

P. R. R. SHUTS DOOR ON PEACE PROJECT

Other Large Railroads Balk at Separate Settlement of Strike

SENIORITY IS UNSETTLED

Chicago, Sept. 15.—(By A. P.)—A number of the country's biggest railway systems to enter into the Warfield-Willard-Lewis plan for ending the shopmen's strike on the basis of separate and individual agreements developed an element of considerable uncertainty today over the scope and effectiveness of the peace program.

While some of the larger systems have flatly rejected the plan, others, however, notably the Chicago and North Western and the Chicago, Milwaukee and St. Paul, had virtually completed arrangements for restoring strikers at once to their former jobs under the terms of the separate settlement plan.

Negotiations were in progress with several roads in an effort by shop staff officials to effect additional settlements. Strike leaders were said to be addressing communications to some of the unwilling roads asking them to reconsider their positions.

Large Systems Balk

Among the larger systems which have stated the same negative settlement plan today were Pennsylvania, Union Pacific, Norfolk and Western, Southern Railway, Chicago and North Western, Missouri Pacific, Northern Illinois, Burlington and Quincy, Mississippi, Kansas and Texas and subsidiary lines.

Other roads still outside the agreement today included Central of Georgia, Delaware, Lackawanna and Western, Erie, Illinois Central, Louisville and Nashville, Missouri Pacific, Pennsylvania, Santa Fe, Chicago Great Western and numerous others.

About fifty roads were generally understood to have accepted the settlement proposals with the Baltimore and Ohio, Chesapeake and Ohio, New York Central, Southern, Seaboard Air Line, Chicago and North Western, Chicago, Milwaukee and St. Paul among the larger systems in the agreement.

Fullest and fairest consideration by the United States Railroad Labor Board of any issues which the strike was based was promised by Ben W. Hooper, chairman of the board, who stated the settlement plan was in strict conformity with the transportation act.

Meanwhile Attorney General Daugherty's staff of lawyers in the injunction proceedings before Judge Wilkeson, speeded up efforts to complete their evidence tomorrow. Samuel Gompers and the Executive Committee of the American Federation of Labor, at Atlantic City, launched plans for demanding the impeachment of Attorney General Daugherty and Judge Wilkeson, because of the injunction proceedings.

Seniority Unsettled

The settlement of the shopmen's strike on certain railroads sustains the Transportation Act, which should settle the questions upon which the strike was precipitated, come before the United States Railroad Labor Board, the fullest and fairest consideration will be granted, by the Hooper, chairman of the Labor Board, was in a statement yesterday.

The proposed in the settlement agreement to refer disputes regarding the commission of those responsible for both unions and railroad parties to the agreement amounts to the creation of an adjustment board and is in strict conformity with the provisions of the Transportation Act, Mr. Hooper said.

The chairman's statement followed: "As a positive disbeliever in the moral right and practical wisdom of railway strikes, I am glad to know that the strike has ended on part of the roads. It is to be hoped that some form of settlement can be agreed upon for the others."

No extended comment is necessary. The settlement of the Transportation Act and theory of order procedure for the adjustment of labor troubles in the railway industry. The decisions of the Labor Board, rendered in accordance with the act, are unimpaired by the approach of economic and physical force. All the questions upon which the strike was precipitated will come before the board. If the parties desire to bring the strike to an end, they should do so at once. If they do not, the board will award them the fullest and fairest consideration of their case in the spirit of the transportation act.

The question of seniority that arose out of the strike is not disposed of by the settlement, but the matter is referred to a commission composed of representatives of both sides. This is nothing more or less than an adjustment board with jurisdiction relative to questions arising out of the strike and is in strict conformity with the Transportation Act. It may also be noted that the settlement is in substance and effect identical with the last recommendation made by President Harding.

N. Y. CENTRAL HEAD MEETS UNION CHIEFS

New York, Sept. 15.—(By A. P.)—Two labor conferences affecting different groups of railroad workers were on the calendar here today.

W. G. Lee, president of the Brotherhood of Railroad Trainmen, and J. E. Sheppard, president of the Order of Railway Conductors, went into conference at noon with A. H. Smith, head of the New York Central Lines, and about forty other road officials and labor leaders, to receive the New York Central's answer as to whether it was willing to agree to continuation of present wage scales, working conditions and rules in a new agreement.

Later in the day Mr. Smith and other officials of the New York Central were scheduled to meet federation chairmen representing the strikers' union shopmen. While the purpose of this conference was not announced, it was understood that the question of whether the New York Central would subscribe to a settlement of the present wage scale and time and a half for overtime would be discussed.

Mr. Lee announced that the general road chairman for six other Eastern carriers had arrived here prepared to enter into prospective negotiations for contract renewals. These carriers are the Lehigh Valley, New York, New Haven and Hartford, Central of New Jersey, Erie, Boston and Maine and Maine Central.

He said he was informed a meeting between officials of the Pennsylvania and representatives of its trainmen and conductors was being held today in Pittsburgh and that he understood the road was ready to sign new contracts. It was understood from persons in close touch with the New York Central conference that labor leaders were insisting on maintenance of the present wage scale and time and a half for overtime.

From authoritative sources it was learned that, in the case of individual

roads signing new contracts with conductors and trainmen, disputes now before the Railroad Labor Board would be withdrawn.

Baltimore, Sept. 15.—(By A. P.)—Announcement was made at the executive offices of the Baltimore and Ohio Railroad today that a committee representing the striking shopmen, headed by W. J. Meier, general chairman of the system federation of shop crafts, would meet Vice President Galloway probably this afternoon and begin negotiations looking to the settlement of the strike on the Baltimore and Ohio system.

PHILA. MEN EXPECT NEW BUSINESS BOOM

"I believe the settlement of the railroad strike will bring about an era of industrial prosperity in the United States," said John Fisher, president of the Manufacturers' Club and treasurer of the Yonville & Jones Company, Inc., manufacturers of worsted yarns. "The normal will be exceeded only by that prevailing during and shortly after the World War."

"Business and industry have been awaiting a settlement of the transportation problem. I am optimistic concerning the future of industry in the United States. High wages and short working hours, however, will result in a continuation of high prices."

Settlement of the rail strike is a factor of good business in every line of industry in the United States, according to Nathan T. Polwell, president of Polwell Brothers & Co., manufacturers of worsted yarns, and president of the Keystone Telephone Company and a director of a number of financial institutions. "It is an optimistic outlook that prevails in the business world," he said.

Thomas T. King, president of King Lumber & Co., Inc., and general manager of the Chamber of Commerce, declared it was his feeling that distinctly better business conditions are now at hand.

SHORE BEAUTY CHAPERON STRUCK BY TROLLEY CAR

Mrs. Nellie R. Heron Believed to Have Sustained Spinal Injuries Atlantic City, Sept. 15.—Mrs. Nellie R. Heron, of Pittsburgh, who acted as chaperon to Miss Pittsburgh during the recent visit last week, was returning to her home when she was struck by a trolley car which she had just alighted at Passaic, N. J.

Mrs. Heron, who is a former resident of this city, has been visiting with her sister, Mrs. Alton Jaggers, at the home of the latter at 1110 Chestnut St. She was returning to her home when she was struck by a trolley car which she had just alighted at Passaic, N. J.

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