

LITTLE HOPE FOR PEACE IS SEEN IN STRIKE SITUATION

Strike Leader Says Unless Seniority Rights Are Restored to Workers New York Meet Will Fail; Both Standing Pat.

(By United Press)
Fresh obstacles to rail and coal peace developed today, dimming prospects of immediate resumption of work.

Eastern railway executives announced themselves as unalterably opposed to settlement of the shop crafts strike on a basis that would restore to the men their seniority rights. This is understood to have been the proposal of the Big Four mediators submitted for consideration of the 148 railway presidents who meet in New York tomorrow.

The peace conference tomorrow will fall unless carrier heads accept defeat on this issue, a leading labor man declared in Washington.

Anthracite miners' representatives in conference with operators at Philadelphia to end the long hard coal walkout have split among themselves, with Chris Golden, a district leader, threatening to stampede.

John L. Lewis, president of the United Mine Workers, still was hopeful today of settlement, although he delivered a strong ultimatum to the operators regarding terms of agreement. Walkouts by brotherhood rail workers on the Southern Railway and at shops at Spencer because of guards were reported.

Washington, Aug. 22.—Railroad executives must accept defeat on the seniority issue if the walkout of shop workers is to be settled, one of the leading labor figures in the strike told the United Press today.

Unless the managements are prepared to concede the shop men's demands for restoration of seniority rights, the peace conference of brotherhood leaders and railroad executives in New York tomorrow will be futile, he said.

This determined stand of the present strikers' determination of the Eastern railway executives for a fight to the finish and the call issued by the American Federation of Labor for financial and moral support of the shop men by all organized labor have caused administration leaders to lose the hope they had for an early settlement of the dispute.

All plans for settlement of the strike at the New York conference between the executives and chiefs of the Big Four brotherhoods of labor for the former, the strike leader declared. The leaders of the shop men and brotherhood chiefs remained steadfast on the demand for unimpaired seniority rights throughout all the secret sessions and are prepared to fight it out along that line indefinitely.

"One thing is sure," this leader stated, "we are through making proposals. Our final word was said in the reply to President Harding's last proposal—that we cannot accept less than we are given unimpaired seniority rights."

The strikers, backed by other labor unions, have ample funds; they expect more than a year ago that the fight was coming and prepared themselves accordingly. The strike leader stated that thousands of the 400,000 strikers have gone into factories temporarily to relieve the strain on the treasury of the shop men's union.

Labor leaders make no mention of their reliance on deteriorating equipment to help them win the strike. They believe that it is only a matter of time before the railroads will be reduced to a desperate state.

RAILROAD EXECUTIVES BRAND "ALL PEACE TALK AS BUNK"
New York, Aug. 22.—Disension in the ranks of the American railway executives today endangered settlement of the shopmen's strike.

"Bitter enders" of the carriers, composed mostly of Eastern executives, branded reports that the strike was about over as "propaganda" and "bunk."

L. F. Loree, president of the Delaware & Hudson, pointed out that the Eastern executives have not receded from their stand on seniority. Loree was prepared to voice his opposition at the meeting tomorrow, at which time a committee headed by DeWitt Cuyler will present the plans of peace offered by the leaders of the Big Four brotherhoods.

"The reports intimating that peace is coming in the railroad strike are all bunk," Loree stated today.

Fredrick D. Underwood, president

Railroad Strike Leaders and Executives in Session



Leaders of the Big Four railroad brotherhood and railroad executives, who were in session at 61 Broadway, New York, August 17 to discuss proposals for a settlement of the shopmen's strike. In the photograph are W. N. Doak, L. E. Sheppard, W. S. Stone, D. B. Roberson, Alfred P. Thorn, Thomas D. Cuyler, W. L. Mapother, C. H. Markham, A. H. Smith, Howard Elliott, W. W. Atterbury and Hale Holden.

of the Erie, charged that the reports of impending peace was propaganda circulated by the strikers.

Both executives said their roads were winning the fight against the strikers and that conditions would be normal very soon.

JEWELL DENIES STRIKERS RESPONSIBLE FOR BOMBING

Washington, Aug. 22.—Striking shopmen all over the country were ordered to form "vigilance committees" to aid local authorities in placing responsibility for train wrecks and damage to railway property.

Roused by repeated charges of railroad officials that strikers have been at the root of the recent wrecks and bombings, Bert M. Jewell, strike leader, today issued orders that the circumstances surrounding every such occurrence be investigated by the union officials.

"I am sick and tired of having the strikers blamed for every wreck and fake bombing that comes along," Jewell said. "It's outrageous to charge strikers are responsible for these acts of violence. They're not crazy and they aren't going to destroy the industry whereby they live. They're certainly not going to wreck trains and kill their friends and sympathizers in the train crews. Rotten equipment is causing the wrecks. And as for the bombings, why they happen in the most impossible places—a strike leader couldn't get to—surrounded by guards."

FIREMEN STRIKE

Princeton, Ind., Aug. 22.—(I. N. S.) Freight and passenger service on the St. Louis to Louisville division of the Southern railway was at a standstill today due to the walkout of the firemen here in protest against the presence of armed guards. This is the halfway point on the division, where engines are changed. There were threats today that the walkout might extend to engineers and trainmen.

MAD MAN SHOTS PASSENGERS IN BUS

(Continued From Page One)

"What the hell did you do that for?"

ANSWERS WITH SHOT

Reberio answered with two more shots, one of them entering Widling's head and the other his chest.

Oathes had stopped on the brake when the first shot rang out, and the machine had been quickly brought to a stop.

Besides these four men, there were six other passengers in the bus. All of them scrambled for the doors. One man is said to have made a flying leap, head first, out the side door, while the car was still going rapidly, and he has not been seen since. He was disappearing in the brush when last noticed.

The others hid behind the driver and behind convenient trees. Reberio stood beside the bus, still gripping in his hand the smoking pistol.

"Don't be afraid," he said to the others. "I'm not going to hurt anyone else. I'll wait for the sheriff."

At that time the Portland-bound stage drew up and the passengers and the driver, George Munro, circled around Reberio. J. White, passenger on Munro's stage, who lives at No. 955 Congress street and is an ex-service man, tried to slip up behind the driver and disarm him. Reberio turned around and caught him. White stepped back from the muzzle of the pistol.

"I'll wait for the sheriff," said Reberio.

Price and Widling were in misery and Reberio held the passengers at bay, so Oathes jumped into a private car and rushed to Rainier for Sheriff Wellington and assistance.

PRICE DIES SOON AFTER

Half an hour from the time of the shooting, Witting and Price were placed in the Portland-bound stage and taken to St. Helena. They arrived there at 10:30. Price was lying in White's arms. He was sinking rapidly. At St. Helena Dr. Edwin Ross did his best for the men, but Price died at 11:15. Witting, whose case appeared critical, was placed in a private machine and brought to the Good Samaritan in Portland.

Meantime, Oathes had summoned James Jesse, marshal at Rainier. When Jesse appeared, Reberio sat in the rear seat of the stage with the pistol still in his hand. The passengers were safely some distance back, afraid to approach him for fear he would again run amuck. He kept insisting that he would "wait for the sheriff."

He made no resistance when Jesse showed his star, but handed over the pistol, an old .38 caliber affair, and quietly submitted.

REBERIO'S STORY DENIED

Though all the passengers branded his story as utter untruth, Reberio kept insisting to those who questioned him that Widing and Price had heaped insults upon his head all along the way. According to the passengers, Reberio was in the rear seat of the bus when it left Portland at 7 o'clock. At St. Helena, when the bus stopped for a few minutes, he got out to stretch his legs and bought a package of cigarettes in a confectionery shop. When he got back in the stage he took the third seat instead of the rear one. There

appeared to have been little conversation between him and the others.

OATHES WAS SUBSTITUTE

Harold Oathes is regularly a driver of a stage between Seaside and Astoria. He was substituting Monday for the regular driver on the Portland run, so he did not come to Portland after the tragedy, but remained on the coast.

Price was 27 years old and had been with the oil company since October, 1921. He was city salesman in Portland before going to Kelso. He was married and had one child, though he was not living with his wife, who is said to be in Twin Falls, Idaho. His mother, Mrs. Mary E. Price, resides in La Grande, Or. He was a member of the Travellers' Protective association.

"I am sick and tired of having the strikers blamed for every wreck and fake bombing that comes along," Jewell said. "It's outrageous to charge strikers are responsible for these acts of violence. They're not crazy and they aren't going to destroy the industry whereby they live. They're certainly not going to wreck trains and kill their friends and sympathizers in the train crews. Rotten equipment is causing the wrecks. And as for the bombings, why they happen in the most impossible places—a strike leader couldn't get to—surrounded by guards."

BOY LOSES LIFE IN SAVING DOG

(Continued From Page One)

wood, came to Talbot early in the summer and asked him to help them find places in one of the camps, where they wanted to work as laborers.

They were sent to the camp of the Phoenix Utility company, a construction company subsidiary to the Pacific Power & Light company. His father sent the boy West in order for him to learn the business in all of its branches.

None of the men in the camp with whom Young worked knew that he was the son of one of the leading men in the electrical world until the accident. He and Apwood came to the camp and worked as ordinary laborers, receiving no special privileges which would distinguish them from the rest of the men.

DOG IN MASCOT

The dog whose life the youth saved by giving his own, was the camp mascot and a great favorite with all of the men, particularly Young and Apwood. He escaped uninjured.

Young was attending St. Lawrence university in Northern New York during the school term, and would have soon returned to his home before the beginning of the fall term.

The two boys came to Portland July 5 and went to Hood River soon after, starting to work as soon as they reached the camp.

Talbot said the boy's family was now in their summer home at Little Point, Riverside, Conn. He is survived by his father and mother and one brother and sister. The brother is older and the sister younger.

Though Young's identity was known to none, he was regarded as an extremely likeable young man and had made many friends here. The entire community is horrified at the tragedy and many expressions of sympathy for the family are heard.

George R. Wilbur, state commander of the American Legion, a member of Beta Theta Pi, to which Young belonged, offered to render any service to the family.

Yesterday afternoon a money transfer was received by the Western Union for Young and he informed Edward P. Livingston, local agent, that he would call to receive it after he was

through work Monday. He was probably on his way to town when he met his death.

Schools Convene Early That Pupils May Pick Prunes

Ridgefield, Wash., Aug. 22.—That pupils may assist during prune picking time without loss of class work, two schools of Clarke county have already opened, the Sara school being first with a week of work accomplished and the Lambert school in the South Pioneer district opening yesterday. The Felida school will open after the prune harvest.

Charles E. Smith, principal of the Sara school and candidate for county school superintendent, is campaigning, and Mrs. Nina Sprecher, teacher of the intermediate grade in the Felida school, is filling his place.

LANE SCHOOL OPENS

Eugene, Aug. 22.—Fiddle creek school No. 170 opened yesterday, the first in Lane county, because poor transportation facilities in winter months make attendance later impossible. Miss Mary Moore, 1922 graduate of the University of Oregon, is teacher. Eugene schools will open September 11. The list of Eugene teachers has not been completed.

Girl Not Insane as Mother Charged, Is Verdict of Board

Seattle, Aug. 22.—(U. P.)—Miss Rose L. Walker, pretty young school teacher accused of insanity by her mother, was to leave Seattle for Spokane today to continue her plans for her marriage this winter to Lester Ingram Largent, son of an Eastern Washington rancher.

The girl was completely exonerated of the charges after an all-day trial Monday before an insanity commission in superior court.

Two physicians found no evidence of insanity and found her "entirely normal under the circumstances."

Miss Walker charged that her mother, Mrs. Anna S. Walker, prominent Seattle club and educational worker, had the insanity complaint filed in an effort to thwart the marriage to Largent.

Newspaper Editor's Mother Passes On

Los Angeles, Aug. 22.—(I. N. S.)—Funeral services for Mrs. Eleanor Collins, who died Sunday evening at the home of Mrs. Jessie McPhail in Sawtelle, after a sudden paralytic attack, will be held tomorrow morning in the Little Church of the Flower in Forest Lawn cemetery. Glendale. Mrs. Collins was the mother of Edwin R. Collins, managing editor of the Los An-

MINERS SING ON WAY TO OLD JOBS

Charleston, W. Va., Aug. 22.—(U. P.) Four hundred union miners marched into the pits of the Camp Bell Creek Coal company near here, at daybreak today, resuming operations which had been suspended since the strike began April 1.

The spectre of famine which for months has haunted the shanties of the district faded as workers commenced feverish efforts to help replenish the nation's coal supplies.

Pale-faced women and children—Heard a summer of much suffering—smiled in their shanty doors as the army of peace marched by. They were waiting for the first pay check that will mean food and plenty.

The men, jubilantly singing "John Brown's Body," went down into the pits with almost college boy enthusiasm.

In the black up-rearing tipples they saw food and clothing for their families, who have so staunchly stood by them throughout the strike.

C. Frank Kenney, West Virginia miners' chief, told the United Press similar scenes were being enacted throughout the district.

He said 10,000 miners are at work in this state and that they will produce more than eleven million tons of coal annually.

The rail strike that now becomes the problem of up-state miners will be no obstacle to operation in this district. Hundreds of huge barges are already made fast to mine tipples ready to float the coal down the Kanawha, Ohio and Mississippi rivers.

NON-PARTISAN COAL BODY IS SOUGHT BY PRESIDENT

Washington, Aug. 22.—(I. N. S.)—President Harding's opposition to any

federal coal commission upon which the coal operators or miners would be represented was officially made known at the White House this afternoon, following the cabinet meeting.

The administration, it was stated, will not consent to the creation of a commission in which the government does not have the balance of power, and believes the public will be better served by a non-partisan body.

ANTHRACITE OPERATORS AND STRIKERS FAIL TO AGREE

Philadelphia, Aug. 22.—(U. P.) Hope for an early settlement in the anthracite region began to fade today when it was reported that the operators and united mine officials are virtually deadlocked in their negotiations.

The fourth session of the joint conference ended without a decision and the issuance of a terse statement, which in no way intimated what had occurred at the meeting.

Any information regarding the sessions is more or less speculative, but enough unofficial reports have been advanced to make fairly certain that the deadlock arises over the inability to determine the method of settling future disputes.

Work Is Under Way On Tumalo Project

Bend, Aug. 22.—Work was started Monday on all units of the Tumalo project by the United Contracting company's crews and sub-contractors. Three hundred and fifty men already are employed, and more are to be added daily. Work on the permanent Crescent Lake dam is being delayed for lack of President Harding's signature to a tree cutting permit.

Germans have invented a machine for splitting kindling wood that utilizes discarded bayonets.

Chief Commander's Post Is Sought by 5 Spanish War Vets

Los Angeles, Aug. 22.—(I. N. S.)—Excitement marked this morning's session of Spanish War Veterans, when nominations of officers for the coming year were made.

Among the candidates for the post of commander in chief five names were prominently mentioned. They were George B. Hall of Des Moines, present senior vice commander; Thomas F. Gammon of New York; M. Verbury of Indiana; A. Entenza, formerly of Michigan and temporarily a resident of California; and W. McQuillen of Michigan.

With a supporting delegation of 50 members present from New York Gammon stood forth as one of the strongest candidates in the race for the national office.

Methodist Meeting Place Is Dedicated

Cottage Grove, Aug. 22.—More than 2000 people were present Sunday evening at the dedication of the permanent Methodist camp-meeting grounds by Bishop W. O. Shepard of Portland.

"some sandwich!" Bluhill Pimento Cheese

some sandwich!

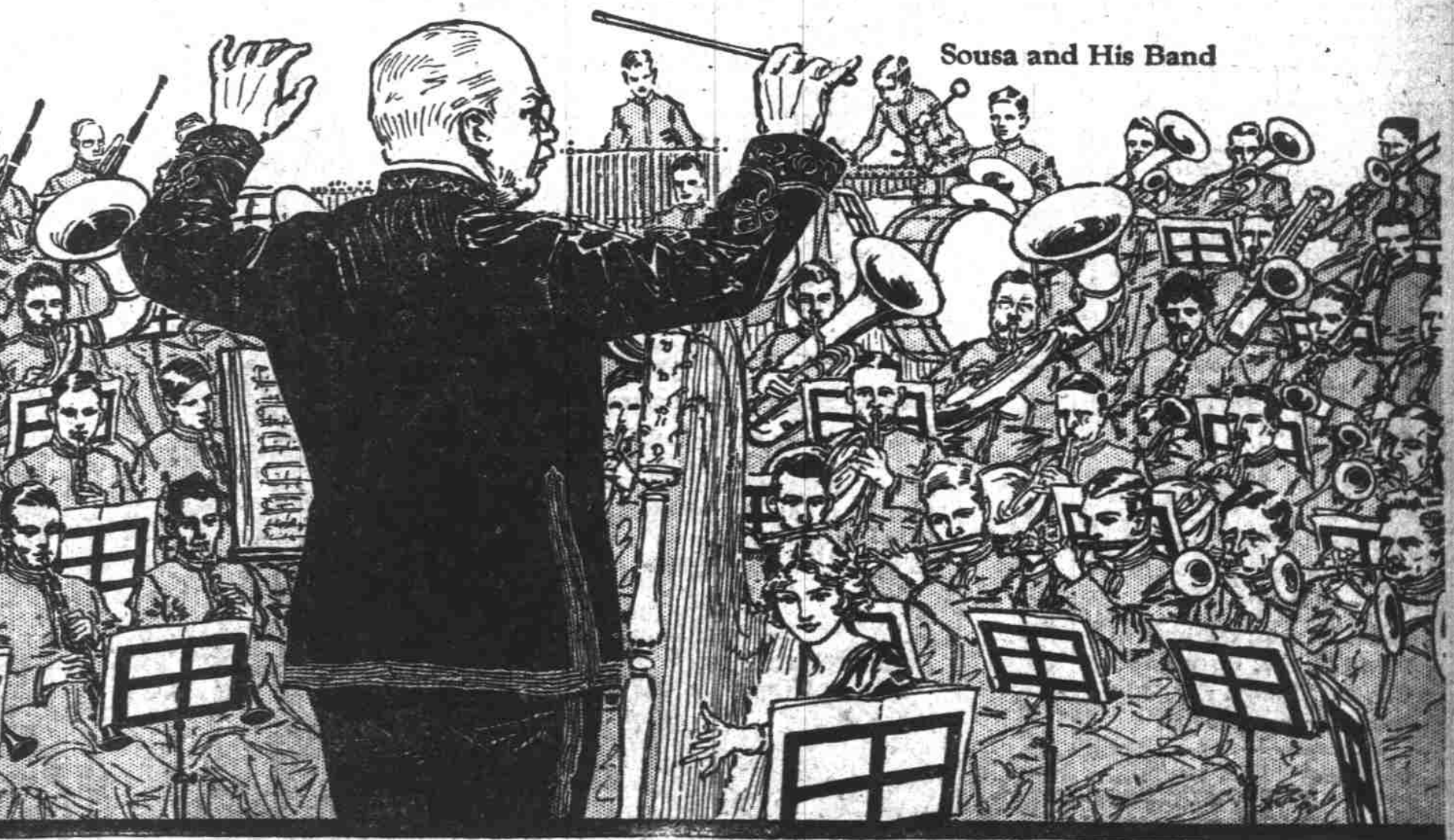
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	U. S. Marine Band	75c
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