Strikes

Continuing strikes in industries affecting the well-being of the Nation show consistently the pressing need for a reservation of authority by the Government, declares an editorial in this edition of The Observer. You'll find the editorial on page 12-A.

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STRIKE TIGHTENS GRIP

Harold Ickes

Public Loses Again In Latest Brush With John L. Lewis

By HAROLD L. ICKES
Former Secretary of the Interior

THE Government's seizure of the coal mines means that Lewis and the Government have already agreed in principle upon a contract. Technically they are being run by the Secretary of the Interior, who is also Solid Fuels Administrator, but John L. Lewis is calling the tune.

Long ago, and in time of war, this country learned that unless John L. Lewis wants his miners to do so they will not work, even if the Government is in technical possession of the mines. In such circumstances, no Solid Fuels Administrator in his right mind would take over the mines and order the miners to work, unless he had in advance the word of Lewis that he would graciously permit his miners to go back.

In return for agreeing to let his men go back to work, Lewis has probably exacted from the Government the substance, if not the form, of his original demands.

LEWIS TERMS TO BE FORCED UPON OWNERS

Negotiations between Lewis and Secretary Krug have proceeded under the rose. Secretary Krug, properly enough, wanted to know whether John L. Lewis and he could agree upon the terms of a contract, and my guess is that they were able to agree "on principle." After a tip-off from John L. Lewis, the mines were taken over. In the course and in full panoply, John L. Lewis and the Secretary of the Interior, with their attendant heralds, knights, squires and out-riders will proceed ostentatiously to "negotiate" a contract the principal terms of which will already have been agreed upon. The terms of the Government's agreement with John L. Lewis will be forced upon the operators.

My guess is that the new contract, if its terms have not already been announced, will make it amply clear that the country has lost in this latest brush with John L. Lewis. The only so-called tie for Lewis will be that he will not be permitted to administer the welfare fund that will be set up. The administration will not run counter to the lines of the bill introduced by Senator Byrd that is pending in the Senate—will provide for joint administration on some yet undetermined basis, by the operators and the miners. Instead of a welfare fund of 7 per cent upon the gross payrolls which would amount to about $70,000,000 a year, there will be a reduction, either to 3 per cent of the gross payrolls or to .05 a ton of the coal mined. The miners will continue to enjoy a 35-hour week constituted of seven hours a day for five days. All work over this will be compensated for at time and a half.

The contract will also give the miners an additional 18-1/2 an hour. They are now making about $2800 a year and this increase will bring their annual wage to about $3400, thus making them the highest paid workers in the country in any heavy industry. It will be necessary for miners to quite a period of months to put in extra time, thus adding substantially to their income.

ITS THE PUBLIC THAT WILL PAY

Of course, in the end the public will pay. It is estimated that the additional cost per ton of coal to satisfy Mr. Lewis' mid-Summer's day dream will be 35 ¢. It need hardly be suggested that all industries dependent upon coal as a principal cost of manufacture will want to raise their prices. No, dear reader, this will not be "inflation" in any sense of the word. It will simply be another one of those comfortable little "upward" shifts logically might add up to inflation but only if one wanted to be hypercritical.

It is hardly to be expected that other workers in heavy industry will be satisfied with wages lower than those that will be paid to the miners. Neither is it to be expected that other labor leaders will be happy to see John L. Lewis strutting across the stage adorned with a corsage of orchids and waving laurels as usual. Further

If welfare funds are proper in the coal industry, there is no reason why they should not be granted in other sectors. The only point on which the public may properly congratulate itself, at least temporarily, is that John L. Lewis is not going to get his $70,000,000 a year to spend at his own sweet will. At least we have not thrown principle overboard completely to the wolves in this instance,

See HAROLD on page 8-A.

U. S. Seeks Extension Of Coal Truce

Rail Strike Hits Industry Hard

By HAROLD W. WARD

WASHINGTON —(AP)— John L. Lewis today deferred a meeting of his 250-man policy committee, empowered to call off the soft coal strike, "until further clarification" of the miners' status under the Smith-Connally Labor Disputes Act.

A notice to this effect was posted at United Mine Workers Headquarters as the Government renewed attempts to avert a new walkout at the end of a strike truce tomorrow.

COMMITTEE POWER

The Union Policy Committee unanimously authorized the truce and would have to ratify any new contract or, presumably, any further extension of the truce.

The Smith-Connally Act prohibits any person from inciting a strike of conspiring to strike in a Government-seized mine.

Lewis' notice at union quarters said:

"Notice to members: Policy Committee, UMWA.

"Government seizure of mines invokes the punitive provisions of the infamous Smith-Connally slave statute.

"This imperils legally the liberty of individual members of the union. Until further clarification, there will be no meeting of the National Policy Committee. Lewis."

At Pittsburgh, the Federal Bureau of Investigation declined to affirm or deny a published report that it was investigating complaints that miners interfered with operations of two western Pennsylvania mines.

KRUG SEES OWNERS

Secretary of Interior Krug as Federal mine boss spearheaded the Government's drive for settlement of the coal dispute, meeting with mine owners. Presumably, he presented the contract proposals which the Government has offered Lewis. However, neither Krug nor the operators would talk to reporters about the meeting.

Krug left before the conference ended in order to attend a cabinet meeting at the White House. The mine owners continued their discussion with Krug's deputy, Vice Admiral Ben Moreell.

In the operators group were Charles O'Neill, head of the Appalachian operators; E. R. Burke,

See U. S. SEEKS on page 8-A

Big Exchanges Orders Closings

NEW YORK —(AP)— The New York Stock and Curb Exchanges and many of the nations other major securities markets will suspend operations for the abbreviated Saturday sessions tomorrow.

Chicago and Philadelphia exchanges were among the first out-of-town markets to follow the decision of governors of New York's "big board."

Eisenhower Cuts Vacation Short

SAVANNAH, Ga —(AP)— General Dwight D. Eisenhower, Army Chief of Staff, was ordered to cut short a vacation here today and leave for Washington to attend an emergency conference in connection with the rail strike.

The General cancelled an address scheduled before the Georgia Bar Association tonight.

SOLDIERS WAIT FOR TRAINS THAT DIDN'T RUN—Here are some of the 2,000 soldiers on their way for furloughs before going overseas who were stranded in the Terminal Station at Atlanta, Ga., May 23 by the railroad strike. Many later continued their journeys home by bus and other means. (AP Photo.)

Bankers Thumb Rides

New York Virtually Cut Off As Train Service Is Lost

By W. PETER MCDONALD

NEW YORK — (AP) — The full impact of the rail strike staggered New York City today, slowing its high-geared business life to a horse-and-buggy pace and threatening seriously to affect the welfare of every resident.

The nation's gravest transportation crisis left the city virtually isolated. Only a handful of the hundreds of trains normally entering and leaving the city were operating.

Hundreds of thousands of workers who live in suburban areas had to turn to make-shift transportation—buses, street cars, private automobiles and taxicabs—to get to their jobs.

Many were hours late in reaching their offices and plants. Others were unable to get into town at all.

Highways leading into Manhattan from Long Island, New Jersey and Westchester were jammed with automobiles, many carrying up to eight passengers. Bankers as well as clerks stood at the curb thumbing rides.

Parking lots and garages in the business districts overflowed with cars.

Bus lines bore the brunt of the traffic and every available vehicle was put into service.

STATIONS "DESERTED"

The city's two main railroad terminals — Grand Central and Pennsylvania Station—which at 3 P. M. EDT yesterday were jammed with shouting, pushing crowds, today were practically deserted.

A large question mark was written on the Pennsylvania Railroad bulletin board listing train times.

The line, however, said it would operate nineteen passenger trains in and out of the city today, including seven which left western points yesterday.

The Long Island Railroad operated shuttle service between certain points, bringing passengers close to subways.

The New York Central had no passenger trains in or out of New York during the night but scheduled one for 1 P. M. EDT today for Chicago. It will be a coach and mail train. Only other New York Central trains operating were milk trains.

The Army said the strike had not affected troop movements here and that 1,000 troops arriving today aboard the USSR Victory from Europe would be taken to Camp Kilmer, N. J., in Army trucks.

Forty-four extra planes were placed in service at La Guardia Field as airlines swung into emer-

See NEW YORK on page 8-A

Effects Of Strike

Big Cities Face Food Shortages

By Associated Press

The greatest railroad strike in history struck a paralyzing blow today at the nation's transportation, its industry and its food supply.

The effects were almost instantaneous.

Livestock receipts dropped off as much as 60 per cent at a dozen leading markets. Although most receipts are delivered by truck, the packers said, farmers held back their offerings because of a probable drop in prices due to the lack of shipping facilities out of the packing plants.

The major cities faced the prospects of food shortages within days and industries, large and small, were threatened with shutdowns or sharp curtailment of production.

A few smaller coal mines quit operations and a shutdown of virtually all mining appeared imminent, because of a shortage of cars.

Some 350 carloads of livestock consigned to meat hungry eastern cities were held up at Pittsburgh by the rail strike. Meat would vanish completely in some East and West Coast cities within two days unless fresh supplies were received, packers said.

Most major cities were virtually isolated, depending on rail transportation for delivery of the bulk of their food supplies.

The nation's railroads were almost at a complete standstill.

Some lines managed to keep skeleton operations going but they amounted to hardly more than a dribble in the overall picture.

A spokesman for the vast United States Steel Corporation said operations were rapidly coming to a complete stop and that all but maintenance crews of the 275,000 persons employed in various operations would be idle by Monday if the strike continues.

Officials of the B. F. Goodrich Company said a continuation of the rail strike would shut down the rubber industry completely within ten days with many segments closing in five days.

Grave predictions came a few hours after the strike became effective.

A brownout in Eastern and Midwestern coal producing areas will be ordered next week, the Civilian Production Administration said, if the tieup continued or soft coal mining is stopped.

Spokesmen in the food industry predicted widespread suffering if the strike is not settled quickly. From cities across the country came reports of cars of livestock, meat, fruit and other perishables being sidetracked as the trains halted. Not a single car carrying livestock left Chicago, the nation's livestock center. A packing company official in Chicago said continuation of the strike would "just about paralyze the meat industry."

The Government mobilized all non-rail transportation systems in efforts to meet with the emergency and the Office of Defense Transportation put controls over non-rail transportation to assure the movement of essential food and mail.

In the big cities, thousands of travelers and commuters were stranded. Hotels were jam-packed and cots were placed in dining rooms, ballrooms, halls and in lobbies to care for the overflow.

TIEUP EFFECTIVE

Reports from the nation's rail centers indicated the effectiveness of the paralyzing tieup. Some trains attempted to operate on a skeleton schedule, but only a few through trains were moving.

These reports came from Chicago, New York, Washington, San Francisco, St. Louis, Kansas City, Omaha, Minneapolis, Boston, Cleveland, Detroit, Philadelphia, Mobile, Richmond, Va., Dallas, Tex., and other cities.

From California came word from the State Chamber of

See CITIES FACE on page 8A

WEATHER

Partly cloudy and slightly warmer today, tonight and Saturday, with scattered showers today and Saturday.

Temperature at 2:30 today 78
High and low last 24 hours ... 79-62
Sunset today 7:27
Sunrise tomorrow 5:13

Department Ruling

Embargo Ordered On All Except First Class Mail And Air Mail

WASHINGTON —(AP)— Out-of-town postal service was limited today to first class and airmail—and plans were laid for carrying all long-haul letters by plane.

Robert Ramspeck, air transport director for the Office of Defense Transportation, told reporters the latter task would be shared by the Army, Navy and commercial airlines.

He said commercial airlines will continue to be exclusive carriers of mail marked for air mail handling. They will share with the Army and Navy air transport services the handling of regular three-cent letter mail.

The Post Office Department clamped the partial embargo on non-local deliveries.

Under the order, a weight limitation of 16 ounces is placed on first class letters mail and air mail.

Local mail and mail normally carried by interurban electric railways and other non-railroad carriers is exempted.

"The Post Office Department recognizes fully the serious consequences of the limitation," Postmaster General Robert E. Hannegan declared in a statement. "We've taken this action in conformity with the directives of the Office of Defense Transportation, which by authority of the President is co-ordinating the nation's transportation.

"The drastic curtailment of service makes possible the movement of a minimum volume of priority items.

"We shall use such rail facilities as continue to be available, and planes, motor vehicles, interurban electric lines and power boats.

"Field officials of the postal service are authorized to contract without bidding for transportation of

See MAIL EMBARGO on page 8A

Congress In Mood To Act On Strikes

President May Ask New Power

WASHINGTON — (AP) — Senator Byrd, Democrat, Virginia, said after a White House call today that President Truman is considering an appeal to a joint session of Congress for additional authority to prevent further nationwide strikes.

Byrd said he had strongly urged Mr. Truman to go before Congress "if he needs additional power or any legislation to punish those who have been guilty of any infraction of the laws and to prevent strikes."

The President, Byrd told White House reporters, said he is giving the matter full consideration.

"My judgment is that if the railroad strike is not settled today the President should come before Congress tomorrow, Byrd added.

"The country is strongly behind him in any move he may make to settle this crisis and now is the time for action."

Byrd called at the White House to witness the signing of a Federal pay raise bill and took the occasion to appeal to Mr. Truman.

Byrd was asked when the President should go up, and replied "the sooner the better."

"If the strike is not settled today, he should come up tomorrow, or even tonight."

LIMIT LABOR DEBATE

Meanwhile, a move to limit further Senate debate on labor legislation gained ground behind cloakroom reports that numerous Senators will stay away from the chamber when the roll is called at 1 P .M. tomorrow.

A vote is scheduled for that hour on a debate-limiting "cloture" rule, which can be applied only by a two-thirds majority of Senators present. Of course there must be a quorum, of at least 49 Senators.

If only 51 should be on hand tomorrow afternoon for instance, affirmative votes of 34 would put the rule into effect. Twenty-seven members signed the cloture petition presented last night by Senator Knowland, Republican, California.

No formal "deal" is known

See CONGRESS IN on page 8A

Navy Reservists May Be Needed

NORFOLK, Va. — (AP) Authority to recall Naval Reserve officers whose services are needed in connection with transportation of the rail strike was given today to district commandants by the Navy Department's Bureau of Personnel.

It authorized the recall to active duty of Reserve officers for whom there might be a need and also provided that V-12 enlisted personnel who volunteer may be recalled to active duty for the same purpose.

Also it provided that men who volunteer for active service in the present crisis may be enrolled in accordance with current instructions in Class V-A Naval Reserve and be ordered to duty immediately.

The Railroad Strike In Capsule Form

By ASSOCIATED PRESS

On strike: 250,000 members of the Brotherhoods of Locomotive Engineers and Railway Trainmen, with nearly all of the 1,200,000 members of eighteen other rail unions made idle.

First effects: First country-wide rail strike since 1922 threatens hear knockout blow to nation's industry; acute food situation feared; millions left stranded; other millions in big cities confronted with problem of getting to work.

Negotiations: Two rail union presidents formally reject President Truman's compromise proposal of 18 1/2 cents an hour wage increase, which was accepted by eighteen other rail brotherhoods and the carriers; Government officials call further conferences in attempt to effect settlement of dispute over wages and changes in working rules.

Transportation: Some trains operate, manned by supervisory employees but Association of American Railways said tieup "nearly close to 100 per cent." Priorities governed movement of passengers and freight by air, highway and water as Army and Navy muster pilots and planes in emergency. Postmasters in many cities ban all but first-class mail; Illinois Central, under Government control since last August, only Class I railroad exempted from strike.

Industry: Government coal mines under Government operation, but more than one-third of 400,000 workers working under two-weeks truce which ends Saturday stay away from jobs; early closing of pits because of rail strike indicated, with rail tieup also expected to curtail or halt operations in steel mills and in other industries, large and small.

Food: Sources in the food industry predicted serious shortages if the strike continues, with spokesmen for the big packers predicting near paralysis of the meat industry.

Utilities: The Civilian Production Administration said a brownout in Eastern and Midwestern coal producing areas would be ordered early next week if the strike was not settled or soft coal mining was halted.

Sports: Rail tieup threatens to disrupt travel of many baseball clubs, affects other sports including horse racing.

Rail Walkout Peace Chances Termed 'Dark'

Mediator Steelman Makes Gloomy Report After Conferences

WASHINGTON — (AP) — A "dark" outlook for any quick settlement of the railroad strike was reported today by Dr. John R. Steelman, top Government mediator.

"The situation looks dark," Steelman said in a message relayed to reporters between meetings with the carrier and union representatives.

The statement was brought out by Comdr. Joseph L. Miller, Steelman's assistant, as he left a meeting with the chiefs of the trainmen and engineers brotherhoods to confer again with representatives of the carriers.

Negotiations were formally resumed in a downtown hotel after a fruitless session at the White House yesterday.

FEW TRAINS RUN

A representative of the Association of American Railroads told reporters that out of approximately 17,500 passenger trains which normally operate daily only 50 were running today.

In many instances they were run by emergency crews. Troop and milk trains were running but no freights.

He said there had been no reports of violence.

A growing urgency, fed by accumulating reports of impending food shortages and vast unemployment, was reflected in White House developments:

1. Postmaster General Robert E. Hannegan told reporters after a 90-minute Cabinet meeting: "We discussed strikes, nothing but strikes and we did so emphatically and intensely."

2. Senator Byrd, Democrat, Virginia, said after a call on President Truman that the Chief Executive is considering an appeal to Congress for additional authority to prevent further nationwide strikes.

3. President Truman called a meeting at the White House of top Cabinet and labor advisers to canvass "the whole strike situation."

Press Secretary Charles G. Ross, who made the announcement, so described the meeting's purpose when asked whether it concerned the coal or rail crisis.

Those summoned to the White House conference included Cabinet members who attended an earlier full Cabinet session said to have been concerned exclusively with the strike situation.

Ross said that the afternoon session would bring in Dr. Steelman, Reconversion Director John W. Snyder, J. Monroe Johnson, ODT director, now in charge of the railroads; Secretary of State Byrnes, Secretary of the Treasury Fred Vinson, Attorney General Clark, Secretary of War Patterson, Secretary of the Interior Krug, Secretary of Labor Schwellenbach, and John Sullivan, Assistant Navy Secretary.

Ross told reporters:

"No one can tell how the negotiations are going to turn out."

Cities anxiously inventoried food supplies, industries started to close down and multi-million dollar losses threatened in unshipped perishables. An embargo on all but first class and air mail went into effect in many places and a mandatory

See ENTIRE NATION on page 8A

Thousands Made Idle

By ASSOCIATED PRESS

The nationwide railroad strike is not the largest single walkout in actual number of employees but it threatens to make idle more than any work stoppage in the postwar period.

Directly affected by the strike are 250,000 members of the Brotherhoods of Locomotive Engineers and Railway Trainmen. But another 1,200,000 railroad workers, members of 18 additional rail unions, appear indirectly affected, with most of them already made idle.

Additional thousands of workers in hundreds of industries also were expected to be laid off if the rail strike continues. No actual estimate was projected, but it was expected to total hundreds of thousands.

STEEL STRIKE

The country's largest single strike in the last several years was the work stoppage by 750,000 CIO United Steel Workers which started last Jan. 21 and continued for more than three weeks.

Ranking second in number of strikers was the walkout on April 1 of 400,000 AFL soft coal miners. This work stoppage has not been settled. A two-week truce was declared on May 13 but more than one-third of the miners were not working in the Federally-controlled pits today.

One of the major strikes within the last year, most all of which resulted from demands for increased wages, included the prolonged (113 days) and costly General Motors stoppage involving more than 200,000 workers. The properties were not seized by the government.

In the country-wide strike last January by CIO and AFL packing house workers, involving about 200,000 workers, the Government also seized the plants, bringing to an end the strike of nearly two weeks.

The Government's first seizure of large strike-bound facilities was last Oct. 4 when the Navy took over 53 refineries and pipelines after Government conciliators of-

See STRIKE MAKES on page 8A