

BUILDING WALKOUT AGAIN THREATENING

110 Delegates of Unions Send New Counter Proposals in Dispute.

WANT TWO MONTH DELAY

Employers Insist on Lower Pay or Guaranty of Increase in Efficiency.

A strike of more than 100,000 organized building trades employees in this city on the expiration of wage agreements at the end of the year will be a possibility, despite moves made last week to avert trouble. One hundred and forty delegates meeting yesterday at the Building Trades Council, 12 St. Mark's place, took sharp issue with the arbitration proposals sent out December 15 by the Building Trades Employers Association.

Counter proposals were drafted and mailed to the employers, but Patrick Crowley, who succeeded Robert P. Brindley as president of the council, declined to make them public. He said the employers could give them out if they wished. Christian B. Norman, chairman of the board of governors of the employers' association, said later that he had not received the council's proposals. He expects to have them this morning for presentation to the board of governors, which meets to-day.

It was learned, however, that the Building Trades Council is dissatisfied with the arbitration plan submitted by the employers. The original proposal of the employers was that the existing agreements, which include the \$1 a day increase granted to the unions last spring, should be continued until March 1.

Between now and March 1, according to the proposal, a board of arbitration would be set to work drawing up a new agreement. The board of arbitration was to consist of five members, appointed by the presidents of the American Federation of Labor, the Chamber of Commerce of the State of New York, the Merchants Association, the New York Chapter of the American Institute of Architects and by Gov. Miller.

"It is this plan," said Mr. Crowley, "that the union challenges and wishes to circumvent." When the first proposal was made to the Building Trades Council Mr. Norman was inclined to believe that the employers had given the council much the better of it. The council, he argued, could be represented by the member appointed by the American Federation of Labor, while the employers' association would have no representation whatever. The Building Trades Council, however, does not share Mr. Norman's viewpoint.

The employers association offered to extend the agreements in line with a suggestion on December 13 by Samuel T. Fryer, who said it should be arranged to try to bring about a flexible wage scale. The employers are firm in their declaration that there must be either a reduction in wages or an increase in efficiency. The Building Trades Council insists that no reduction can be accepted.

NINE CARDINAL PRINCIPLES IN TRACTION REORGANIZATION

- HERE are the Transit Commission's suggestions for solving the surface car and vehicular problems in New York:
1. All surface lines to be operated by one company instead of by nine separate companies as at present.
 2. The total trackage of 248 miles to be reduced to about 148.
 3. The number of lines to be operated twenty-five instead of thirty-five as now.
 4. Eleven of the twenty-five lines to be operated are to extend into Brooklyn and Queens, furnishing interborough service at a 5 cent fare.
 5. Avenue, or north and south lines to be operated: First, Third, Madison, Eighth and Amsterdam avenues and Broadway.
 6. Avenue, or north and south lines to be abandoned: Second, Lexington, Seventh and Ninth avenues.
 7. All surface lines south of Fourteenth street and west of Broadway to be eliminated. This will include Chambers, Duane, Canal, Spring and Eighth streets and the Seventh and Eighth avenue lines south of Fourteenth street.
 8. Vehicular traffic to be kept off the north and southbound lines to enable a speed of ten miles an hour, if possible.
 9. The use of trailer cars in the rush hours, thus doubling the capacity and size of each unit.

CITY'S JITNEY BUSES HAVE LIST OF 8 KILLED, 298 HURT

Continued from First Page.

present lines operate over approximately 226 miles of single track. There are 22 miles of track in the streets that are not now being used. Much of the trackage is the result of the competitive development of the different companies in times gone by. In this way the borough has been overbuilt with surface car tracks.

"(b) A rerouting plan has been developed for operation by one company. The surface cars in Manhattan are now being operated under nine separate operating companies. Each largely routes its lines over the tracks which it owns or controls, whether or not such lines serve the public most conveniently. Under the rerouting plan the sole idea has been to lay out lines that will serve the public most conveniently and adequately. No consideration has been given to the track ownership. Under one ownership instead of nine this is possible.

"(c) The rerouting plan provided for the operation of twenty-five lines. The nine Manhattan companies now operate thirty-five. On thirty of the most important lines now operated only 1,600 cars operate homeward during the maximum rush hour. This is an average of less than thirty-six cars per hour per line. The minimum movement in cars per hour was eight on one line and the maximum was ninety-eight on another line. Some of these lines operate over the same tracks. But when it is recognized that a twenty second headway, which is not an unreasonably close headway under proper conditions, will permit 150 cars per hour to travel over a single track it is obvious that the trackage available in the Manhattan surface car system is not being utilized to anything like its capacity.

"This means that the trackage now being used may be reduced. This in turn means a reduction in the number of cars operated, so that the surface car traffic available will be distributed

narrow and tracking intense, and the surface car movement is necessarily very slow. It is proposed to abandon all car lines except two crosstown lines through Canal and Grand streets, these to be used as through routes, Canal street to reach Manhattan Bridge and Grand street to reach Williamsburg Bridge. Rapid transit lines traversing this territory are numerous. If additional facilities are needed bus lines may be inaugurated.

Second, Lexington, Seventh and Eighth avenues are to be utilized exclusively for vehicular traffic. Surface tracks are to be removed. There are 180 cross streets on the East Side and 180 cross streets on the West Side of Manhattan. Only eleven avenues traverse Manhattan north and south. This number of avenues is wholly inadequate for the enormous amount of vehicular traffic which must use them. It is proposed that the four avenues named be used exclusively for vehicles. By rerouting the Fourth and Madison avenue line into Broadway at Union square, Lafayette street and Lexington avenue will be free for fast moving vehicles from one end of Manhattan to the other on the East Side.

"On the West Side Varck street and Seventh avenue via Central Park will provide a similar thoroughfare. Second avenue, on the East Side, and Ninth, avenue, on the West Side, with the street car tracks removed, can accommodate heavy trucking. With such free ways provided for vehicular traffic the movement of both cars and vehicles will be accelerated.

At the opening of the morning session Mr. Shearn scored the Mayor and Comptroller publicly in the record. "It appears that the Mayor," he said, "has seen fit to ignore the courteous invitation extended to him to appear here and give us the benefit of his views and that the Comptroller has sent in a long screed, in which he takes the commission to task for not replying to a campaign speech that he made and winds up by assailing the alleged illegality of the commission."

"Generally speaking, I suppose it is true that views of those who are not willing to be questioned are not worth while listening to, but it seems to me the attitude of the Mayor and the Comptroller in this situation is deplorable.

"During weeks of patient inquiry the commission has developed gross mismanagement of these public service corporations, their use as adjuncts to stock speculation, illegal payment of dividends, disintegration of the lines, deterioration of services, and while all this has been going on the demands of the public for increased transportation have been multiplying day by day. In such a situation the commission, after having carefully studied and presented a comprehensive plan by which it hopes to restore the service to what this great city demands, meets on the part of the city officials with nothing but an attempt to treat this whole matter as a political issue."

Chairman McAneny said: "The commission is quite of your view that it is a deplorable fact that in developing this constructive program it can find no cooperation from the city officials. Courtesy apparently is a language which the

home and unable to attend the examination. The commission will sit to-day and will then adjourn over the holidays. William Carnegie Ewen, a dealer in street railway securities of 2 Wall street, issued a statement last night, in which he declared that the Transit Commission was unfair to holders of surface line securities in announcing a plan to scrap certain lines, without first informing the security holders upon what basis they might expect to be compensated for their holdings. Mr. Ewen said that as a result many holders have become panicky and may sell at a loss. He said the situation was particularly urgent since the securities were issued many years ago and had been inherited, in many instances, by persons who could not afford to take a loss.

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