

THE WEATHER

WASHINGTON, July 15—North and South Carolina: Partly cloudy with local thundershowers Sunday and Monday.

THE SUNDAY CITIZEN

"DEDICATED TO THE UP-BUILDING OF WESTERN NORTH CAROLINA"

ESTABLISHED 1868.

ASHEVILLE, N. C., SUNDAY MORNING, JULY 16, 1922.

PRICE 7c—ON TRAINS 10c.

Western North Carolina

Good Roads, Climate and Scenery Unsurpassed. The Nearest Playground to Twenty Million People

HARDING, IN PERSON, TAKES UP RAIL STRIKE

Mines May Be Tendered For Federal Operation

FLAT REJECTION TO ARBITRATION MADE BY MINERS

Miners Say Too Many Operators Out to Make Negotiations of Value.

CONTROLLING BODY MEETS ON MONDAY

White House Says Nothing Can Be Done Until Opening of Week.

WASHINGTON, July 15.—(By The Associated Press)—Coal mine workers whose walk-out in the anthracite region and strike in the unionized bituminous fields has created the nation's coal production since April 1, flatly refused today, through the officers and committee of their union, to submit their grievances to arbitration under the plan proposed by President Harding. They notified the President of their determination, received a response mentioning the responsibility they had assumed and assigned to the committee of their central controlling committee, holding its members in the city until Monday.

Only a White House statement to the effect that nothing would be done until Monday, when the bituminous employers are expected to respond to the same arbitration proposal, was available to indicate the government's future policy. Another operators have formally accepted the President's plan, but bituminous employers are known to be divided. It was intimated tonight that at least one section of them would, in addition to accepting conditionally the arbitration proposals, tender their mines to the government for operation, control or other disposition.

Today's proceedings of the policy committee of the United Mine Workers of America, with 150-odd union spokesmen attending, went forward like clock-work on the plan laid down by John L. Lewis, president of the union, and other national officers. Repudiating the history of his negotiations with the government, and the employers, expressing his dissatisfaction with the terms of the arbitration offer, Mr. Lewis, in executive session, offered a length letter of refusal of the arbitration and moved its adoption.

Delegate after delegate behind closed doors of the executive session gave his views and James L. Lord, vice-president of the American Federation of Labor, in charge of the mining division of the union, who accompanied the delegation, the vote in the end for the adoption of the letter was unanimous. A committee then took the letter to the White House and saw the President briefly.

The Scale Committee of the union for the anthracite meeting at an earlier meeting, refused for themselves to accept the arbitration offer, but joined with the delegates in the policy committee deliberations. "For substantial reasons, the representatives of the United Mine Workers are compelled to reject the arbitration proposals submitted by you," the letter to the President said. "The mine workers desire to point out that the coal strike, which has been in attendance at the recent conference has submitted the plan for arbitration of the coal strike, and of the producing interests, affected by the present suspension of mining. Operators representing nearly 50 per cent of the tonnage in strike areas where production is stopped have not been in attendance, and we have no information that..."

COMPLETE PLAN FOR ORPHANAGE NEAR ASHEVILLE

Bids for Home to Cost Approximately \$6,000 To Be Asked.

Plans have been completed for the construction of new plant on the J. W. Sluder farm at wannanoa of a \$65,000 structure that shall be the future home of the Mountain Orphanage, popularly known for years as the Balfour Orphanage by reason of its present location at the station of that name two miles north of Hendersonville.

Bids for the new building, which is to be modern in every way and fireproof, will be called for once and it is contemplated that construction work upon the plant will be under way in 30 days if suitable bids are received. With the completion of this new building upon the 135 acre tract owned by the orphanage recently it will be possible to enlarge the enrollment of the home from present enrollment of 1 to approximately 65. It is the hope of the board that the new building will be home at Balfour into the State Farm at Swannanoa, may be made by January 1, 1923.

The basement, in addition to the main building, will be used for the construction of the plant, which will consist of basement and two upper stories, with two wings projecting separately from a horizontal central structure, these wings serving dormitories to segregate boys and girls.

LOOK WHAT BROKE LOOSE

By BILLY BORNE



BAILEY OUTLINES 120TH REVIEWED MILL OFFICIALS PLAN TO CHANGE AT CAMP GLENN FOR EDUCATION LAW ON PRIMARY BY EXECUTIVE FOR OPERATIVES

His Chief Complaint Seems Against Use of Money in Primaries.

DEcriES CONTROL OF THE MACHINERY

Mitchell Countians Say Tired of "Rotten Politics"—Call Meeting.

(Special Correspondent, The Asheville Citizen)—HENDERSON, July 15.—Speaking this afternoon before a gathering of Vance County citizens, "taking counsel in public matters," J. W. Bailey elaborated on one of the important planks in his platform form he expects to carry him into the Governor's office.

He wants reform in the election machinery to provide for a "more dependable system of expressing the will of the voters." The primary system, he said, is "undoubtedly the greatest evil in the state and he essayed to tell the people just what he thinks ought to be done so that "the humblest and poorest will stand on equal footing with the greatest and richest." Chief of Mr. Bailey's complaints apparently is the use of money in the primaries. He would limit the expenditure of money to advertising for the candidates. He doubts even the wisdom of using postage, letters and traveling. During the course of his remarks Mr. Bailey said: "The use of money except for the purposes named he would make a felony."

Denies Precedent For Plutocracy Is Set "What are the obstacles at present to the expression of the popular will in public matters? First, there is the use of money. We know what Newberry did in Michigan. He bought a seat in the Senate for \$250,000. You and I abhor that. We know that when a thing like that happens, it means the beginning of plutocracy—rule by those who are able to buy seats in the Senate. But do we not know that money is being used in many counties and leaders in many precincts whose chief means of influence is money. Where does the money come from? Who collects it? Who distributes it? No well informed man will deny that we have reached the point where the use of money on a large scale has become widespread. We must put an end to this, or only candidates who are rich or who can be relied upon to reward those who put up the money necessary to a campaign, can afford to run for office. Whenever we reach this point we have reached an end of free government. When offices may be bought with money, rights become a matter of barter and sale. "We should keep in mind our objective. We mean to safeguard our primaries that the humblest and poorest will stand in them on equal footing with the greatest and richest. Anything short of this is not democracy."

Discusses Republicans in Democratic Primaries "From all over the State come reports that Republicans are voting in Democratic primaries. If so, it is because Democratic election officers let them do it. The primary law provides that there shall be an enrollment of voters by the county clerk. He should have this enrollment without delay. No self-respecting Republican will vote in a Democratic primary. This imposition comes only from the baseness in both parties. Cut out..."

GOVERNOR TO SPEND MUCH OF HIS AT HIS DESK

(By Brock News Service)—RALEIGH, July 15.—Concluding their cruise over the eastern waters yesterday, Governor Morrison and his party of legislators and editors were expected to reach Raleigh tonight after reviewing the parade of National Guardsmen at Camp Glenn this afternoon.

The trip of inspection into the fish and oyster fields in the sounds is expected to result in more effective assistance from the state now in the development of these fisheries. It is understood the Governor will press this matter at the next general assembly and members of the budget commission who accompanied him on the cruise are expected to be ardent supporters of this project. Returning here the Governor will be in his office most of the remaining summer weeks. He likely will run up to Asheville and Charlotte for short visits, but most of the time he will be found at his desk.

It is known that the Governor has been watching closely development over the state in the railroad strike. His stand in such controversies has been widely heralded since his speech to the text strikers at Concord last summer. As long as law and order prevail there will be nothing bearing on the strike forthcoming from the executive office, but no lawlessness will be tolerated by either contesting side as the Governor has announced on numerous occasions. His return to Raleigh will enable him to keep in closer touch with the situation and while he does not make it a habit to say much in situations of this kind, it is a safe bet that he has both eyes open.

Manufacturers of the South Said to Regret Loss of Inspection. (Special Correspondent, The Asheville Citizen)—BLUE RIDGE, N. C., July 15.—Important among the developments at the Southern Industrial Conference, being held here was the unanimous sentiment expressed by all of the cotton mill officials from Virginia, the Carolinas, Georgia and Alabama, who are in attendance, against taking advantage of the exemption of the child labor law, although all agreed in the constitutional correctness of Chief Justice Taft's decision.

Opinion seemed to have crystallized against working boys and girls 10 hours per day. The contrary, every man seemed in favor of more education rather than more work for all of those under 16 years of age. Steps are already being taken toward the formation of a plan under which five hours daily will be spent in the mill and three hours in the school.

Representatives from Virginia and Alabama expressed pride in the fact that the state law provides for an eight hour day, and the nullification of the Federal Child Labor statute will not lower this standard. One mill representative of the 1,000 workers has in it only 30 boys and girls under 16. Stuart W. Cramer, of Crater-ton, N. C., Chairman of the National Committee of the American Cotton Manufacturers' Association, sounded this sentiment in his address of the evening, when he declared, "as a rule the manufacturers of the South profoundly regret the loss of the results of the experiments of the child labor law. Any Southern mill that falls to support the child welfare work and to observe the restrictions that have resulted from industrial, whether competitive, do so or not, is a traitor to his industry and his own self interest."

"Manufacturers of the South are determined," declared E. E. Geer, Greenville, S. C., in the course of Mr. Cramer's address, "that our mills shall be run not only to make cotton cloth, but to make the right kind of men and women as well."

Textile Manufacturers Study Labor Problem. Mr. Kramer's address centered on "Some Phases of the Human Element in Southern Industrial Development." He said in part: "Southern textile manufacturers are intensely interested in the labor problem and have in mind doing in many mill communities, the leaders in the industry will not be satisfied until a certain minimum standard is achieved in practically all of them which shall make it a matter of pride to all the world that they are citizens of any cotton mill village."

Taking the average Southern cotton mill village, the speaker expressed as his opinion that it is to the best interest of everybody...

Western Roads Issue Virtual Ultimatum;

Not To Act In Opposition To Rail Board;

Shopmen's Strike Order Further Withheld

EXECUTIVES ARE STILL READY TO JOIN CONFERENCE

Many Roads Virtually Abandon Hope for Early Strike Settlement.

WILL ENDEAVOR TO RESUME SHOP WORK

Firemen and Oilers Expected to Augment Ranks of Strikers Monday.

CHICAGO, July 15.—(By The Associated Press)—The third week of the railway shopmen's strike opened today with peace negotiations virtually at a standstill, following yesterday's separate conference between executives of the union roads and railroad board members, when the differences were described as "fundamental."

Western carriers tonight issued a virtual ultimatum to the strikers, saying they were willing to agree to any plan, inconsistent with decisions of the Labor Board and will not confer with the strikers while the walkout continues. The executives' statement was made directly to the strikers in any hearing called by the labor board with a view to affecting a settlement that would not nullify but uphold and carry out the board's decisions.

B. M. Jewell, head of the shopmen, indicated yesterday that working rules and wages, both agreed to by the board's decisions, must be settled satisfactorily before he will consent to call off the strike and take the matter before the labor board. "Virtually abandoning hope of an early settlement, many roads, according to labor board officials, appeared to make a determined effort to recon the strikers and to be augmented Monday by a walkout of firemen and oilers, while at Cleveland, the American Federation of Railroad Workers held a meeting at the first of the week.

No Prospect of Immediate Issuance of Strike Call. After a conference with President Harding today, E. P. Grabbe, head of the Maintenance of Way Organization, said there was no prospect of an immediate authorization of a strike of his 40,000 men, which might change the situation. Senator Cummins, chairman of Interstate Commerce Committee, said he would deal with the problem of transportation act and deal with problems developed by the strike. One of the matters to be taken up by the committee would be the looking toward a revision of the transportation act and deal with problems developed by the strike.

Chicago, the hub of the strike, was quiet. Mr. Jewell announced he would have nothing to say over the week end, while labor board mediators apparently were non-committal by the "fundamental differences." In Washington official circles were said to be hopeful for a settlement, but the administration was prepared for emergency action should the occasion arise. Motor transports to carry mail were inaugurated between two Indiana towns where trains were annulled. Federal court orders restraining strikers from occupying the junction at Cleveland and the Cincinnati, Indianapolis and Western road asked a court order at Indianapolis.

Are Requested in California Town. Troops were requested at San Francisco. Minor repairs are being made by officials, but it is pointed out that it is practically impossible for a few men to maintain the work of the 150 out of strike. Delayed trains are the only indications of inconvenience to passengers and other crafts, as well as by railroad officials. In spite of the conditions resulting from the strike of shopmen and the impending strike of other crafts, a large number of visitors continue to be attracted to this section.

The two engines in the head-on crash at Saluda Friday night, were brought to this city early yesterday morning and will probably be sent to Spencer for repairs, as soon as conditions improve, it is stated. Officials are attending to the entire program of handling the rolling stock in this city, all other workmen, even to a few negro laborers remaining on duty after the walk-out, have deserted the shops.

Officials last night reported every thing running as smoothly as possible in view of the conditions resulting from the strike. The only development reported by the crafts out on strike was the following statement issued yesterday by T. A. McLean, president of the press committee of the striking shopmen: Strikers at Saluda Accounted For. Our representatives at Saluda were found in bed at the time of...

First Reports Of Sabotage In Rail Strike Causes Many More Guards To Be Sworn In. (New York, July 15.—) First reports of sabotage on railroads in the New York district today caused Federal marshals to deputize 200 guards for the mails, and prepare to arm a thousand others. United States Marshals in New York and Northern New Jersey were authorized by Attorney General Daugherty to "go as far as necessary" in keeping interstate mail trains from being interrupted by attempts to damage locomotives on the Lackawanna and in instances where whole freight trains were held up by striking air brake connections. Reports of sabotage spurred government officials to recruit deputies for strategic points on all of the 17 main carrying lines entering the city. Fifty deputies were sent to Jersey City, where Erie road executives demanded protection on the plea that Mayor Hague was "interfering" with attempts to guard railroad property with private police.

Tonight the situation was reported well in hand, but executives of the roads most seriously threatened by the strike urged United States Marshals to have deputies on hand for any emergency. A steady stream of deputies flowed through the examination rooms at the Federal Building here. Each man accepted was put in uniform and armed. Instructions, before they entered to go to duty, were: "Remember, you are not supposed to protect railroad property all along the lines. Your job is to see that United States mail and interstate trains are not interfered with."

Shop Sector Is Quiet Following First Outbreak By Local Clerks. (Asheville, July 15.—) The outbreak of violence Thursday night in connection with the strike of shopmen on the Asheville division of the Southern Railway, during which practically all negro employees were chased from the premises at Millard Wilkins, negro water-tender badly beaten by unknown parties, appears to have been only spasmodic and all had been quiet since that trouble. United States Deputy Marshals and Deputy Sheriffs remain on guard to protect the property of the railroad and to guard any workman that may need protection.

While it has not been learned efficiently as to who the unknown parties were attacking the negro and driving other negro workmen from the shops, Wilkins asserted last night that he recognized one of the men, calling a name, and would again recognize the faces of others, he said, and declared some of these to be men he knew were employed in the shops at the time of the walk-out. The negro asserted that when he was attacked the parties threatened to kill him and carried him in the direction of an automobile, in which he was taken to a hospital. They were going to take him and throw him in the river. Three pistol shots were fired, he asserts, two being fired while he was being held by the men and the third striking him in the head, he said, and he was taken to the hospital. Henry Robertson, a second negro was carried from the depot section in an automobile and a warning not to return to work. Henry Shand and Robert Lenor were among the other negroes chased from the premises. The section around the shops, but have made no attempt to encroach upon the property of the railroad. Last night that no trouble has been offered and the situation is such that it is expected that other trouble will be experienced.

WORK PRACTICALLY AT STANDSTILL IN SHOPS. With all work halted in the Southern Railway Shops in Asheville except that done by officials, rolling stock is being repaired and at least seven engines "dead," some as a result of having been in wrecks or derailments, the strike of shopmen is beginning to reach an acute stage on the Asheville division. Minor repairs are being made by officials, but it is pointed out that it is practically impossible for a few men to maintain the work of the 150 out of strike. Delayed trains are the only indications of inconvenience to passengers and other crafts, as well as by railroad officials. In spite of the conditions resulting from the strike of shopmen and the impending strike of other crafts, a large number of visitors continue to be attracted to this section. The two engines in the head-on crash at Saluda Friday night, were brought to this city early yesterday morning and will probably be sent to Spencer for repairs, as soon as conditions improve, it is stated. Officials are attending to the entire program of handling the rolling stock in this city, all other workmen, even to a few negro laborers remaining on duty after the walk-out, have deserted the shops. Officials last night reported every thing running as smoothly as possible in view of the conditions resulting from the strike. The only development reported by the crafts out on strike was the following statement issued yesterday by T. A. McLean, president of the press committee of the striking shopmen: Strikers at Saluda Accounted For. Our representatives at Saluda were found in bed at the time of...

FEDERAL CIRCLES CONCEDE STRIKE SITUATION BAD

Result of Harding's Intervention Not to Be Known at Once.

HARDING IS GIVEN FIRST HAND FACTS

Censures Union Leaders for Not Giving Him Data Earlier.

WASHINGTON, July 15.—(By The Associated Press)—President Harding personally intervened today in the railroad strike situation, but the success of his efforts to remedy condition now admitted generally by government officials to be serious, will remain undetermined until early next week when the officers of the United Brotherhood of Maintenance of Way Employees and Shop Laborers meet in Detroit.

President for two hours discussed the strike situation with E. F. Grabbe, chief of the Maintenance of Way Employees organization, who came to Washington from Chicago for the conference, and other officials of the organization, a representative of the same organization. The results of this conference as announced in a White House statement were that the President received for the first time direct information from the workers' side of the controversy and was afforded for the first time an opportunity to present direct to a recognized representative of the employees the position of the Government.

Another result, announced after the conference by Mr. Grabbe, consists of a call for a meeting the first of next week in Detroit of the grand officers of the Maintenance of Way Brotherhood to decide on a policy, presumably on whether that organization shall continue to withhold the authorized strike order or whether it should allow its members to join the striking shop craft workers.

"Our primary reason for seeing the President was to impress upon him the necessity of calling a conference between Mr. Jewell and the railroad executives in order to stop the spread of the strike. We feel that this is the only way to ease the situation, and I believe it would be effectively done."

"The situation has become acute all over the country and we laid before the President a lot of facts, many of which he said had never come to his attention. This was the first direct protest against the strike made to Mr. Harding with the exception of a visit I made to him three months ago to discuss the cutting of wages. The President informed me that he had never before received such a direct protest against the strike and laying these facts before him."

The Chief Executive did not indicate whether such a conference as that suggested would be called, Mr. Grabbe said. The labor chief did state that the President pointed to the several times repeated policy of the Administration that as a Governmental body, the decisions of the Railroad Board would be supported by...

STORE BUILDINGS ARE STARTED ON COLLEGE STREET. Erection of two store buildings, each 27 by 60 feet, has been started at the corner of College and Valley Streets, facing on the former, by A. Heath Carrier, and will be completed within the next 30 days. The buildings, representing an investment of around \$30,000, will be three stories high, with plate glass fronts and well appointed in every manner. L. L. Merchant is contractor for the new project and plans were drawn by Heath and Carrier, architects, with which firm A. Heath Carrier is connected. The two store buildings are among the first to be erected in that section of College Street and has led many to believe it will be the forerunner of plans for converting College into a business street.

Believed Forerunner of Business Development In This Section. With store buildings on one end for an entire block and part of a second, the Law Building and County Courthouse and a building devoted to the use of physicians, already on this street, it is generally believed that many of the residences will in a short time give way to the march of commercial progress. Plans for the First Baptist Church for a new building, which many believe will be an office building and church edifice combined, at least ten stories high, located at the corner of College and Spruce Streets will probably also be an important factor in development of the street for business use.

DR. L. A. BIZE. "We have without today DR. L. A. BIZE. The spirit of community pride in the development of Asheville is refreshing to one coming from a State famed for its 'boosters,' states Dr. L. A. Bize, President of the Citizens American Bank, at Tampa, Fla., one of the best-known bankers in the extreme Southwestern States. The Florida banker paid a splendid tribute to Western North Carolina, its people, the spirit of progress and to the health-giving air of the mountains. Dr. Bize is a visitor, it is asserted, who has come to regard Asheville as home and Tampa as a place of business, who is beginning to realize that the metropolis of Western North Carolina is a place for a home and business as well as a place of resort. Saturday, the Florida visitor was present at an auction sale of lots in a new portion of the city and has expressed surprise and pleasure at the steady growth of this section and the many marks of progress on every hand.

Wages Decreased and Men Are Deciding Plan of Future Action. Strike ballots are being filled out by Asheville members of the Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees of the Southern Railway system and are required to be in the hands of R. J. Jackson, General Chairman, by July 20, when action of the clerks will be decided. It is learned that between 75 and 100 clerks will be affected in Asheville by the strike if it should be called. Attached to the strike ballots is the following: "Clerical Employees, Southern Railway Lines: 'On February 13, 1922, on request of Southern Railway management, the committee representing the clerical employees, met the management in conference at which conference the management made proposals for a wage reduction of 7 cents per hour, which proposals were declined by the committee. The committee refused to entertain any reduction whatever in wages. The committee also made submission to the Labor Board, asking their authority to reduce wages. The committee also made submission to the Labor Board and asked that wages be restored as of August 31, 1921. Decision No. 1074 By Labor Board: 'The Labor Board, Decision No. 1074 of the United States Railroad Labor Board effective July 1, 1922, authorizes the following reductions: Clerks with an experience of two or more years in railroad clerical work or clerical work of a similar nature in other industries, or where their cumulative experience in such clerical work is not less than two years, 5 cents. Clerks with an experience of less than two years as outlined above 4 cents. 'On receipt of above decision, the following wire was sent the management: 'Advise by wire of decision 1074 will be put in effect on Southern Railway line. 'The following reply received: 'You will recall that only after earnest effort to settle the matter at home, and with our own men, which efforts were fruitless, did we submit the dispute to the Labor Board. Having done this and Labor Board having decided after full hearing on just and reasonable reductions for employees represented by you, we shall make such reductions effective on July 1, 1922. I venture to remind you, though I am sure you do not need sight of the fact that Southern Railway System did not make reductions in wages of its clerical forces July 1, 1921, when decision 147 was rendered, nor did we on September 1, 1921, when decision 147, but in order to add a just matter with you and your committee agreed on a basis substantially more favorable to the employees. You will still receive, even after reductions proposed to be made effective July 1 are put in, much less reduction than will employees of other carriers who were parties to both decisions 147 and 1074. Southern Not Party To Decision 147. 'If the Southern had gone to Labor Board and been party to decision 147 instead of reaching an agreement with its employees, we would have enjoyed since September 1, 1921, as great a decrease in compensation of a greater number of men as is now proposed. The Southern Railway clerks have, therefore, received many thousands of dollars more than they would have received had we been parties to decision 147. In other words, Southern Railway clerical employees have had most favorable and considerate treatment, and we with the new reduction, their wages will have been reduced substantially.

Wages Decreased and Men Are Deciding Plan of Future Action. Strike ballots are being filled out by Asheville members of the Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees of the Southern Railway system and are required to be in the hands of R. J. Jackson, General Chairman, by July 20, when action of the clerks will be decided. It is learned that between 75 and 100 clerks will be affected in Asheville by the strike if it should be called. Attached to the strike ballots is the following: "Clerical Employees, Southern Railway Lines: 'On February 13, 1922, on request of Southern Railway management, the committee representing the clerical employees, met the management in conference at which conference the management made proposals for a wage reduction of 7 cents per hour, which proposals were declined by the committee. The committee refused to entertain any reduction whatever in wages. The committee also made submission to the Labor Board, asking their authority to reduce wages. The committee also made submission to the Labor Board and asked that wages be restored as of August 31, 1921. Decision No. 1074 By Labor Board: 'The Labor Board, Decision No. 1074 of the United States Railroad Labor Board effective July 1, 1922, authorizes the following reductions: Clerks with an experience of two or more years in railroad clerical work or clerical work of a similar nature in other industries, or where their cumulative experience in such clerical work is not less than two years, 5 cents. Clerks with an experience of less than two years as outlined above 4 cents. 'On receipt of above decision, the following wire was sent the management: 'Advise by wire of decision 1074 will be put in effect on Southern Railway line. 'The following reply received: 'You will recall that only after earnest effort to settle the matter at home, and with our own men, which efforts were fruitless, did we submit the dispute to the Labor Board. Having done this and Labor Board having decided after full hearing on just and reasonable reductions for employees represented by you, we shall make such reductions effective on July 1, 1922. I venture to remind you, though I am sure you do not need sight of the fact that Southern Railway System did not make reductions in wages of its clerical forces July 1, 1921, when decision 147 was rendered, nor did we on September 1, 1921, when decision 147, but in order to add a just matter with you and your committee agreed on a basis substantially more favorable to the employees. You will still receive, even after reductions proposed to be made effective July 1 are put in, much less reduction than will employees of other carriers who were parties to both decisions 147 and 1074. Southern Not Party To Decision 147. 'If the Southern had gone to Labor Board and been party to decision 147 instead of reaching an agreement with its employees, we would have enjoyed since September 1, 1921, as great a decrease in compensation of a greater number of men as is now proposed. The Southern Railway clerks have, therefore, received many thousands of dollars more than they would have received had we been parties to decision 147. In other words, Southern Railway clerical employees have had most favorable and considerate treatment, and we with the new reduction, their wages will have been reduced substantially.