

RAIL STRIKERS LOSE RIGHTS WITH ROADS

Firemen and Oilers Excepted Until 10 A. M. Today.

HILL LINES TAKE ACTION

Pension and Seniority Privileges to Be Forfeited, Say Five Railway Presidents.

Striking railroad stationary firemen and oilers were offered a final chance to retain their pension and seniority rights if they return to work by 10 o'clock today, in a statement issued by five northwestern railroad presidents yesterday.

In the same statement, similar rights were denied other striking rail employees. The statement declared it would be unfair for the railroad men who remained at work, as well as to new employees, to restore seniority to those who walked out at the direction of eastern rail unions, it being admitted that no basic dispute on the northwestern roads existed. The latest pronouncements of railroad heads was made by the Hill group of lines and was received here yesterday from Ralph Budd, president of the Great Northern railway, by W. F. Turner, president of the Spokane, Portland & Seattle. It was as follows:

Resume of Situation Given. On July 1, 1922, the railway shompen went on strike rather than comply with an order of the United States railroad labor board. On July 17 the stationary firemen and oilers also went on strike, presumably for the same reason.

The railway companies in the northwest went to great pains to learn what grievances the striking employees had against them, and thus delayed for more than two weeks seriously trying to replace their old men with new ones. Finally it was found that the men on strike against the railways of the northwest had no grievances that they did not agree could be settled easily, but that they would continue to strike because their national leaders so instructed them, hoping in that way to influence roads in other parts of the country to make settlements as satisfactory as are in effect, or were offered in the northwest.

In the meantime, the railway companies in the northwest had been kept in operation by some loyal employees and officers doing the work of the strikers. Now the places of the striking shompen are being taken by new men. Railway service is certain to be restored in greater or less extent, but each day more new men are being hired, and eventually normal service will be restored and the shop forces reorganized along the lines of the labor board's order.

Restoration is Refused. It appears that the majority of the shompen are now representing that the only difference which stands in the way of settlement of their return to work, is that of restoring to the men on strike their seniority and pension rights, which they forfeited by not returning to work. It is utterly out of the question to consider restoring seniority and pension rights to these men for the following reasons:

The men who remained at work and those who desire to work, have the same right to do so as those who left the work had in choosing their action, and common justice requires that the men who stayed by their positions and those who came to work shall be guaranteed their just reward for that action and shall not be penalized for their loyalty.

The question of seniority, which is said to be the only one upon which the railways must agree, is a question which did not exist before July 1, and was created solely by the action of the union leaders, who by their voluntary acts created this issue as late as Tuesday, the 15th instant.

Conferences at End. It should now be clearly understood by the public, by our ex-employees and by those who continue at work and those who have taken the places of the strikers, that there are no conferences of any kind now being conducted looking toward settlement of the strike, that the conference failed because of disagreement between our men and ourselves, but because our leaders refused to allow their men to work until differences with other roads had been settled. That the ex-employees as well as the unions to which they belong, have no authority, such as with the various railway companies or with the United States railroad labor board, that the only way for railway employees to engage freely in conferences with the managements and to have in addition all the benefits of the labor board's hearing on disputed points is for them to become employees of the railway companies.

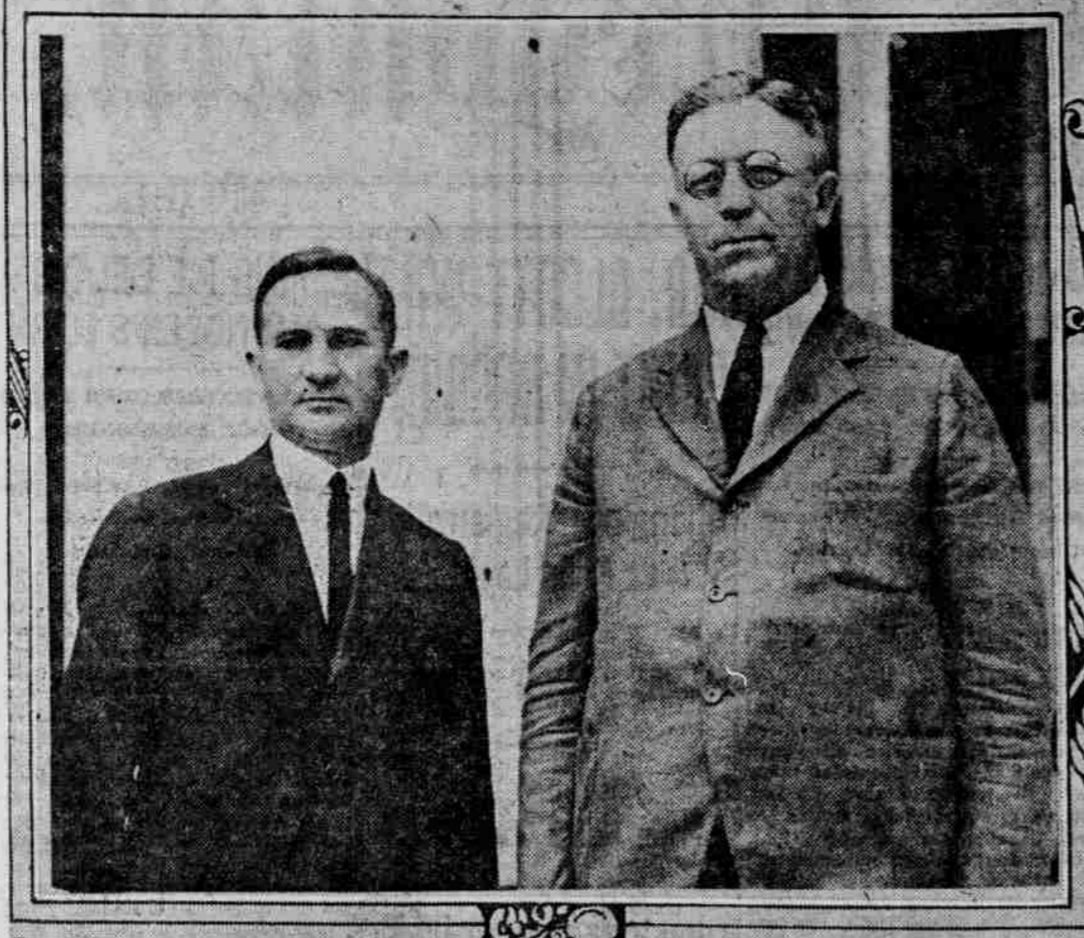
It should also be understood by all concerned, that every means will be used to protect fully all who wish to work. Injunctions have been obtained from the federal courts restraining strikers from men who want to work. Violations of these injunctions result in severe penalties. If the United States marshals are unable to protect our men from violation of the injunctions, local, state and federal authorities may be relied upon.

Firemen and Oilers Excepted. Ex-employees who let the service on account of the strike order of the stationary firemen and oilers' organization may return to work effective July 20 A. M. Friday, July 21, without forfeiting their seniority and pension rights, but any such employees who are given employment after that date will rank as new employees.

It should be thoroughly understood by all that in the present instance fairness to employees who remain loyally at work and those who have entered the service demands that they be fully protected, and that it is utterly impossible to consider penalizing those men and rewarding the strikers who have no grievance, but are engaged in a sympathy strike and have repeatedly been advised that they must return to work or give up their seniority. W. H. BRIMMER, President of the Minneapolis & St. Louis Railroad company, LPH BUDD, President Great Northern Railway Co., JAMES T. CLARK, President Chicago, St. Paul, Minneapolis & Omaha railway, CHARLES DONNELLY, President Northern Pacific Railway Co., G. R. HUNTINGTON, President Minneapolis, St. Paul & Sault Ste Marie Railway company.

Electric Strike Expected. Additional strength to the strike, locally, was forecast yesterday by union leaders, who anticipate a probable walkout by substitution men em-

MAINTENANCE OF WAY EMPLOYEES HEAD CONFERS WITH HARDING.



E. F. Grable (right), head of maintenance of way railway employees, and Fred L. Feick, counsel, photographed at White House, where, it is said, they reassured the president that the men they represent would not join the walkout.

played on the electric lines of the Southern Pacific and the Spokane, Portland & Seattle railway lines. This was likely to take place, it was said, either at midnight last night or early today.

Railroad officials acouted the likelihood of any considerable interruption to operation, even should this additional walkout occur. It was said there are between 15 and 20 men in service as sub-station operators on the Southern Pacific red electric lines and 22 on the Oregon Electric. Officials of the lines said they would continue operation if the strike were called, as they did not believe it would be complete in any event and other men they said would "carry on" even if the worst happened.

Strike Leaders Optimistic. Strike leaders were optimistic yesterday and said they were maintaining their ranks without substantial losses. It was said a number of additions had been made to the ranks of strikers and the outlook was very satisfactory.

Strikers established a commissary and employment bureau yesterday at the labor temple and plans were made for a long-continued struggle. By means of the employment bureau work will be found for strikers who desire to enter some other employment for the time being, and the commissary will supply pickets and others who do not find work. Financial support from other union organizations will be enlisted, it was said, so that the strike movement may not be robbed of its strength through lack of funds.

STRIKERS PROTEST SOLDIERS

Shopmen of La Grande Opposed to Importation of Troops.

LA GRANDE, Or., July 20.—(Special.)—With the exception of opposition expressed in the form of a resolution adopted by the strikers opposing bringing troops in to guard railroad property, the shopmen's strike situation continues to be exceedingly quiet here. Rumors are circulating here for several days that the O. W. R. & N. is contemplating replacing its civilian guards with United States troops resulted in the strikers' protest.

The company's attitude was strongly condemned in this matter and confidence was expressed in the ability of the sheriff's office and the local police department to handle the situation in the future as in the past. A state inspector who was here today announced that all men employed here now as stationery employees were unlicensed and that an examination would be given tomorrow. All failing to pass will lose the privilege of working.

SOME LINES SEEK PEACE

(Continued from First Page.)

luth has been cut 50 per cent, it was announced. Troops were sent to Hoisington, Kan., and to Rocky Mount, N. C., and Aberdeen, N. C., while original plans to remove troops from Waycross, Ga., were abandoned. Soldiers were also ordered on duty at Concord, N. H.

Disorders were confined largely to flooding of kidnaped workers by strike sympathizers, also two Pennsylvania railroad patrolmen, a car inspector and a constable were shot south of Bentleville, Pa. They were on railroad patrol duty.

Federal courts continued to issue temporary restraining orders and injunctions to protect the roads from interference with property.

MANY TRAINS CANCELED

EFFECT OF STRIKES ON SERVICE IS NOTED.

Chicago & Northwestern Closes Off 15 Suburban Trains and Curtails Other Lines.

CHICAGO, July 20.—Railroads centering in Chicago today canceled a number of trains to conserve fuel. The Chicago & Northwestern took off 15 suburban trains, discontinued one Milwaukee train and reduced another to a Saturday only basis. Curtailment of service on branch lines in Illinois, Iowa, Wisconsin, Minnesota and the Dakotas was also ordered.

The Baltimore & Ohio canceled two trains each way between New York and Chicago and dropped a local train to Garrett, Ind.

Milwaukee Trains Dropped.

MILWAUKEE, Wis., July 20.—Several passenger trains in the Milwaukee territory on the Chicago & Northwestern road were discontinued because of the coal situation. Charles Thompson, general agent, announced. Four trains between Chicago and Milwaukee, one between Milwaukee and Green Bay and several on branch lines in Iowa, Minnesota, the Dakotas and northern Wisconsin, as well as a few suburban trains in and out of Chicago, were withdrawn.

Wabash Road Cuts 6 Trains.

CINCINNATI, July 20.—Superintendent Bird of the government mail service announced here today that the Wabash railroad has taken off six "important" trains "due to the railroad and coal strikes, and that it would considerably slow up the mail service in this division. The trains cancelled include three between Detroit and St. Louis, three between Toledo and Port Wayne, six between St. Louis and Decatur, Ill.

Birmingham Trains Abandoned.

BIRMINGHAM, Ala., July 20.—Two passenger trains on the St. Louis and San Francisco railroad between Birmingham and Memphis were abandoned today on account of the shompen's strike, according to an announcement by officials of the road.

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and employees by strike sympathizers. The Pennsylvania secured a restraining order at East St. Louis and like action was granted the Kansas City Southern railway at Fort Smith, Ark., and permanent injunctions were granted the Pacific Fruit Express and Southern Pacific affecting their lines in northern California. The Union Pacific and Burlington roads secured temporary injunctions at Omaha.

STRIKE CONFERENCE FAILS

Rail Chiefs Meet With Interstate Commerce Officials.

WASHINGTON, D. C., July 21.—(By the Associated Press.)—An effort to settle the railroad strike at a suddenly arranged conference of heads of leading railroads and members of the senate interstate commerce committee here late last night and early today was understood to have failed.

Those attending the conference said it now appeared that a strike settlement was much more distant and expressed pessimism over the immediate outlook, viewing the coal and railroad strike together.

Enactment of legislation which might remove difficulties in the way of settling the shompen's strike was discussed at the conference, which was attended by Chairman Cummins, five railroad executives, who came from New York, and Senators Watson of Indiana and Kellogg of Minnesota, both republican members of the senate interstate commerce committee. The meeting began shortly after 9 o'clock and continued until after midnight. The railroad executives refused to discuss the subject under discussion and the only intimation was given in a formal statement issued by Senator Cummins after the meeting had broken up.

The railroad executives who attended the conference included T. Dewitt Cuyler of the association of railway executives and W. W. Atterbury of the Pennsylvania. Senator Cummins in his statement said: "Senators Kellogg, Watson and myself had a conference with some of the eastern railroad presidents this evening for the purpose of talking over the strike and ascertaining if possible the exact issues between the roads and the strikers. We wanted to discover whether there was any legislation that would remove the difficulty in the way of an adjustment."

"We discussed the whole situation frankly and frankly. The views of the shompen have already been fully disclosed at Chicago. The object of the conference was solely to secure information upon this very vital subject."

Senator Cummins said he would be obliged to decline answering inquiries as to the details of the conference but did state, in expressing an opinion as to the outlook for an adjustment of the strike that he was "hopeful to the last." He declared no conclusion had been reached as to what legislation was needed.

Asked as to whether the executive lives came to Washington by invitation or at their own instance, he said that he could not discuss that subject. He added, however, that he did not ask the railroad chiefs to come here for the conference.

Picket Injunction Issued.

SPOKANE, Wash., July 20.—A temporary restraining order enjoining strikers on the Great Northern railway in eastern Washington from maintaining pickets about railway property or otherwise interfering with traffic on that line and charging that intimidation is being used with dealings with new employees was signed this afternoon by Federal Judge Rudkin. Approximately 900 Great Northern strikers here and at Hillyard, about three miles east of Spokane, are directly affected by the order.

St. Paul Service Curtailed.

ST. PAUL, July 20.—Curtailment of passenger train service was announced today by the Northern Pacific railway, on account of the shompen's strike and with a view to

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