

TRAINMEN OFFICERS TO NEGOTIATE IN ST. PAUL

Committees of Conductors and Brakemen Being Unable to Reach Settlement on Double-Header Proposition Higher Authorities of Their Orders Will Assist.

Unable, after many weeks of negotiation, to reach a settlement with the officers of their respective companies as to the "double-header" question, the committees of the Order of Railway Conductors and the Brotherhood of Railway Trainmen have now given up the struggle and passed the problem up to the grand officers of the two bodies.

The original demand of the employees of the various roads for 20 per cent increase has been modified as a result of the St. Louis conference, and the increase now sought is 12 per cent for passenger men and 15 per cent for freight men.

From the start there was no difficulty as to the question of wages, and each of the roads was willing to accede to the increase demanded, but all of them balked at the double-header proposition, and although it has been reported from time to time that the differences had been nearly adjusted, no definite settlement has been reached.

J. E. W. Johnson, president of the Northern Pacific committee, which has been most active of late, was seen at the Windsor last night by The Globe and said:

"It is true that the committees have abandoned the negotiations and the matter will now be taken up by the grand officers of the organizations. We have received word that A. B. Garretson, of Grand Rapids, assistant grand chief conductor of the Order of Railway Conductors, and G. W. Newman, of Cleveland, fourth vice grand master of the Brotherhood of Railway Trainmen, will be here Monday. I cannot say what action they will be likely to take, but certainly there will be nothing further done until they arrive."

Discussing the past negotiations, Mr. Johnson said: "There has not at any time been any difficulty on the subject of wages. The companies were all willing to grant the increase we asked, but when it came to the matter of double-headers, they all balked, because they could see any way to get even for the 15 per cent increase in wages. With the double-header arrangement still in effect, they could save at least part of the 15 per cent by making us do more work. Our complaint is not so much that wages are too low as that we are, by reason of the double-headers, doing more work than we are paid for."

HELP RED LAKE FALLS. Railroads Plan Extensions Which Will Reach That City.

Special to The Globe. RED LAKE FALLS, Minn., March 13.—John Thill, veteran Great Northern civil engineer, surveyed last fall several routes for the extension of the Great Northern from Red Lake Falls, and a cut-off from Red Lake Falls to Fertile, and thence to Wadena by air line. The plans also contemplated a new union depot at Red Lake Falls, and an extensive change and improvement of James River yard, Great Northern special freight engine, passed through the city the other day and spoke freely as to the railroad situation. He says the officials of the road have carefully gone over the situation as regards which of the routes through the Red Lake Falls area is the most feasible and decided that no change in the route from the city to the north but that a connection would be made with the Northern Pacific by extending the line in a westerly direction. In order to overcome difficulties occasioned by a slide-out on the grade west of Main street at Red Lake Falls the grade will be raised eight feet. This will necessitate raising the bridges over both the Christian and Red Lake rivers. Existing conditions were so unsatisfactory that the adoption of any other of the proposed routes as submitted by the engineer would have occasioned some real estate and changes in the business district of this city. The encroachments of the Canadian Northern railroad, which is grading this territory from the north, will hinder the Great Northern action, Mr. Thill himself has been in the city for several days and his visit has been a success. The Northern Pacific will also be extended north from Red Lake Falls this summer. The Michigan Central line, which is extended to Koochiching and the Bull Head branch is to connect at Red Lake Falls. The Union Pacific has built a 16x20 depot at the junction, and a day and night freight car are now being made. The line is owned by the Northern Pacific. It is to be extended to Grand Forks to Red Lake Falls, due east, to the junction of the Christian and Red Lake rivers. This extension will be carried out, these propositions would make Red Lake Falls an important railroad junction. The line would connect with the Lake of the Woods, would connect with the Northern Pacific system here.

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LEGAL COUNTER CONTINUES. Washab Case To Be Resumed in Federal Court Today.

ST. LOUIS, Mo., March 13.—The legal department of the Washab is preparing counter affidavits to be filed in the United States district court tomorrow morning in support of the bill of complaint in which Judge Adams issued the injunction against the Brotherhood leaders from declaring a strike.

Blodgett, who is the attorney for the Washab, "will cover at least twenty typewritten pages and will fully support the contents of the bill we filed with Judge Adams. Our exceptions to the defendants' answer have already been filed, and the injunction has been made permanent, asking the court to order them to furnish us with the letters, communications and other papers mentioned in the affidavits."

Murphy, chief counsel of the Brotherhood of Locomotive Firemen, when asked about the latest motion filed by the Washab, said: "We shall enter no demurrer to the motion, but will, as far as possible, furnish the information requested. The motion stated, some of these communications have been destroyed, not being of sufficient value to warrant their preservation. The counsel for the Brotherhood, stated that affidavits in rebuttal would probably be filed, but as to that he could not say for certain until after the contents of the counter affidavits became known. The sign of additional papers in the case, Mr. Judson said, would be promptly made, so as not to delay the hearing."

SHIPMENTS INCREASE. Chamber of Commerce Statistician Reports on Traffic.

W. G. Gates, statistician of the Chamber of Commerce has issued a comparative statement of carload lots shipped and received at St. Paul for February of this year and the corresponding period of last year. It shows that receipts for this year were 1,629 cars, as against 1,529 cars last year, a difference of 100 cars. The sign of additional papers in the case, Mr. Judson said, would be promptly made, so as not to delay the hearing."

WILL IMPROVE THE ROAD. Great Western Plans the Expenditure of Nearly Three Millions.

According to plans which are now practically completed, the coming season will see the Great Western Highway, a 100-mile road between Western and estimates for the expenditure for improvements of various kinds, including the construction of a new road, the widening of old roads, and the improvement of bridges and culverts.

WILL TEST ELKINS LAW. Export Tariff Suits to Be Rushed to the Supreme Court.

WASHINGTON, D. C., March 13.—One of the first steps to be taken in enforcement of the new tariff law, which is to be the inauguration of suits instigated by the Interstate Commerce commission against the Illinois Central and the other railroads, to compel them to publish their rates and tariffs. The suits will involve the Elkins law, and will be the first to put that statute to a test. Incidents in the department of justice will avail itself of the department of justice, and rush them along to the supreme court.

RECEIVER IS APPOINTED. General Manager of Muscatine Given New Authority.

MUSCATINE, Iowa, March 13.—Charles Howard, general manager of the Muscatine National Bank, has been appointed receiver of the property of the bank, which was failed in 1928. The receiver, it is said, may extend the road to the Burlington company.

Wages Agreed Upon. DENVER, Col., March 13.—It was unofficially announced today that at a conference between Manager Edson and the union, of the Denver & Rio Grande, and the company, an agreement was reached, which will be ratified by the union.

WILL FIGHT REVISION. SPRINGFIELD, March 13.—It is stated in railroad circles that the roads will not make the reduction of 25 per cent in freight rates ordered by the state board of railroad and warehouse commissioners, and will apply to the courts for an injunction restraining the commission from putting the reduction into effect.

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SETTLE CONTROL NEXT THURSDAY Educational Institution Management to Be Determined Then.

The Peachey and Morley bills relieving the state educational institutions from the board of control management will be considered as special order on Thursday afternoon.

The fight over the emancipation of the peachey bill by the house committee on general legislation was avoided by Chairman Burns, who requested that bill and amendments go to the adoption of the amendments.

The speaker poured oil on the troubled waters by discounting the Deming motion and expressing the belief in the patriotism and fair-mindedness of the members of the legislature, and the attendance of all the members not unavoidably detained.

JOHNSON NOT TURNED LOOSE. Bill to Require Accounting of Fees Received.

Representative Burns yesterday introduced a bill which will have a tendency to increase the salary of J. E. Johnson, of the public examiner's office.

Mr. Burns' bill cuts out something like \$100 worth of the salary of Johnson, but it is not clear whether he should not get the headache over it.

RELIEVE S. JOHNSON. Commission to Investigate Railroad Gross Earnings.

If the decision of the committee on railroads is sustained by the house, S. Johnson will be relieved of the arduous task of examining railroad gross earnings for purposes of taxation.

GOVERNOR ESCORTS HEATWOLE. Babcock Perpetrates Political Joke of the Decade.

Gov. Van Sant as a committee of one to act as escort for former Congressman Heatwole, who is being escorted by Babcock, who is being escorted by Van Sant.

LEGALIZE BOARD'S PAYMENTS. The house yesterday passed Lemon's bill authorizing the Ramsey county commissioners to furnish county officers with salaries.

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