

CITY POLICE TO GUARD RAILROAD LINES HERE, AUTHORITIES PROMISE

Safety Heads Confer With Chiefs of Pennsylvania Cops; Entitled to Protection as Taxpayer, Company Says

WILL RUN MILK TRAINS

A majority of the older trainmen in the employ of the Philadelphia and Reading Railway will not join the railroad strike called for next Monday, according to a statement issued today by E. H. Ewing, general manager of the Reading.

THAW'S KINSMEN ARE ASTRONOMERS



Stephen D. Thaw, cousin of Harry K. Thaw, at the right, and his wife, in the center, are among the astronomers attending the nineteenth annual convention of the American Astronomical Society at Swarthmore. Miss Annie J. Cannon, one of the leading female astronomers, is on the left.

Invent Democrat he has been selected by the Democratic campaign committee to take the stump for Mr. Wilson.

LADY MOON'S SECRETS FOR 200 YEARS SHOWN

Astronomers Get Notable Work by Yale Professor—Adjourn Tomorrow

The 65 scientists who have come to Swarthmore from all over the United States and from Japan and Holland are to end their convention tomorrow night, when the University of Pennsylvania will entertain them at dinner in Houston Hall.

MUST PROTECT THE PUBLIC

Mr. Logue said that the question is beyond either the employees or the managers of the railroads, that the public must be looked after, and for that reason there should be some power to make it impossible that the country should be disorganized through railroad difficulties.

PRISONER ATTACKS CAPTOR

Alleged Deserter Recaptured After Knocking Down Detective and Attempt to Flee

The thought of walking through the streets of West Philadelphia handcuffed was sufficient provocation for an alleged deserter from the navy to knock unconscious the private detective who was with him, throw part of the Brill car works in an uproar, scare many housewives in the section of the plant and give a crowd of 2000 an exciting chase before he was captured again.

TYPHOON OFF CHINA

Many Lives Lost in Fierce Storm in Chinese Sea

One of the worst storms in the history of the Chinese Sea is described in gripping detail by Louis Treadwell in his great story, "The Wings of the Morning," which begins in the EVENING LEDGER Saturday. The romance combines all the best features of a Captain Kidd adventure, "Robinson Crusoe," a Jules Verne tale and is woven into a homogeneous whole by the love story which grows naturally out of the shipwreck scene with which the novel begins.

EDWARD PAYSON KINGSBURY DIES IN MAINE AT 82

Du Pont Director and Prominent Mason Succumbs at Summer Home

SCRANTON, Pa., Aug. 31. — Edward

Kingsbury, of this city, auditor and director of the E. I. du Pont de Nemours Powder Company and well known in Masonic circles throughout the State and country, died at his summer home at Seasideville, Me., last night. The body is to be brought here for burial.

Scranton Tribune, later merged with the Republican. He became a Mason in 1857 and since 1865 served continuously as treasurer of Union Lodge here.

and Dr. William Payson Kingsbury, of Brooklyn, N. Y., are among his surviving children.

FOR THE INFORMATION OF THE PUBLIC:

The Railroads' statement of their position on the threatened strike, as presented to the President of the United States

A strike on all the railroads of the country has been called by the Train Brotherhoods for 7 o'clock Monday morning, September 4.

This strike was ordered from Washington while the President of the United States was making every effort to avert the disaster.

The Final Railroad Proposal.

The final proposal made by the railroads for a peaceful settlement of the controversy, but which was rejected by the brotherhoods, was as follows:

- (a) The railroads will, effective September 1, 1916, keep the time of all men represented in this movement, upon an 8 hour basis and by separate account, monthly, with each man, maintain a record of the difference between the money actually earned by him on the present basis and the amount that would have been earned upon an 8 hour basis—overtime on each basis to be computed pro rata.

actual experience as their judgment approves or the President may fix, not, however, less than three months.

(c) In view of the far-reaching consequences of the declaration made by the President, accepting the 8 hour day, not only upon the railroads and the classes of labor involved directly in this controversy, but to the public and upon all industry, it seems plain that before the existing conditions are changed, the whole subject in so far as it affects the railroads and their employees, should be investigated and determined by a Commission to be appointed by the President, of such standing as to compel attention and respect to its findings.

Statement of Executives to the President

In submitting this proposal to the President, the fifty railroad executives called to Washington and representing all the great arteries of traffic, made this statement to him of their convictions:

The demands in this controversy have not been presented, in our judgment, for the purpose of fixing a definite daily period of labor, nor a reduction in the existing hours of labor or change in methods of operation, but for the real purpose of accomplishing an increase in wages of approximately One Hundred Million Dollars per annum, or 35 per cent. for the men in railroad freight train and yard service represented by the labor organizations in this matter.

effort is required for the public welfare, would be harmful beyond calculation.

The widespread effect upon the industries of the country as a whole is beyond measure or appraisal at this time, and we agree with the insistent and widespread public concern over the gravity of the situation and the consequences of a surrender by the railroads in this emergency.

After careful examination of the facts and patient and continuous consultation with the Conference Committee of Managers, and among ourselves, we have reached a clear understanding of the magnitude of the questions, and of the serious consequences to the railroads and to the public, involved in the decision of them.

In like manner we are deeply impressed with the sense of our responsibility to maintain and keep open the arteries of transportation, which carry the life blood of the commerce of the country, and of the consequences that will flow from even temporary interruption of service over the railroads, but the issues presented have been raised above and beyond the social and monetary questions involved, and the responsibility for the consequences that may arise will rest upon those that provoke it.

Trustees for the Public

As trustees for the public served by our lines and for the great mass of the less powerful employees (not less than 80 per cent. of the whole number) interested in the railroad wage fund—as trustees also for the millions of people that have invested their savings and capital in the bonds and stock of these properties, and who through the saving banks, trust companies and insurance companies, are vitally interested to the extent of millions of dollars, in the integrity and solvency of the railroads of the country, we cannot in conscience surrender without a hearing, the principle involved, nor undertake to transfer the enormous cost that will result to the transportation of the commerce of the country.

Public Investigation Urged

The questions involved are in our respectful judgment, eminently suitable for the calm investigation and decision by the public through the agency of fair arbitration, and cannot be disposed of, to the public satisfaction, in any other manner.

The decision of a Commission or Board of Arbitration, having the public confidence, will be accepted by the public, and the social and financial rearrangements made necessary thereby will be undertaken by the public, but in no less deliberate nor orderly manner.

The railroads of the country cannot under present conditions assume this enormous increase in their expenses. If imposed upon them, it would involve many in early financial embarrassment and bankruptcy and imperil the power of all to maintain their credit and the integrity of their securities.

The immediate increase in cost, followed by other increases that would be inevitable, would substantially appropriate the present purchasing power of the railroads and disable them from expanding and improving their facilities and equipment, to keep abreast of the demands of the country for efficient transportation service.

In good faith we have worked continuously and earnestly in a sincere effort to solve the problem in justice to all the parties at interest. These efforts were still in progress when the issuance of the strike order showed them to be unavailing.

Problem Threatens Democracy Itself

The strike, if it comes, will be forced upon the country by the best paid class of laborers in the world, at a time when the country has the greatest need for transportation efficiency.

The problem presented is not that alone of the railroad or business world, but involving democracy itself, and sharply presents the question whether any group of citizens should be allowed to possess the power to imperil the life of the country by conspiring to block the arteries of commerce.

- HALB HOLDEN, Chicago, Burlington & Quincy Railroad. R. S. LOVETT, Union Pacific System. A. H. SMITH, New York Central Lines. W. W. ATTERBURY, Pennsylvania Railroad. E. F. RIPLEY, Atchafalaya, Tappan & Santa Fe System. FRANK TRUMBULL, Chesapeake & Ohio Railroad. FAIRFAX HARRISON, Southern Railway. DANIEL WILLARD, Baltimore and Ohio Railroad.

Advertisement for Geuting's Bostonian shoes. Features a large image of a shoe and text: 'For this Fall Season At Geuting's Bostonian KING CORDOVAN'. Price: 'With Calf Upper \$7 Full Cordovan \$8 At Both Stores'. Location: '1230 Market Street and Stockings for the Family. So. 11th Exclusive Men's Shoe Shop. Every Foot Professionally Fitted—3 Geuting Brothers Supervising. STORE OPEN SATURDAY 'TIL 6. CLOSED ALL DAY MONDAY, LABOR DAY.'

Advertisement for Venus 10¢ Pencil. Text: '17 Black degrees and 2 copying. For those who demand the best.' Includes a small image of a pencil and the Venus logo.