

THE DAY BOOK

500 SO. PEORIA ST.

398

TEL. MONROE 353

Vol. 1, No. 83

Chicago, Tuesday, Jan. 2, 1912

One Cent

BUSINESS INTERESTS ON HARRIMAN AND I. C. LINES WANT STRIKE SETTLEMENT

Financial Loss the Cause—Strike-Breakers Issue Notice Denouncing Rank Conditions on Harriman Lines—Men Forced to Live Like Hogs.

Aroused by the financial loss they are suffering, business interests throughout the district affected by the strike of the shopmen on the Illinois Central and Harriman lines, are demanding immediate settlement of the strike, and in the majority of cases urge that the roads concede the strikers the right of system federation. It is pointed out that the roads themselves have one of the strongest and tightest federations in existence.

At a citizens' meeting at Centralia last night, addressed by President J. W. Kline of the Blacksmiths' union, a resolution was adopted commending the strikers for their peaceful attitude, and indorsing their demand for the right to federate. The resolution set forth that the roads themselves were the originators of the federation idea.

The strongest protest yet entered comes from New Orleans, where the large shipping interests claim they are caught "coming and going." It is claimed that the

Texas Pacific has seized the opportunity to raise rates, and the shippers, unable to get their produce moved to the other lines, are forced to accept the terms.

As a result of a meeting to be held this afternoon in New Orleans, the Texas Pacific may also be added to the list of struck roads. The shopmen there are demanding the right to federate, and today's conference between representatives of the two parties to the controversy will settle the matter. If the road turns the men down, a strike in the near future is a practical certainty.

The New Orleans Item prints interviews with several of the largest shippers, in which the statement is made that during the first few weeks of the strike the loss to business was heavy. Freight movements then returned to normal, but during the last three weeks, the damage because of inability of the roads to handle freight has been enormous. Heads of the largest shipping