

MPRR Strike Halts 10 Trains On Cotton Belt

Texas & Pacific Suspend 6 Runs On Missouri Pacific

ST. LOUIS, Sept. 10 (UP)—Picket lines of striking Missouri Pacific Railroad workers today tied up all operations of the cotton belt road in Missouri and Illinois.

Train crews of the Cotton Belt refused to run their trains through picket lines set up by Missouri Pacific strikers on tracks used jointly by the two railroads.

R. E. Davidson, spokesman for the engineers, trainmen, firemen and conductors who walked off the job at the Missouri Pacific yesterday, said the tie-up was "a regrettable misunderstanding." He said the Cotton Belt trains would be allowed to go through.

10 Stalls Held

But Cotton Belt officials said 10 of their trains were still held up at 5:30 p. m. today because of the refusal of crews to cross picket lines. These included four freight and one passenger train at Dupon, Ill., and St. Louis and a similar number at Illinois, Mo.

Meanwhile, the Texas and Pacific announced at Dallas it was temporarily suspending operation of six passenger trains which it operates over Missouri Pacific tracks to Texarkana, Tex. These included the Texas Eagle, which will be discontinued east of Dallas.

Effects of the walkout of 5000 key operating personnel were spreading to communities and industries on the Missouri-Pacific's 7200 mile system.

One in Bankruptcy At Wichita, Kan., an oil refinery, which ships 500 to 600 tank cars a month, was isolated. The firm planned to build emergency tracks to other railroads nearby.

Another oil firm used trucks to haul its products to other railroads. The Missouri Pacific, which went bankrupt in 1933, still is in the jurisdiction of the federal courts. Union officials said the strike could not be interpreted as a strike against the government.

Railroad officials refused to comment. Trucking firms in the 11-state area served by the railroad prepared for a "land office" business.

Blaze Guts 2 Downtown Rochester Buildings

ROCHESTER, Ind., Sept. 10 (UP)—Fire swept through two downtown buildings here today. The fire was brought under control after more than three hours. Interiors of both the New York Candy Kitchen and the Berghoff Tavern were gutted. Peru, Plymouth and Logansport fire departments assisted Rochester firemen.

Stewart, Bride Take Honeymoon



Film actor Jimmy Stewart and his bride, the former Gloria McClean, pause before boarding an airliner in Los Angeles en route to a belated one-month honeymoon in Honolulu.

Veterinarian Faces Trial For Dragging Mule By Neck

ATLANTA, Sept. 10 (UP)—Ice wagon mules, take courage. You have friends in court.

Standing room only is predicted for Recorder's Court Monday when a veterinarian answers charges that he was cruel to one of the faithful beasts that plod the city streets hauling ice.

More than 100 irate citizens got worked up here Friday when the vet hooked a chain around the mule's neck after it had been injured by a truck and hauled it several blocks on bare pavement until it hid smoked.

The vet, L. G. Shantz, denied the charges, saying he was doing the best he could to get the animal off the street.

Pulled Behind Truck City Patrolman C. H. Hammock said he arrived on the scene to find Shantz and a helper attempting to get the injured and struggling animal onto a sled.

He said that after 30 minutes labor they managed to get the mule partly aboard the affair and started pulling it off behind a truck. Officer Hammock said he and a fellow officer stopped the truck and told Dr. Shantz to do a better job.

"The next thing I knew he had started again, pulling the mule," Hammock said.

Hold Ex-Convict In Shooting Of Little Earl

Former Loyal Aid Of Shelton Gang Denies He's Guilty

FAIRFIELD, Ill., Sept. 10 (UP)—Ex-convict "Black" Charley Harris, once a loyal aid of the notorious Shelton gang, was arrested today on a warrant for the fourth ambush shooting of a Shelton family member in two years.

He denied any connection with the shooting of Little Earl Shelton, 30, who survived 10 bullet wounds and charged that Harris' convertible was the assassin's car.

Three of Little Earl's uncles, leaders of a gang that used tanks and airplanes in prohibition era warfare with rivals, have been shot and two of them died in the current feud with unknown assailants.

Harris was booked for assault to commit murder and released on \$5000 bond until a preliminary hearing Oct. 3. Harris said his car has been out of service for repairs since last Tuesday. Little Earl was shot early yesterday in his car before his home here.

Sure He Hit Car Little Earl said he returned the fire with a pistol he carries in a shoulder holster. He was sure he hit the attackers' car. But Harris said his car bears no marks and offered to display it in the court-house square "for everybody to see."

Harris broke with Shelton family two years ago after an argument over stray cattle found wandering between their Southern Illinois farm properties.

Authorities refused to intervene in Little Earl's shooting until a warrant was signed.

Big Earl Shelton, shot here last May by an unknown person, vowed revenge on the "dirty dogs" that attacked his nephew.

Little Earl guarded Big Earl during his recovery in a hospital, and Big Earl returned the favor for his nephew last night. A policeman also was on duty.

Refused to Indict Him Harris was suspected in the slaying of Big Earl Shelton, boss of the gang, who was ambushed on his farm in October, 1947, but a grand jury refused to indict him. A hidden sniper took the life of Bernie Shelton a year later at Peoria, Ill.

Little Earl was in the Deaconess Hospital at Evansville, Ind. His condition was reported "satisfactory." Eight of the 10 slugs have been removed. Doctors said he was "too tough" to die.

Open House and Lunch The grand opening of the Indianapolis office of the Shelton Mule Co., 1327 N. Capitol Ave., will be celebrated with open house from 12 noon to 6 p. m. today.

A buffet lunch will be served at 4 p. m.

Summary of Findings by President's Steel Board

WASHINGTON, Sept. 10 (UP)—Text of the summary of the President's steel finding board:

I—The report makes certain findings and conclusions about the respective arguments of the parties, and makes recommendations as to a fair and equitable basis for the settlement of the current dispute between the United Steelworkers of America and some 33 basic steel companies (including subsidiaries). The companies are listed in Appendix B of the report. The union now has about a half million members in the basic steel industry who are involved in this dispute.

11—The unions' demands were for:

1—A general wage rate increase of 12½ cents per hour. All companies rejected this.

2—Social insurance paying weekly benefits for sickness and accident, and hospital and surgical expenses. Some companies rejected this demand; others were willing to bargain.

3—Pensions of \$125 per month at age 65. The companies rejected this demand, saying that pensions were not bargainable under the contract at this time.

III—Board recommendations: The board recommended against any wage rate increase at this time. It recommended the adoption of social insurance plans at reduced amounts from those asked by the union. It recommended a system of pensions in an amount below that demanded by the union; but suggested a labor-management study of details and costs of pensions to be completed by next Mar. 1.

WEIGHS ALL ASPECTS Findings and recommendations of the report:

A—Wage rate increase. The board recommended that the union withdraw this demand.

The reasons:

1—The board considered the economic position of the steelworkers compared with workers in other industries; the stockholders of the steel companies; the consumers of steel; and the income receivers in the general community outside of steel.

It also considered the argument of the union that a wage rate rise at this time would bolster up the present economy.

2—In each case the board concluded that the steelworkers were not in an inequitable position which required redress at this time by a rise in wage rates. For example:

(A)—The board said: "The cost of living has remained stable within the last year; in fact it has slightly declined. The post-war rise between rising wage rates and rising costs of living has been called off by the operation of economic forces."

(B)—Compared with workers in other industries, steelworkers have fared very well in getting increases since 1939 in average hourly earnings in cents per hour. Very few industries have done as well.

(C)—The profits of the steel industry, after taxes, were substantial in 1948 and are even higher so far in 1949. The figures since 1939 are given in full in Table 2.

stated (in the report) we do not believe there should be a wage rate adjustment now."

B—Social insurance and pensions: The board recommended that a system of social insurance and pensions be established in the steel industry, saying: "Social insurance and pensions should be considered a part of normal business costs to take care of temporary and permanent depreciation in the human 'machine' in much the same way as provision is made for depreciation and insurance of plant and machinery. This obligation should be among the first charges on revenues."

1—It found that the industry could well afford to pay the estimated cost of these programs it recommended, which the board anticipated would increase the operating cost of the companies at most by only 2½ per cent. It could afford to pay "without unduly narrowing the profit margins of the industry or its ability to hold or even lower its prices."

2—It found that the steel industry "has lagged behind other leading basic industries in providing social insurance and pensions," which "have become prevalent in American industry," and "have become an accepted part of modern American thinking."

Some Plans at Work It notes also that the large steel companies now have such plans for many of their employees who work on their railroads or in their coal mines.

3—Until government begins to provide social insurance in adequate amounts and raises its old age insurance benefits to amounts which will provide a minimum American standard "industry should step in to fill the gap."

4—In considering the inauguration of social insurance and pension programs in major industries, less weight is to be placed on existing ability to pay than in considering wage rate increases; more weight is to be given to social considerations and the obligation resting upon industry to supplement government programs of insurance against economic hazards and old age.

5—Social insurance: The board recommends a program comparable or better than the union has already agreed to in over 300 collective bargaining agreements with firms within and without the basic steel industry, but the program it recommends is less in cost than the union has requested by about one-third.

It recommends that the plan be paid for by the employer, i.e., non-contributory, and that the details be worked out through collective bargaining.

POINT FOR BARGAINING 6—Pensions. (A)—The board holds that pensions are bargainable—not under the contract but under the Taft-Hartley Law.

(B)—It recommends that pension plans be set up, to cost a little more than one-half as much as the union has requested, to provide (when added to average old age government pensions)

about \$100 per month. This is substantially higher than the non-contributory pension plans now in effect in the industry.

(C)—It recommends that the plans be paid for by the employer, i.e., non-contributory.

(D)—The great trend in recent years in pensions and in social insurance is toward non-contributory plans.

(E)—Since the problems and details of pensions are so much more complicated than social insurance, the board recommends that a joint study be made by the industry and labor on pension as a prelude to intelligent collective bargaining as to the many details which have to be worked out by agreement. The study should be completed by March 1, 1950.

The board was named by the president on July 15, 1948, and held 18 days of hearings in the U. S. Court House in New York City. Its members are Carroll R. Daugherty of Evanston, Ill., Professor of Economics at Northwestern University, chairman; Samuel I. Rosenman of New York City, lawyer; and David L. Cole of Paterson, N. J., lawyer.

Probe DC-3 Crash Fatal to 23

ST. JOACHIMS, Que., Sept. 10 (UP)—Aeronautics inspectors arrived here today to investigate the crash of a Quebec Airways DC-3 which smashed into a mountainside yesterday, killed all 23 persons aboard.

It was the second major air tragedy in Canada in one month and the third worst in Canadian history.

Grant McConachie, president of Canadian Pacific Airlines, parent company of Quebec Airways, left Vancouver by plane to join the investigators here.

Airline authorities gave no explanation of the air crash. Eyewitness reports said the plane plowed into the mountainside just below its peak after an explosion and a flash of light. A light fog covered the area at the time of the crash. The wreckage of the plane, strewn over an area of more than a city block, did not burn.

The plane carried 19 passengers and a crew of four. The passengers included a mother and her three young children, another infant and three New York executives of the Kennecott Copper Corp., who had been touring Quebec mining centers.

Study Special Election SACRAMENTO, Sept. 10 (UP)—Gov. Earl Warren said today he would give "immediate consideration" to the question of calling a special election to fill the vacancy caused by the death of Rep. Richard J. Welch, San Francisco.

It was indicated the governor would like to make the election concurrent with a special statewide election on Nov. 8. Legal opinions were being sought as to whether that was possible.

VONNEGUT'S

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Other Days to 6 P. M.
*Downtown Store Open Daily 9 A. M. to 5 P. M.

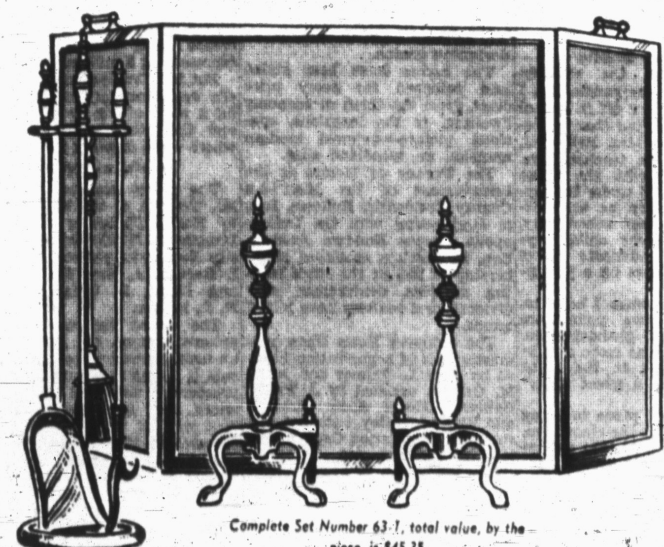
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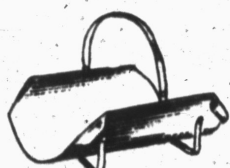


Complete Set Number 63-1, total value, by the piece, is \$45.35

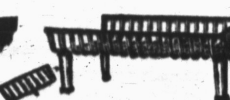
COMPLETE 7-PC. SET SHOWN

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Set includes: Number 3417 Andirons, height 19". Full pattern, with shank covers and knobs. Weight 17 pounds per pair... \$17.25
No. 2508 Screen: Height 30", width center panel 26", side folds 13"; 8-mesh black wire cloth. Frame fully bound. Equipped with the new inner "Cylinder Bearing" hinges... affords close-fitting panels. Weight 10½ pounds. Price if bought separately... \$17.85
No. 992 Fireset: Height 27½"; weight 11 pounds... \$10.35



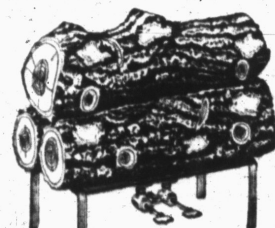
Wood Holders: No. 1651. Solid brass, smooth design. length 20", special... \$9.75
No. 1569. Hammered, brass plated, special \$3.69



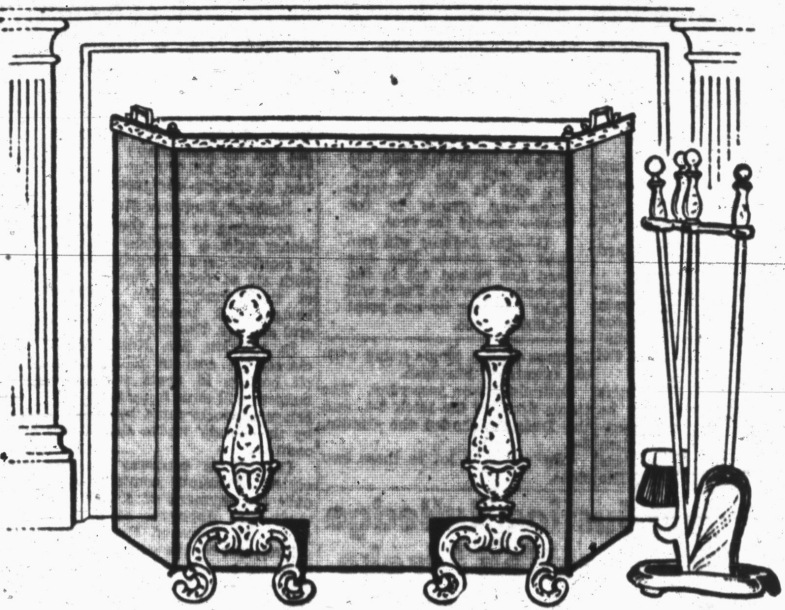
Grate Basket—No. 1586 for coal or wood; 24". \$7.25
27". \$7.95; 30". \$8.45.



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Driftwood Oak Gas Log The perfect reproduction of oak bark is applied by hand and fired into the structure of the log in monolithic lines to assure permanent color. Flashing tongues of flame lick up along the sides of logs to create a realistic effect. Hot twin connection.
30-inch size **\$31.95**



Complete Set Number 159-A, total value, \$23.85 if bought separately.

No. 2529 Screen: Center panel height 30", width 26"; side folds 13"; 8-mesh black wire cloth. Hammered antique brass strip on top only. Weight 11½ pounds. If bought separately, \$7.95.

No. 3713 Andirons: Height 18". "Three-Quarter Pattern"; weight 20 pounds. Separate price, \$7.95 pr.

No. 997 Fireset: Height 28", weight 17 pounds. Set \$7.95.

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