

# STRIKE OFF? MEN TO RESUME WORK

## Eighty Per Cent of Duluth Switchmen Decide to Return to Posts.

### UNION OFFICER ADVISES

#### Members of Brotherhood of Trainmen to Hold Out No Longer. Nearly All N. P. Men—Lake Territory Concerned.

(Continued From First Page.)

Members of the Brotherhood of Railway Trainmen, which embraces a majority of the men employed as switchmen at the head of the lakes, this afternoon unanimously voted to continue their work as switchmen, being advised to take this course by A. P. Whitney, vice-president of the organization of which the switchmen are members.

It is said that the men who arrived today to fill places of the striking switchmen formerly were members of the American Railway Union and went out in the big strike of 1894, and that the men now out are the men who took their places then.

A poll of the strikers shows that 84 per cent of the switchmen are members of the Brotherhood of Railway Trainmen, 28 per cent are affiliated with the Switchmen's Union and the rest do not belong to any organization.

### 800 PLACED TO BREAK STRIKE

#### St. Paul Police Chief, Fearing Violence, Details All Patrolmen.

ST. PAUL, Dec. 2.—Chief John O'Connor of the Police Department, virtually admitted that he considered the strike situation serious today when he ordered all day men to go duty at central station until 10:30 o'clock tonight. This order will continue until all danger of a clash between strikers and strikebreakers is ended. The chief also recalled all patrolmen and officers absent on leave.

#### End in Week Predicted.

"We are employing new men as fast as they come," he said, "and we are moving a large amount of package freight. In a week the public will not know that there is a strike."

#### Strikers Are Confident.

Strike leaders say they are in a stronger position today than ever. They refer to the fact that the Brotherhood of Railway Trainmen and Order of Railway Conductors in Milwaukee, Minn., yesterday adopted a resolution to "stand neutral and refuse to do other than the work done prior to the pending trouble." This means that trainmen and conductors will refuse to do any switching except at those stations where it has been customary for train crews to switch their trains.

#### Labor Commissioners Probe.

Imported strike-breakers, wearing special police badges, were reported on duty at the Union Station yards today by strike pickets, and when President Hawley learned that these men had been imported he called it to the attention of the state labor commissioner. Labor Commissioner Morrow said if the men wearing police badges were not residents of Minneapolis those responsible for their presence in the state were violating the state law. He is investigating.

Mayor Lawler has been retained as legal counsel for the switchmen. He addressed a meeting of strikers in Minneapolis last night. Mayor Lawler said the railroad managers, making concerted action through the press to create public opinion in their favor, are not in a position to charge the men with unfairness in refusing to arbitrate under the Erdman law. He said the Erdman law is so hedged that, should the switchmen agree to arbitrate under it, they would be stripped of all legal power to legitimate their claims and it would put them completely in the power of the railroads.

#### General Manager Slade, of the Northern Pacific, tonight issued a statement as follows:

"The situation on the Northern Pacific shows steady improvement. Reports from all divisions indicate there will be a continually increasing freight movement from now on. Additional switching forces is being secured rapidly."

#### SERVICE HERE NOT BLOCKED

#### Freight Received, With Exception of Perishable Articles.

Hill lines, operating out of Portland, yesterday continued to receive freight, with the exception of perishable articles subject to delay. As was the case Wednesday, all freight of a perishable nature, is being forwarded by express. In receiving this character of freight, it is stipulated between the shipper and the carrier that it will be forwarded only by express. In the local terminals, the movement of cars continues uninterrupted, not a man having quit his post since the strike order was issued Tuesday night.

#### tation of the Northern Pacific at St. Paul:

11 A. M.—Situation very much improved. Passenger trains continue to move regularly. No delay at all on account of strike conditions. Receiving freight today at St. Paul and Minneapolis for all points between Jamestown and Bismarck, inclusive, and branches north and south of Jamestown and the Linton branch and for Butte, Spokane, Seattle, Tacoma and Portland. Expect to increase territory for which we receive freight not later than tomorrow.

"We are having no trouble in moving freight between Portland and South Tacoma," said P. H. Fogarty, assistant freight agent for the Northern Pacific yesterday. "The same condition is true on the South Bend branch as far west as Pease, all points on the Olympia branch, except those between Olympia and Gates and all points on the Grays Harbor branch as far west as Hoquiam. Perishable freight offered for any point is received only after the shipper makes arrangements with the superintendent of transportation. Other freight is being received by us subject to delay."

"Our company is accepting all freight, except perishable freight, subject to delay," said H. A. Jackson, assistant freight agent for the Great Northern, yesterday. "We expect, not later than tomorrow, to be able to receive freight of all classes."

### \$400,000 SWITCHMEN'S PAY Raise of Wages in Washington Alone Would Mean \$60,000.

OLYMPIA, Wash., Dec. 2.—(Special.)—Figures in the office of the State Railway Commission show that approximately \$400,000 per annum is paid out for switching wages by all the roads in Washington, so that the proposed 15 per cent increase in wages asked by the strikers would amount to about \$60,000 for Washington employees. Switchmen's wages average \$120 a month and engineers on switch crews only about \$100.

The Commission has the statement of G. J. Mayer, auditor of disbursements of the Northern Pacific at St. Paul, that in July last at Seattle the actual cost of switching was 88.7 cents per car, as against 43 1-3 cents at Minnesota transfer and less than 65 cents at Portland. These figures were secured for the recent hearing on complaint that the company charged Tacoma shippers exorbitant switching rates as compared with those exacted at Seattle.

### SEATTLE TRAFFIC CONTINUES

#### Nonunion Crews Switch Trains. Brewery Drops 40 Men.

SEATTLE, Dec. 2.—The switchmen's strike attracted little attention in Seattle today. The Great Northern and Northern Pacific sent out their passenger trains on time, the switching being done by non-union crews.

#### PROMISE BROKEN, ALLEGED

#### Railway Managers Issue Statement, Saying Switchmen Are to Blame.

CHICAGO, Dec. 2.—The joint committee of railway managers late today issued the following statement:

"Calling of this strike, notwithstanding the managers' offer to arbitrate, violates the spirit of fair play. The proposal that the question involved should be arbitrated was acquiesced in by the committee which assumed responsibility for the demand for an amicable adjustment of questions under consideration and would not willingly bring upon the public the paralysis of business and immense monetary loss and the actual hardship which a strike would occasion. Notwithstanding that President Hawley of the Switchmen's Union joined with this committee, the strike order was issued without the knowledge of the managers' committee or of the mediators, by the switchmen's committee, directing the switchmen to cease work if their full demands had not been conceded. This violation of good faith led to the present condition."

#### TACOMA MILL SHUTS DOWN

#### Strike Interferes With Movement of Loaded Lumber Cars.

TACOMA, Dec. 2.—Owing to the shortage of cars, due to the switchmen's strike, the St. Paul & Tacoma mill tonight laid off its night crew, consisting of 60 men, while other mills are threatened with a curtailment of operations unless more cars are received before the end of the week.

Three switch engines were at work in the Northern Pacific yards in the morning and five engines in the afternoon. These engines were manned by officials and several nonunion switchmen who returned to work.

#### STRIKE CLOSES COPPER MINES

#### Two Amalgamated Diggings Hiring 400 Men Shut Down.

HELENA, Mont., Dec. 2.—Lack of coal, due to the switchmen's strike, forced the Parrot mine, of the Amalgamated Copper Company at Butte, to close tonight. The Moonlight, another Amalgamated property, will shut down tomorrow. The two mines employ 400 men.

#### Five Engines Work at Superior.

SUPERIOR, Wis., Dec. 2.—The Great Northern has four switch engines in operation, the Terminal Company has one and the Soo Line one. The Northern Pacific has yet no men operating on this side of the bay. All the engines are manned by officials and clerks. A special car brought a score of strikebreakers from Omaha this morning. The Great Northern announced that local freights would be started tomorrow.



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