he said. "The unions in the railroads, and if the American Federation of Labor unions finally decide to stick with the brotherhoods, there will be nothing left to do but to fight together and keep harmony for the sake of organized labor," said James Farnum, vice president of the United Brotherhood of Shop Laborers and Maintenance of Way Employees.

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Now the A. F. of L. leaders are agreed as to the advisability of the brotherhoods plan of four strikes, each to be called forty-eight hours apart, announced last Saturday night. Some insist that all the men be called out on one day and simultaneously.

Unless a common agreement is effected, the A. F. of L. groups will run their own strike and make their own settlement.

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B. A. Worthington, president of the C. & W. railroads, expressed the opinion that the general strike at this time would be against the general good. He said the question of freight rates never will be settled until wages are reduced and that a strike would mean that after thirty or sixty days the men would be glad to go back to work at lower wages.

This city is merely divided headquarters for the railroads, and both the executives and the shop workers are subject to orders from their national offices.

"I don't believe the public will allow our employees to run things in this way," said W. C. Downing, general superintendent for the Pennsylvania lines. "We haven't been getting any scares except through some newspapers."

The chief clerk to B. C. Nyers, general division superintendent for the Big Four, expressed confidence that the public would not suffer from lack of food or "There hasn't been anything definite done by the Big Four yet pending the outcome of the Washington conference," he said. The strike might stop movement of food and fuel for a few days, but we would soon be able to take care of the situation."

Grand charmen and vice president of the United Brotherhood of Maintenance of Way Employees and the Brotherhood of Clerks, the two largest of the railroad unions, meet here Wednesday for final action on the strike. The telegraphers and other unions outside of the shop crafts will hold conferences next Friday. About 300 general charmen of the shop crafts will meet here Saturday for the next Saturday. The chief executives of all the A. F. of L. groups plan to meet next Sunday to hear the final decision of each union and to decide on the policy to be followed by all.

DRESSES, TRUCKS
TAKEN BY THIEVES

Also Wide Variety of Loot in Between.

Thieves took everything from silk dresses to five-ton automobile trucks in their strike called for Oct. 30.

The "switchmen's union," which precipitated the strike of 1919, under the leadership of John Grunau has sent word to its 60,000 members in 18 states to be entirely absent from work, instructing them not to take jobs of the regular union men.

Members of the "outlaw union" also were told they could strike in sympathy with the other unions without meeting the disapproval of the Yardmen's Association. Most members of the outlaw union will strike.

This official stated he would "fight the strike tooth and nail" because the big brotherhoods "double-crossed" the smaller unions by deciding to strike and then quit when their own demands were met. Other officials, however, pointed out that men in his union had voted to strike and the only thing he could do would be to call it off.

H. P. Daugherty, vice chief of the Brotherhood of Locomotive Engineers, handled strike detail for the chiefs of the five brotherhoods, who are now back at their home offices. Daugherty is in charge of the strike headquarters in the Consumers' building. No linking of defense plans of railroad executives was forthcoming. However, one executive of a large line indicated it would be an easy matter to recruit workers from the quarter of a million jobless railroaders in the country.

GENERAL PUBLIC
WILL FEEL STRIKE.

The general public will be hard hit when the fight between railroad employees and executives gets under way.

This is how dealers in household necessities will be hit by the strike:

"Coal—the coal bin of the public is a big one, and it is almost entirely empty. The impending railroad strike will cause the same fall shortage as did the coal strike of 1919."

The public, according to H. S. Honold, secretary of the Illinois coal operators, buys its coal the latter part of October and November.

Honold said the big industries have a very meager supply on hand. Many companies, particularly the industrial, do not have been financially able to lay in large supplies. The high freight rates which added to the cost of coal, also contributed to the unpreparedness of big consumers. Some companies working part time haven't seen the necessity of filling their bins.

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Legionnaires Will Fly to Convention if Roads Are Tied Up

KANSAS CITY, Oct. 17.—Noted delegates and guests to the national convention of the American Legion, which opens here Oct. 31, will be transported to this city by airplane in case of a railroad strike, it was announced today.

The aviation committee of the legion stated that in case of tieup of transportation lines over the country would not affect the convention program. A thousand planes, it was stated, are at the disposal of the legion to convey guests, officials and prominent delegates to this city, it was necessary.

ROCK SPRINGS, Wyo., Oct. 17.—The principal feature of the luncheon of the Service Club, at the Hotel Lincoln today, was the talk on the organization of the reserve Army in Indiana, by Col. E. A. Root, who is organizing the 84th division of the organized reserve of the United States Army. Maj. Frank McGee, his adjutant, also spoke.

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WESTERN ROADS HIT FIRST IN STRIKE ORDER FOR OCT. 30

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cause of strike crisis: Pay of railroad workers cut approximately 12 per cent on July 1 by the United States railroad labor board, after the roads petitioned for a 20 per cent cut.

All rail unions voted to strike in protest.

Strike ballots were being counted when the American Association of Railway Executives announced it would ask the railroad board for a further reduction of 10 per cent.

Big Four brotherhoods then issued a strike call for Oct. 30.

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