

## EIGHT UNIONS NOT TO STRIKE

### Commission Makes Sweeping Reduction In Freight Rates

## TRAINMEN QUIT WORK IN TEXAS

### MORE EVIDENCE OF OLD GUARD BREAK IS CROPPING OUT

Washington Post's Political Writer Testifies To Smashing of Old Guard

### SENATOR CURTIS LANDS ANOTHER COVETED JOB

Attempt of Penrose and Lodge To Make It Appear Organization Lost Because of Absentee Senators Offset By Testimony of Senator Simmons As To Absence of Democrats

The News and Observer Bureau, 603 District National Bank Bldg., By EDWARD E. BRITTON. (By Special Licensed Wire)

Washington, Oct. 22.—Testimony is added into testimony to show that the opinion expressed in this correspondence that the Republican majority in the Senate is "all shot to pieces" is not merely a Democratic view with a partisan purpose, but is the real thing. The Washington Post, booster of the Harding administration and present day worshipper at the Republican shrine, expresses today the opinion through an article of its special political writer, Geo. Rothwell Brown, in which the elevation of Senator Curtis to the position of chairman of the committee on rules while holding on to his place on the important finance committee as well as other high places, and the consequent outbreak of jealousies within the party at the "Pook-bah" positions of the Kansas Senator is the topic. The Western senators wanted a progressive of the agricultural "bloc" given the place and are sore about the grabbing of the higher posts by the Eastern reactionary group. As to this he is an extract from the Washington Post article:

### Organization Surrenders

The unexpected ambition of that group which roughly coincides with the agricultural bloc, confronted the organization with the prospect of an immediate and perhaps a bitter split with the party over a contest for a place on what has been since Aldrich's time the most powerful of Senate committees. The Republican regulars, the article continues, "are anxious that nothing should occur to precipitate an inter-sectional struggle within the party. The breach threatened over the tax bill was prevented by a surrender of the organization. Another breach is impending over the railroad question."

### Penrose Rebukes Party

"No more scathing criticism of the state of affairs at the Senate could be imagined than the rebuke to his own party thus administered in the dispassionate words of Senator Penrose. His charge that "for interminable lengths of time" there had been only six Republicans and five Democrats present shows that the responsibility of delay lies with the Republicans with their big majority and that if they had been attending to the affairs of the country legislation could have been further advanced by this time. Today both the Republican and Democratic caucuses sent out letters to all Senators urging full attendance to consider the important amendments to the bill which are to be considered with a vote expected on them any time. So how had the split in the Republican ranks become that there is talk of the "Regulars" appealing to President Harding to take a hand and endeavor to bring back into line those whom they term the "Obstinates" of the party. They are fearful lest the tax situation become so tangled and hopelessly deadlocked as to prevent an agreement on tax legislation before the regular session.

Must Have More Jobs. The hunger of Republicans for the flesh pots of Federal patronage is blazed forth by the league of Republican

### Norfolk Southern Seeking Relief in Federal Court

Road That Was Granted Reduction By Watts Follows In Footsteps of Southern And Atlantic Coast Line And Asks For Injunction Restraining Collection of Taxes; Hearing Set At New Bern For October 31 And Temporary Reduction Anticipated; Grounds For Suit Same As In Other Two Cases

Following in the foot steps of the Southern Railway and Atlantic Coast Line Railroad, the Norfolk Southern has applied to the federal courts for an interlocutory injunction restraining A. D. Watts, Commissioner of Revenue of North Carolina and other State and local officers from collecting the taxes levied by the State of North Carolina for the year 1921. The Seaboard Air Line is now the only large system in the State that has not gone into the federal courts and it is expected to do so within the next few days. The case has been set for hearing at New Bern on Monday, October 31, and Judge Henry G. Connor, Judge of the District Court for Eastern District of North Carolina, before whom the injunction was brought, announced yesterday that he has asked Judge Edmund Waddill, Jr., of the United States Circuit Court of Appeals for the fourth circuit, and Judge E. Boyd, of the Western North Carolina District, to sit with him on the case. The same three judges held a preliminary hearing on the injunctions sought by the Southern and the Atlantic Coast Line in Greensboro on October 6, and signed an order, upon agreement of counsel, reducing the valuations, pending final settlement of the case, to the figures admitted by the railroads. It is regarded as a foregone conclusion that the same procedure will be taken in the Norfolk Southern case. The Southern Railway has granted a temporary reduction from approximately \$24,000,000 to \$20,000,000 and the reduction accorded the Atlantic Coast line

### MUST NOW REWRITE 1921 TAX BOOKS

### Atlantic Coast Line Revisions Affect Taxes In Thirty-One Counties

Thirty-one counties traversed by the Atlantic Coast Line in eastern North Carolina must now rewrite their 1921 tax books to make them conform to the reduction of sixteen million dollars lopped off the assessment of the company's property in accordance with the agreement reached by attorneys in the injunction action brought against Revenue Commissioner A. D. Watts to restrain the collection of taxes on his assessments. New appraisements of the court value of the Coast Line property to replace the Commissioner's values have been certified to each of the thirty-one counties and similar proceedings in the case of counties traversed by the Southern and the Atlantic and Yadkin railroads is under way. Revision of the tax books in a majority of the counties in the State is necessitated by the attack of the railroads on the State's taxing machinery. Cannot Estimate Loss. County officers must hand down the reapportionment of values to townships, special school tax districts, road districts, and all sub-divisions of the county that are affected by the reduction. The loss in taxes to the counties, townships and school districts cannot be accurately determined, owing to the wide diversity of tax rates. Estimates place the amount at more than \$100,000, in the case of the Atlantic Coast Line alone. More confusion has been added to the

### HANGS HIMSELF BECAUSE OF DISAPPOINTED LOVE

### Man Missing Since Monday At Bailey Found Dead In Unused Power House There

Bailey Oct. 22.—R. A. Prout, missing from here since Monday night was found last night by Jos. C. Flowers in the unused power house of the Cumberland Railway and Power Company in South Bailey. No foul play is suspected as his purse was found on the base of the engine and contained two letters from his sweetheart and a note from the latter that they had had a misunderstanding. He would have easily raised himself with his hands resting on the cement under him, as he had one end of the hemp rope tied around his knees and carried it over the drive shaft and fastened the other end around his neck, leaving him almost in a double. Chief of Police Brantley wired his folks in Connecticut and the coroner conducted an inquest today.

### ORDERS REDUCTION IN FREIGHT RATES ON HAY AND GRAIN

Interstate Commerce Commission Makes Most Sweeping Cut In Many Years

### JUSTICE DEPARTMENT TO PROTECT PROPERTY

Marshals at Houston, Texas, Ordered To Protect Property On Railroad On Which Trainmen Walked Out Yesterday; Commission's Reasons For Reduction In Rates

Washington, Oct. 22.—Federal action affecting the railroad strike situation was taken today by two departments of the government, when the Interstate Commerce Commission ordered freight rate reductions on grains, grain products and hay in the territory between the Mississippi River and the Pacific coast, and the Department of Justice issued instructions for the protection of the property of the International and Great Northern Railroad in Texas, where Trainmen's strike became effective at noon.

### Reduction Significant

The commission's decision, which was in a case brought by 23 Western states and a number of national and local farm organizations, did not deal directly with the impending strike, but was considered significant in its presentation of prospective future reductions of railroad operating expenses as a basis for its rate-making activity. "So far as a reduction downwards in rates can be induced," the commission said, "and so far as the reductions in wages and prices which have already been made effective can be converted into rate reductions, we are assured that the full return of prosperity will be hastened for both industry and labor."

### To Protect Property

In the International railroad development, the Department of Justice took cognizance of the fact that receivers representing the United States court are in charge of the property, and instructed the Federal marshal at Houston to employ such special deputies as the court might consider necessary. At the same time, it was indicated that no legal steps were for the moment under consideration touching upon the call of the five brotherhoods of men in train for a national strike. All direct dealing with the railroad union, so far as the government is concerned, still remains in the hands of the Railroad Labor Board at Chicago.

### Sweeping Rate Cut

The rate reduction is the most sweeping issued by the commission in several years, and on the commodities named, which constitute a heavy percentage of railroad traffic throughout the Western territory, amounts to one half of the increases allowed in 1920. These were 35 per cent in the Western group territory, 25 per cent in the Mountain Pacific group, and 33 1/3 per cent between divisions.

### Reasons For Action

Summarizing its reasons for the action, the commission said that agriculture was a basic industry which the evidence shows in a state of financial prostration receiving for its products prices which approach and in some cases have fallen below war levels, while paying "transportation costs many of which are still at the war time peak."

### Findings Justified

Commissioner Potter, one of the three members who concurred in the action of the full commission, without accepting the opinion that "savings made in the matter of wages and costs" since 1920 unjustly justified the grain reductions, held that "those savings with further prospective savings, do, in my opinion, justify our findings." The carriers tell us they are now paying extravagantly high wages. Com-

### MORE THAN HALF OF RAIL WORKERS OF NATION WILL NOT JOIN THE "BIG FIVE"

### SUMMARY OF STRIKE SITUATION. (By The Associated Press)

Yesterday's developments in the strike situation were: San Antonio—Trainmen on International and Great Northern quit work in what is termed by union heads a 100 per cent walk-out. Railroad heads announced passenger service not impaired, but that freight will not be handled. Chicago—Leaders of eight of the eleven "Standard" unions, which number more than three-fourths of the nation's rail workers, announce their men will not be authorized to join the "Big Five" in a strike, leaving the railroad telegraphers the only union of this group definitely with the brotherhoods and the switchmen. Signal men and clerks have not yet acted. Labor board announces that since workers of the Tremont and Gulf Railroad Company, in Louisiana, have agreed to installation of "open shop" there is no dispute and that the board consequently relinquishes the jurisdiction over this line it announced yesterday it had assumed. Heads of railway clerks' organization, representing 350,000 members, met today to take action. Cleveland—"Big Four" union chiefs announced they are complying with labor board's orders and that the situation remains in statu quo pending Wednesday's hearings, but that they believe the walk-out will take place as scheduled. Washington—Interstate Commerce Commission orders freight rates in Western half of United States reduced 16 per cent on hay, grain and grain products. Columbus, Ohio—Attorney General Daugherty completes secret trip into the interior investigating the rail situation and returns to Washington. Louisiana Case Settled. Chicago, Oct. 22.—(By the Associated Press).—The United States Railroad Labor Board announced tonight that it had received word that the employees on the Tremont and Gulf Railroad Company, a 67-mile line in Louisiana, had accepted the open shop and that consequently as there was no dispute, the board relinquished the jurisdiction it yesterday announced it had assumed over the road.

### Guards Begin Patrol Duty When Trainmen Stop Work

Employees of Texas Railroad Go On Strike On Schedule Time; No Disorder

### REPORTS SHOW ORDER FOR WALK-OUT OBEYED

Brakemen and Switchmen at Number of Points Reported To Have Quit

### UNION CHIEF SAYS MEN WILL STRIKE

Brotherhood Leaders In Long Conference at Cleveland; Official Comment

San Antonio, Texas, Oct. 22.—Approximately 600 members of the Brotherhood of Railroad Trainmen on the International and Great Northern Railroad of Texas, who struck at noon today, are being replaced by experienced men, according to an announcement tonight at the offices of Superintendent J. R. Jones. J. M. Landis, chief clerk to the superintendent, said the road is able to get all the experienced men it wants. It was announced that advertisements had been ordered inserted in Sunday's newspapers here, calling for experienced switchmen and brakemen. At seven o'clock tonight passenger train number 7 pulled out of the terminals carrying two armed guards. The train was without a brakeman. It was announced that porters would "do the work of brakemen on all trains."

### NON-UNION TRAINMEN TO BE PUT ON TRAINS MONDAY

Houston, Texas, Oct. 22.—Manning of freight and passenger trains on the International and Great Northern Railroad by non-union trainmen to take the places of striking members of the Brotherhood of Railroad Trainmen, who walked out today, will start Monday, E. G. Goforth, general manager of the road, announced tonight.

### GUARDS PLACED ON DUTY

ARMED GUARDS TAKE PATROL DUTY AT HOUSTON, TEXAS, OCT. 22.—Armed guards took up patrol duty at the International and Great Northern yards here at noon today as 150 trainmen members of the brotherhood abandoned their work.

### Eight of Eleven "Standard" Unions Withhold Strike Authorization Pending Labor Board Decision

TELEGRAPHERS TO JOIN FIVE BIG UNIONS, BUT OTHERS WILL STAY IN

Federated Shop Crafts, Maintenance of Way Employees and Stationary Firemen All Announce They Will Not Walk Out October 30. Although Most of Them Voted Overwhelmingly In Favor of Strike; Clerks Expected To Withhold Strike Order, While Signal Men Have Not Decided Issue; Serious Blow Dealt Plan of "Big Five"; Jewel Issues Statement Explaining Action of Federated Shop Crafts

Chicago, Oct. 22.—(By the Associated Press).—Officials of unions with more than half of the rail employees of the nation in their membership tonight announced that their men will not be authorized to join the "Big Five" organizations in the strike called for October 30 in protest of wage cuts. Eight Unions Opposed. An announcement that they would not join in a walk-out, came from eight of the eleven "Standard" rail unions, which for a week had been withholding their final strike decisions, although in most of them the members had voted overwhelmingly to quit work rather than accept a recent 12 1/2 per cent wage reduction authorized by the United States Railroad Labor Board. Only one of these eleven groups now is determined to stand by the "Big Five," it was announced, but two others have not yet taken final action. Telegraphers To Strike. Following announcements by heads of the six shop crafts organizations controlling all-day sessions of four of the "Big Five" railroad brotherhood leaders here, which adjourned at 10:30 p.m., and the 25,000 maintenance of way employees and the 25,000 stationary firemen at an executive meeting, voted to withhold their authorization of a walk-out, leaving only the 75,000 railroad telegraphers positively with the "Big Five." Chief of the 35,000 clerks will make their decision tomorrow and the signal men, 35,000 strong, also are yet to act. Clerks May Stay In. Officials of the clerks said tonight that they probably would not authorize a strike at their meeting, scheduled tomorrow, thus indicating, union leaders said, that a strike, if it materialized, would affect less than one-fourth of the country's railroad employees, being confined to the switchmen, the conductor, the firemen, the engineers, the trainmen and the telegraphers. The organizations which decided not to join an immediate walk-out will take new strike votes after an expected labor board decision in regard to rules and working conditions, it was said. Turbulent Sessions. The shop crafts' decisions, which was said to be instrumental in bringing about the action of the two other groups, was reached after turbulent sessions of the conference committee of 100 lasting several days. Representatives from distant sections, fired by the brotherhood's declaration, protested against further delay in calling a strike, which was authorized by a vote last July. That vote was taken, however, only on the wage reduction of July 1 and leaders of the shop unions did not deem it advisable to walk out on that issue alone. By last night the missionary work done by Mr. Jewell and others since the brotherhood's strike call, had shown its effect and the committee of 100 had been brought into line with a "no-strike" policy. Vote To Stay On Job. A special committee was appointed to draft a new report. This committee worked late into the night and today

### MONROE SECURES NEXT CONFERENCE

### Methodist Conference Rejects Alleged Draft Dodger As Applicant To Preach

By T. A. SIKES. High Point, Oct. 22.—The Western North Carolina conference, in session in Wesley Memorial church here, decided today to go to Monroe for its session next year. Dr. C. C. Weaver came with such an urgent invitation that all others who had expected to ask for the conference next year withdrew and made the selection of Union county's capital unanimous.

### Reject Applicant To Preach

A matter that provoked the most prolonged and animated discussion during the session of the conference was that of the admission of N. A. Brittain into the traveling connection on trial. Rev. W. A. Newell, presiding elder of the state-wide district, made the statement in open conference that the young man, who had been a member of the Methodist church in the United States and going over into Canada in order to keep from entering the service of his country.

### Sends Regards to Bishop

The young man's case was discussed pro and con by Revs. J. B. Barnhardt, Plato Durham, D. Atkins, L. D. Thompson, C. A. Wood, and Bruce Craven and others. The fact was brought out that it would be a hard matter to find a pastoral charge anywhere within the bounds of the conference that would be willing to accept Mr. Brittain as a pastor. When the vote was taken the applicant for admission was rejected by a slim majority.

### Findings Justified

Commissioner Potter, one of the three members who concurred in the action of the full commission, without accepting the opinion that "savings made in the matter of wages and costs" since 1920 unjustly justified the grain reductions, held that "those savings with further prospective savings, do, in my opinion, justify our findings." The carriers tell us they are now paying extravagantly high wages. Com-

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