

MARCOONED TRAIN PASSENGERS TELL TALE OF HARDSHIP

Sweating Travelers Have But One Bathtub for 400; Sickness Growing Worse, Is Claim

But one bath tub for 400 men, women and children sweating in the heat, and the outside world for more than 48 hours, the long distance telephone, but one telegraph wire, with sickness which is growing steadily worse.

Such was the situation tonight at Seligman, Ariz., a little way from the Santa Fe railroad, described for International News Service by a committee of passengers.

Their story follows:
Seligman, Ariz., Aug. 12.—Atchison, Topeka & Santa Fe trains numbers 7, 7 and 9, from Chicago and Kansas City, with an aggregate of 800 passengers, arrived here Thursday night. Among the passengers are a large number of women with children, many of them under 4 years. Two or three of them are ill and are growing steadily worse by reason of lack of fresh milk. Conditions are insanitary, but the Santa Fe is doing all it can to keep cars clean. Passengers are being fed at the company's expense at the Fred Harvey hotel.

A telegram signed H. H. T. purported to come from the division superintendent at Winslow, Ariz., saying that President Lee of his brotherhood of Railroad Trainmen has wired President Wells that he has advised general chairman and representatives of the trainmen that the strike is illegal and will not be tolerated and that the laws of the organization must be fully complied with before a cessation of work has his approval.

ASKED TO RETURN
In the meantime the membership is instructed to return to work.

The strikers deny the authority of this statement and state they quit work because of the arrogant behavior of hired gunmen who have threatened conductors and trainmen and also because of the dangerous condition of the rolling stock. Brakes on all cars are said to be defective and it would be unsafe to take trains out of this point.

We have received a wire from General Manager Hibbard saying he is doing everything in his power to induce the men who struck without notice, in violation of instructions and contract obligations which required 30 days' notice, and in violation of instructions from heads of their organizations, to return to work. He regrets inconvenience to which we have been put and assures us he will continue his efforts to have train service quickly resumed.

ONLY ONE BATHTUB
All water is being brought from Del Rio, a distance of 60 miles. Mr. Morgan, local agent, and Mr. Wall, division foreman, have affairs in charge, assisted by several committees of passengers.

There is but one bathtub in the town and the water supply is limited. Fresh clothing is at a premium and in consequence there is considerable discomfort among the smaller children. There is no long distance telephone service is pretty well overworked. No word from the outside world has reached us since Thursday night, and we would be grateful for relief. There are no signs of violence and the strikers are quiet.

Road Commission Asks Rehearing in Market Road Case

Salem, Aug. 12.—J. M. Devers, assistant attorney general in charge of the least department of the state highway commission, today filed with the supreme court a petition for a rehearing in the case of S. M. Calkins vs. the Lane county court, involving the expenditure of market road funds on state highways. While the Calkins case involved but the expenditure of approximately \$14,000 of Lane county market road funds, the principle laid down in the decree of Judge Shipworth of the Lane county circuit court and upheld in the opinion of the supreme court, seriously affects the expenditure of market road funds under the direction of the state highway department throughout the state, according to Devers. Under this decree it was held that market road funds were appropriated for a specific purpose and could not be diverted for other uses.

\$50,000,000 FRUIT CROP FACES RUIN

(Continued From Page One.)

and brotherhood leaders, brought no definite results pointing to relief.

FEAR WALKOUT
Brotherhood railroad chiefs at Sacramento declared they feared their men would walk out at Roseville, near Sacramento, where five bombs exploded last night. A strike there would cripple communication between California and the Pacific Northwest.

Two sections of the Western Pacific Overland train were tied up by the strike at Oroville, Cal. The 315 passengers aboard were brought to San Francisco over independent electric lines late today.

The company announced this afternoon it would make no effort to move overland trains into San Francisco. Railroad officials in Portland and Seattle, in statements to the United Press, frankly admitted that they feared momentarily the strike would spread to the Northern Pacific and the Union Pacific, which terminates at Portland, and to the Chicago, Milwaukee & St. Paul, which terminates at Seattle.

MEN RESTLESS
They added that even though their roads are not directly affected, it was improbable that they could even relieve the situation in California by handling additional freight and passengers.

Railway brotherhood chiefs in the Northwest admitted their men were restless. Leaders of the Brotherhood of Locomotive Firemen declared many of their members were discussing a strike. Should the strike become effective in the Northwest, the Canadian Pacific railway, running through Canada, would stand as the one remaining rail line operating between the Atlantic and the Pacific.

In Southern California deep anxiety was felt over the predicament of passengers on Santa Fe trains stalled at Seligman, Ariz., and Needles, Cal. Plans to send automobiles to bring these passengers to Los Angeles had not been carried out tonight.

PASSENGERS SUFFER
Private telegrams from marooned passengers appealed for aid. At least two of these telegrams declared "women and children are suffering." Chambers of commerce in Southern California were turning attention to the situation in answer to these appeals.

Reports from Needles, Cal., where the train carrying between 300 and 400 passengers have been tied up for 48 hours, said supplies of ice were running low under the heavy desert sun.

beating down with fierce intensity. The temperature ranged at Needles today between 100 and 102.

Two additional trains reached Seligman, Ariz., during the morning. It was estimated nearly 600 passengers were marooned there tonight.

TRAIN TIED UP
One Union Pacific train from Los Angeles was tied up at Las Vegas, Nev., shortly before noon. A west-bound train was expected to be stalled there during the night.

On the Western Pacific one east-bound and one west-bound train was tied up at Stockton, Cal. No Western Pacific trains had left San Francisco today and it was considered improbable they would leave out there.

Southern Pacific trains moved eastward from San Francisco, but were reported tied up at Ogden, with the exception of those which were reported by the company to have moved with regular engineers and officials of the company as firemen.

In Northern California the Western Pacific was completely tied up between Oakland and Stockton.

FRUIT IN DANGER
Reports as to the exact situation at Pocatello, Idaho, were unclear. Trains apparently were moving through that point, however, although passengers were reported to have gone out there.

Fruitgrowers of California were undecided as to what course they can follow in a final effort to save the \$50,000,000 crop of apples, peaches, pears, cherries and other fruit.

Embargoes issued by the Western Pacific, Southern Pacific and Santa Fe railroads stopped all movement of fruit, both transcontinental and local. A similar situation in the Pacific Northwest stopped apple growers from a mass meeting at Wenatchee, Wash., to discuss means of saving a million dollar apple crop.

MAY CHARTER SHIPS
Wholesale dealers in fruits and vegetables in the Northwest were planning to charter ships and send motor trucks to California to bring in the commodities which that state furnishes.

Business men in California were deeply concerned over the delay in mail.

Train No. 9 from Chicago to San Francisco over the Southern Pacific system, which handles all mail from Chicago and is perhaps the most important mail train in the country, did not move today and may be cancelled temporarily.

The one small mail consignment which reached San Francisco during the day came on a passenger train. The American Railway Express took cognizance of the strike by indorsing all receipts "Subject to delay." This applied to both local and transcontinental business.

RAIL OFFICIALS TRYING TO PREVENT TRAINMEN'S STRIKE
Against obvious desires of train and engine crews in the Northwest to throw their forces into the national strike of rail workers, railroad managers and brotherhood officials combined forces Saturday night.

Prospects were that the firemen, engineers, conductors and brakemen would be held at work during the night, although both sides admitted that the situation is serious and that the walkout on the transcontinental rail lines into California might spread into the Northwest without notice.

Whether a strike comes to the Northwest, great loss in summer tourist revenues will be borne by hotel men and other dependent upon the annual crop of visitors from distant points. Hotel men reported that many cancellations of reservations had been made during the last 24 hours because of the Southern strike of the "Big Four."

District chairman of the "Big Four" reported that every effort would be made to prevent an illegal strike in this district although each voiced the opinion that with officious guards and deteriorating equipment to annoy the train crews, continued control of the

situation in the Northwest was doubtful.

Striking shopmen in the Portland district were highly pleased with the turn of events Saturday and were positive that some settlement would be made in the strike within a short time.

ADVICE GIVEN
Railroad train crews should have the moral courage to refuse to take out unsafe equipment and that about speed be used where making equipment demands precaution, said J. B. Rhodes, in a statement issued to members of the Brotherhood of Railroad Conductors, of which he is chairman for the O. W. R. & N.

The message said:
"Everybody should know, the officers of the shop craft do know, and every member of the transportation brotherhoods who will give careful thought to the situation will know that at this time the transportation brotherhoods cannot inaugurate a legal strike without some overt act of some description brought about through the acts of persons not amenable to organized labor and all are thoroughly aware that the laws of the transportation brotherhoods do not permit of sympathetic strikes and we have a record of many years' standing of not having violated our contracts."

URGES PROTECTION
"We are between two fires. If any of our members leave the service it will be on an illegal strike that could not be approved or supported by the union. We must stand together and insist on legalizing an illegal strike after it had occurred. The organizations could not support an illegal strike without violating the traditions of years standing that we do not violate contracts or agreements and thus destroy the confidence we have held for years."

"On the other hand, we hold that the railroads should not expect us to endanger the lives of ourselves or those of the public by asking us to handle equipment in an unsafe condition, and it appears to me that transportation men can be expected to have the moral courage to refuse to handle such equipment and to refuse to handle the lives of the public by refusing to handle unsafe equipment, and it appears to me that if men are asked to take out unsafe equipment that it would be obvious that if such equipment could not safely be run at 20 or 30 miles per hour the train should be run at five miles per hour or less if need be to insure safety."

LOYALTY TESTED
"Publicity has in my opinion been a hindrance to negotiations and is unfortunate, and has put President Harding into a position of being forced into submission by labor organizations, and a man of President Harding's type is always greatly influenced by public opinion. It is well known that in times like these men's patience and loyalty are severely tried. On the other hand, I believe concern regarding their own lives and the lives of the public by refusing to handle unsafe equipment, and it appears to me that if men are asked to take out unsafe equipment that it would be obvious that if such equipment could not safely be run at 20 or 30 miles per hour the train should be run at five miles per hour or less if need be to insure safety."

TERMINAL SHOP'S FOREMAN FATALITY SHOT IN ATTACK
East St. Louis, Ill., Aug. 12.—(U. P.) East St. Louis, night foreman of the East St. Louis terminal shops, who shot and probably fatally wounded, when three men attacked him at the rear of his home tonight.

Two men, James Callahan and Hosea Venable, who admitted the striking shopmen, but deny participation in the attack, are in a hospital here suffering from bullet wounds, and are not expected to recover. The third man, a striker, is being held by authorities for questioning.

Five men in an automobile drove up to Arnold's home this evening. Three leaped out and one struck Arnold with a club, while the others flourished revolvers.

Arnold drew his own pistol and fired. A close range gun battle ensued. Arnold told hospital attendants he was certain two of his assailants were seriously wounded.

The men escaped in their car, pursued on foot by Arnold until his ammunition was exhausted.

When captured, the three men told conflicting stories, but each denied taking part in the attack on Arnold.

Venable, one of the strikers, died shortly after 9 p. m. at the hospital. The condition of Arnold and Callahan is critical.

WALKOUT OF TRAINMEN AFFECTS SOUTHERN ROADS
Birmingham, Ala., Aug. 12.—(U. P.)—Walkout of trainmen had affected three Southern lines tonight.

Members of the Big Four brotherhoods, claiming the locomotives and other equipment was dangerous due to lack of repairs, refused to go out on their runs on the Illinois Central and Frisco systems here tonight.

Approximately 60 switchmen and hostlers, asserting they were being harassed by armed guards, suspended work in the Southern railway yards at Meridian, Miss.

MEDFORD FRUIT HANDLERS NOT BOTHERED BY STRIKE
Medford, Aug. 12.—Fruit handling concerns in this city do not appear apprehensive of interruption in railway traffic due to strike conditions or for any cause. The few cars of Bartlett pears going forward daily are not effected by embargoes. It is not considered practical to move fresh fruit from this valley other than by rail. Bartlett pears, the closest port, is approached by 90 miles of unpaved highway. The bulk of Bartlett pears are sold to California packers, who can if necessary, move into the Rogue River valley carrying capacity sufficient to save the entire output. More than a month will elapse before late pears will be ripe enough to ship East.

U. S. SCENTS RAIL STRIKE CONSPIRACY
(Continued From Page One.)

conspiracy is found the matter be presented promptly to a federal grand jury.

The district attorneys also were directed to prosecute any one for violating injunction in effect now or in the future to insure continued movement of interstate commerce and the mails.

THE department of justice issued the following statement:
"It has been reported to the department from certain places, especially in Southern California and Arizona, that the Santa Fe system, that trains have been and are being abandoned by trainmen and employees. This has occurred at places most inconceivable to traveling and business people (Medley, Cal., for instance) and not only results in interference with and obstruction to interstate commerce and the transportation of the mails, but is a great suffering and distress among men, women and children who are passengers. After conference with the president I have wired to the United States attorney at Los Angeles as follows:

"Report to United States district judge any violations of injunctions and institute proper proceedings to hold violators for contempt."
URGES PROSECUTION
"Investigate quickly and ascertain whether abandonment of trains was result of conspiracy by those operating the Santa Fe system, interstate commerce and handling of the mails. If proof sufficient, present the matter to grand jury immediately. Grand jury not in session, present complaint to grand jury. Department will give you all necessary support and assistance. The interference with and abandonment of trains strongly indicate the existence of a conspiracy and the government will take all necessary steps to prevent its continuation or like conspiracies elsewhere. Advise me of results."

"H. M. DAUGHERTY, Attorney General."

MEET PRESIDENT
Representatives of the railroads and the railroad labor organizations came together in President Harding's office late today for a conference that may prove to be another move on the part of the executive to end the nationwide rail strike now spreading with alarming rapidity.

Both groups were together in Harding's office for a short time. The executives then went into conference with Harding in his office, while the union leaders retired to the cabinet room, apparently to await the results of Harding's talk with the rail executives' committee.

PROPOSAL REJECTED
The reply of the shopmen to the president's proposal that the seniority question, chief obstacle in the path of a strike settlement, be submitted to the railroad labor board, was understood to be a virtual rejection.

That of the executives was described as a conditional acceptance. Harding devoted the entire day to the strike problem, holding a series of conferences with his advisers before meeting the representatives of the workers and the executives.

Leaders of all the railroad labor organizations other than the striking shopmen conferred with him more than two hours, and the length of the conference indicated that he was making strenuous efforts to prevent further spread of the walkout.

LEADERS CONFER
Union leaders who conferred with the president were Warren S. Stone, Brotherhood of Locomotive Engineers; L. E. Sheppard, Order of Railway Conductors; W. N. Doak, vice president of the railway trainmen; D. F. Grable, Maintenance of Way Men; T. V. Kashen, Railway Telegraphers; D. W. Robertson, Brotherhood of Firemen and Engineers; J. G. Lathen, Railway Clerks, and E. H. Fitzgerald and D. W. Helt.

Members of the railway executives' committee were: T. DeWitt Cuyler, W. W. Atterbury, Pennsylvania; Hale Holden, Burlington; A. F. Smith, New York Central; Julius Kruttschnitt, Southern Pacific; Howard Elliott, Northern Pacific; W. L. Mapother, Louisville & Nashville; C. H. Markham, Illinois Central; A. P. Thom, counsel for the Association of Railway Executives.

CABINET MEMBERS ATTEND
Others attending the conference were Secretaries Hoover and Davis and Senator Cummins, Iowa.

Ben W. Hooper, railway labor board chairman, was also present. Harding apparently was attempting to conduct some compromise negotiations by first talking to the union leaders and then conferring with the rail executives.

As points came up, he could talk it over with the executives in his office and then step into the cabinet room about 15 feet away for further conferences with union leaders.

Senator Cummins, chairman of the senate interstate commerce commission, intimated today that if legislation was asked for by the president, it would be such as would empower the interstate commerce commission to declare a national emergency and by virtue of that condition to take over the railroads.

DIFFICULTY EXPLAINED
The railroad union leaders left the White House at 8 o'clock, three and a half hours after they went into conference with the president.

Sheppard, who was elected as spokesman for the group, stated that he and his colleagues pointed out to Harding the difficulties of keeping their men at work as a result of the strike.

They told the president that the men refused to work with defective equipment and they feared for their lives in the shops and other properties and from the armed guards.

HOLD LATE MEETING
At the request of President Harding, which both sides accepted as a White House command, the railway executives met the representatives of the brotherhoods at the New Willard hotel shortly before midnight and went into conference.

George L. Christian, secretary to the president, was present with a message from the chief executive and acted as intermediary between the White House and the conference room.

It was admitted that the contending factions had received a most "urgent" message from the White House to seek some middle ground from which a new start could be made in the effort to end the strike controversy.

The conference lasted approximately two hours. The only statement available was an announcement by T. DeWitt Cuyler, of the executive committee that he and his associates would meet with President Harding Sunday at 10 a. m.

It is understood that representatives of the brotherhoods also will go to the White House at the conclusion of the conference with the executives.

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CALLS ELEVATION OF S. P. WARNING TO WEST SIDERS

Laurgaard Avers New Development Must Be Met by Concentration Interurban Tracks.

"Definite action of the Southern Pacific towards bringing about a realization of the elevated tracks in the central east side district should be an incentive to movement on a large scale for reconstruction of the west side lower district," declared City Engineer Laurgaard Saturday. "If some big movement on this line is not undertaken soon we will see a repetition in the lower west side district of conditions that have confronted other cities, and its general decadence will be to the point where it is designated as 'Old Town' and important business concerns will move away."

"Portland is to have 1,000,000 in 1927, and I verily believe it will, according to estimates of engineers of utilities based on past advancement and present demands, we've got to make plans for better handling of the great street traffic in the west side section of the city," says Laurgaard. "If this is neglected, inevitably a large and most important business district will spring up east of the Willamette river. The property owners of the central west side have its destiny in their own hands, and it is time to make comprehensive plans for development."

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