

RAIL STRIKE BECOMES TEST OF ENDURANCE; U. S. ACTION IS SEEN

Many Believe Government Will Take Drastic Steps When Fuel Shortage Hits Industries and Mails Are Slowed Up

By GEORGE NOX McCAIN

Chicago, July 21.—"We've shot our last gun," was the way one of the officials of the Western Association of Railway Presidents answered my question as to any future movements on their part in the strike.

He had reference to the statement issued by the association yesterday declaring that the striking shopmen were outside the pale of consideration on the "seniority" issue.

The situation after this final declaration appears to have settled down to a stubborn test of endurance on both sides.

Negotiations have apparently reached an impasse. Neither side gives any indication of yielding. As to the future, opinions widely vary. A prevalent impression is that it will develop into a long drawn struggle of gradually lessening interest, with the strikers returning to work as opportunity offers and fear of molestation disappears.

Another view is that as the coal shortage becomes more stringent, as industries close for lack of fuel and train schedules are reduced for lack of coal, with consequent slowing up of mills, the Government will take drastic ac-

tion. By this time the strikers will have lost whatever public opinion was in their favor, and the end will be forced upon them, willy nilly.

Jewell's Claims Disproved

Propagandists of the striking shopmen have persistently claimed that the railroads were curtailing schedules and abolishing trains, not from coal shortage, but because of bad order equipment, the result of the shop crafts strike.

I obtained today the official report on rolling stock and its condition, which disproved the claim of Mr. Jewell's organization.

The latest figures available were those of June 15 last. On that date there were 2,275,596 freight cars of all classes on the various railroad lines of the country, of which 332,881 were classed as "bad-order" cars.

Another claim of the strikers has been that the falling off in the coal tonnage was due to the large number of bad order cars through there being a lack of shopmen to effect repairs.

This also isn't borne out by official figures, particularly among the railroads engaged in the transportation of fuel.

The Chesapeake and Ohio Railroad on June 15 had but 5.1-10 per cent of its freight cars classed as "bad order."

Norfolk and Western, which taps the largest Western Virginia coal field, had but 4.6-10 per cent in that classification, while the Pennsylvania Railroad reported but a fraction over 6 per cent in a state of bad repair.

The Reading Railroad reported ex-

actly the same percentage while the Delaware and Hudson's was 5.6-10 per cent.

The highest ratio of bad order cars was reported by the Baltimore and Ohio. It was 15.7-10 per cent, while the next highest in the group was the Delaware, Lackawanna and Western with a fraction less than 13 per cent.

Reduce Trains to Save Fuel

While the percentage of cars in bad order has undoubtedly increased since the beginning of the shopmen's strike, it is evidently not nearly as large as they would have the public believe.

The claim that the reduction of trains is due to a desire to economize on coal must be accepted as a fact.

The coal situation rather than the railroad strike is uppermost here in the public mind. In the Northwest, according to all information, it is not only critical, but is growing desperate.

Scenes similar to those witnessed during the coal-rationing period of the World War, when householders were supplied by the hundredweight, are predicted for this winter throughout thousands of communities in that section.

Lake Coal shipping points are Duluth and Superior. There is, I am informed on the best authority, approximately only one-third of the supply in storage at this time of the year.

Lake ore carriers coming South return with cargoes of coal up to the close of navigation. This summer that has been impossible, and even were the mines to reopen now, an authority declares, nothing like a normal supply of fuel could reach there in time to avert a famine.

Prices May Soar

Another effect of this combined rail and coal strike applicable to a large part of the trans-Mississippi country is not only the danger of fuel shortage, but exorbitant increases in the cost to consumers.

Prices in recent years, as a result of shortages, have risen as high as \$20 and \$22 per ton for bituminous coal in the Dakotas and further West.

Delayed shipments of coal through failure to settle the strike will also mean, when it is settled, serious interference with crop movements all over the West.

It has been pointed out in these dispatches that this is a progressive strike, as far as it is possible to make it. The evidence of this is that the walkouts now being ordered or sanctioned of clerks and station employees are on Eastern coal-carrying roads. The latest is the reported walkout of the clerical force on the Chesapeake and Ohio. The Norfolk and Western has recently expressed similar difficulty, while the Baltimore and Ohio has been compelled to withdraw some of its fast trains.

The Government is watching this development closely. Attorney General Daugherty sees a connection between this phase of the rail strike and the strike, as is evident from his statement that: "It appears that there is a relationship between the railroad situation and the coal strike. Whether this relation is conspired or inspired I do not care to say at present."

The meeting of the grand lodge of officers of the Maintenance of Way Brotherhood in Detroit today is of the utmost importance in its relation to the strike of the shopmen. This body is composed of nineteen officials under the presidency of Edward J. Grable.

In a talk with Mr. Grable just before he took the train for Detroit, he assured me that he was confident that his organization, once it was made acquainted with all the facts, would approve of his course in refusing to order his organization out on strike.

His determination to stand aloof from the present trouble, I am told, must not be taken as an indication that any idea of abandoning the strike entirely is to prevail. It is only held in abey-

ance and for the time being. It is in the nature of a suspended sentence which is liable to be called to the fore and enforced at any future time if conditions demand.

President Grable inspires confidence in his determination of purpose. That I presume, is the reason that when the president of the United States informed the president of the Maintenance of Way Brotherhood that he could spare him but forty-five minutes of his time, he gave him two hours and then invited him to call again.

Mr. Grable is a sturdily built man of fifty-three, with full, smooth face, pompadour gray hair and kindly blue eyes. He wears glasses, wears a soft collar and a carelessly knotted black bow tie. He is rather the progressive farmer or orchardist than the professional power among 402,000 railroad workmen.

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SIZE	BASE LINE PRICE	SIZE	BASE LINE PRICE
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30x3 1/2 S.B.	15.95	33x4 1/2 "	38.55
32x3 1/2 "	22.95	34x4 1/2 "	39.50
31x4 "	26.45	35x4 1/2 "	40.70
32x4 "	29.15	33x5 "	46.95
33x4 "	30.05	35x5 "	49.30

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JAR RINGS Pkg. of Doz. 5c

SUMMER CEREALS, BEVERAGE, JAM, ETC.

Kellogg's Krumbles pkg. 13c Shredded Wheat pkg. 11c Grape Nuts pkg. 17c A&P Corn Flakes pkg. 7c Pure Peanut Butter 1/2-lb. jar 15c	Grape Juice, pure pint bot. 23c Grandmother's Fruit Jam jar 20c Sultana Jelly 8-oz. jar 12c Pacific Toilet Paper (crepe) roll 6c A&P Tissue Toilet Paper roll 19c
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COCOA

12c

For Red Front
1/2-lb. can

15c

A&P brand
1/2-lb. can

Adams' Chiclets (gum) pkg. 4c Wrigley's Chewing Gums pkg. 4c Wesson Oil pint can 27c A&P Salad Oil (medium size bottle) 17c Sultana Tuna Fish lb. 29c; 1/2-lb. can 15c Red Salmon, Columbia River can 25c	Gulden's Mustard jar 14c Heinz Sweet Pickles bottle 21c R&R Boned Chicken 6-oz. can 55c Sultana Marshmallow Creme can 19c Jell-O package 10c Jiffy-Jell package 11c
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Sunnybrook Eggs Doz. 35c

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