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 Raliway will not join the ber railroad strike called for next Monday, according to a statement issued today by E. H. Ewing, general manager of the Reading. Mr. Ewing said be expected that the Reading would be able to move many trains, both passenger and freight, next Monday, in spite of the strike order.

"I have received assurances," said Mr. Fæing, "that a great many of the older

Thave received assurances, said Mr. Ewing. "that a great many of the older men will not strike. I speak especially of employes who are approaching pension time. They are going to think twice before they throw away the fruits of a lifetime of faithful service. A few of the younger wen will go out.

n will go out. "During the last four or five years the brotherhood through arbitration has been getting all that it has asked for in the way of wage increases. During that time there have been no strikes. When the men voted for the strike, most of them had no idea there would ever be a strike. And now that there has been a show-down they are not going to strike. We are going right ahead with every preparation to take care of all emergencies in case of a strike." Mr. Ewing made the foregoing statement

Mr. Ewing made the foregoing statement following a conference of officials of the Reading in the office of John P. Auch, vice president and traffic manager of the road. It was decided that the first consideration, in the event of a strike, should be the matter of milk transportation from the many dairies in the Reading system. Managers of dairies, who make shipments via the Philadelphia and Reading, will be notified tomorrow that every effort will be made to facilitate and servery the make shipments. made to facilitate and safeguard the move-ment of all milk trains.

Mayor Smith, in a conference today with

Mayor Smith, in a conference today with the police heads of the Pennsylvania Rail-road, promised to co-operate in every way with the railroad to secure protection of life and property in the event of a big railroad strike next Monday. It was agreed at the conference, it is said, that the city police should work with the railroad police to preserve order.

The conference was attended by E. H. Gumbes, superintendent of the Pennsylvania Railroad police; his assistant, J. M. Jones; Director Wilson and Superintendent Robinson.

Superintendent Robinson, the first to leave the conference, admitted that the conference was called to discuss the strike situation. Gumbes was the next to appear. ENTITLED TO PROTECTION.

"We discussed the strike situation," he said. "and the question of police co-opera-tion. We made our preliminary plans for such co-operation. These I cannot divulge. but I will say that they are satisfactory to us. As a taxpayer, the railroad is entitled to expect assistance from the city to prevent attack on life and destruction of property. The Mayor assured us of his cooperation in the matter."

Director Wilson was the last to come from the conference

from the conference "Did you discuss the strike situation?" he was asked.

"I didn't say I did. did I?" he replied. "Did you d scuss the subject of co-opera-tion with the police authorities of the Penn-sylvania Railroad?" "Who are the police authorities of the Pennsylvania railroad?"

When the Director's mind was refreshed as to the names of said police authorities he amiled and said:
"Is that so? All right. I have nothing to say about the strike."

Asked if jitneys would be allowed to

run from suburban points to the center of the city to meet the needs of the public in case of strike, the Director said he had nothing to say on the subject.

DETECTIVES SEEKING STRIKE-

BREAKERS Detective agencies in Philadelphia, as in other big labor centers, have been retained to recruit all the strikebreakers they can. At the William J. Burns agency today it was said virtually every agency in the city had been employed to recruit strikebreakers in preparation for the expected break next Monday morning. The question of what success was being

attained was ignored.

At employment agencies it was said agents of the railroads had been investigating their resources in men for the last

A New York man came into the Fergerson agency, at 341 South Twelfth street, today and wanted 1900 men to patrol the tracks between Philadelphia and New York, but the men were not available.

That is true generally. Labor is in such demand that men won't leave permanent jobs for the temporary business of strikebreaking, no matter how high the compensation might be for the latter job. The manager of one employment bureau who has no men to furnish, but who said he wouldn't furnish them if he could, be-cause he never interferes in labor disputes, said it would besaid it would be virtually impossible for the railroads to recruit any considerable number of strikebreakers, especially that kind of workers which the railroad will need for its more important phases—en-

need for its more important phases engineers and that sort. Men simply are not to be had, he said.

Just how much money is being offered the employment agencies were not told; they were simply led to believe the pay would be high.

In New York it is reported that the hotels are stocking up foodstuffs in great quantities, fearing inability to get any after the strike starts.

Such is not the case here. Managers of the Believue-Stratford, the Ritz-Cariton, the Walton and other big hotels said today they were not making undue preparation. They have been assured, they said, by their wholesalers that everything will be all right. by their who be all right.

READING HAS CONFERENCE More drastic regulation of the railroads that would prevent strikes and other conditions of disadvantage to the public was predicted today by former Congressman J. Washington Logue. His views are of significance because of Mr. Logue's acquaintance with President Wilson and as a prom-



THAW'S KINSMEN ARE ASTRONOMERS



in the center, are among the astronomera attending the nineteenth annual convention of the American Astronomical Society at Swarth-

more. Miss Annie J. Cannon, one of the leading female astronomers, is on the left. inent Democrat he has been selected by the Democratic campaign committee to take the stump for Mr. Wilson.

"The present railroad condition that con fronts the people of the United States may compel us to conclude that all were not dreamers who, considered that the time would come when governmental control and regulation would have to be exercised in connection with public service corporations engaged in interstate business," said Mr Logue.

"The necessity for legal authority to control a situation such as the present is apparent. Railroad work is public work, and the management of the railroads, while it may seem for private advantage, still is indertaking a public duty."

MUST PROTECT THE PUBLIC. Mr. Logue said that the question is beyond either the employes or the managers of the railroads, that the public must be looked after, and for this reason there should be some power to make it impossible that the country should be disorganized through ra lroad difficulties.

Mr. Logue praised the President and said that Mr. Wilson could have done nothing else than what he had already done and that proper legislation was necessary to carry out the suggestion the President had made.

"Investors in public franchises need not worry," he said. "The day of Government ownership, I think, is far distant; but gov-ernmental regulation and control for the benefit of all the people, for their convenience and their necessities, is near at hand to prevent repetition of conditions such as

An appeal was made yesterday to employes of the Reading Railway, over the signature of President Agnew T. Dice. It says in part:

"To all employes in train service: We are facing a crisis which has no parallel in the history of American railroads. "I earnestly urge that every man consider carefully the vital issues that are in-volved in this controversy and decide for himself, as a matter of conscience, what is right for him to do.

"AGNEW T. DICE, "President."

TYPHOON OFF CHINA

Many Lives Lost in Fierce Storm in Chirese Sea

One of the worst storms in the history of the Chinese Sea is described in gripping detail by Louis Tracy in his great story, "The EVENING LEDGER Saturday. The romance combines all the best features of a Cap-tain 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.

The first installment will appear in Saturday's Evening Ledger.

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

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.

Visitors to the convention of the American Astronomical Society, which is meeting in the Sproul laboratory at Swarthmore College, here here they are the field the College, have been surprised to find the papers so lucid and easily understandable instead of abstruse and decidedly technical that they have stayed to listen in amaze ment at some things they never ever dreamed of.

They found particular interest in so new lunar tables which have just been compiled, not because they could use them themselves, but because the 65 experts there assembled learned from Prof. Ernest W. Brown, of Yale University, that these tables would serve astronomers for the next 200 years.

The volume represents seven years work by Professor Brown and a score of as-sistants and probably will take two years more to complete. It is like a steamship tours company's ticket, "every detail mapped out in advance." The moon's itinerary is ready.

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 uncon-scious 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 cap-

tured again. The former seaman, Horace Goodfellow 23 years old, of 6346 Theodore street, had left work and was walking with the detective quietly until the handcuffs were brought out.

District Detective Woodruff and Patrolman Gillmore, of the Sixty-fifth street and Woodland avenue station, were gaining on the man when he suddenly jumped through a cellar window at Sixty-third and Reed land streets, taking the sash with him. He was found in the cellar, crouching under a meter, and turned over to the Government authorities.



EDWARD PAYSON KINGSBURY DIES IN MAINE AT 82

Du Pont Director and Prominent Mason Succumbs at Summer Home

SCRANTON, Pa., Aug. 31. - Edward

Payson 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 Sergeantville, Me., last night. The body is to be brought here for burial.

Mr. Kingsbury was \$2 years old. He was the first business manager of the

Scranton Tribune, later merged with the Republican. He became a Mason in 1887 and since 1883 served continuously as treasurer of Union Lodge here. He was treasurer of Coeur d'Alene Com-

mandery for 43 years.

Mr. Kingsbury was active in Republican politice. He cast his first vote for Fremont in the presidential campaign in 1858.

Mrs. McAdoo's Condition "Satisfactory" SPRING LAKE, N. J., Aug. 81.—The condition of Mrs. William G. McAdeo, who is ill with typhoid fever, continues to be satisfactory to her physician.

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.

The amounts so shown will be subject to the decision of the Commission, provided for in Paragraph (c) of this memorandum and payable in money, as may be directed by said Commission in its findings and

(b) The Interstate Commerce Commission to supervise the keeping of these accounts and report the increased cost of the 8 hour basis, after such period of actual experience as their judgment approves or the President may fix, not, however, less than three

(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. The judgment of such a Commission would be a helpful basis for adjustments with labor and such legislation as intelligent public opinion, so informed, might demand.

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 in railroad freight train and yard service represented by the labor organizations in this matter.

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

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.

The eight-hour day without punitive overtime involves an annual increase, approximately, in the aggregate of Sixty Millions of Dollars, and an increase of more than 20 per cent. in the pay of the men, already the most highly paid in the transportation

The ultimate cost to the railroads of an admission in this manner of the principle under contention cannot now be estimated; the effect upon the efficiency of the transportation of the country now already under severe test under the tide of business now moving, and at a time when more, instead of less,

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 appraisement 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.

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.

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.

Chicago, Burlington & Quincy Railroad. W. W. ATTERBURY, Pennsylvania Railroad

FAIRFAX HARRISON,

R. S. LOVETT, Union Pacific System

B. P. RIPLEY, Atchison, Topaka & Santa Pu System. A. H. SMITH, New York Control Lines. FRANK TRUMBULL,

Chesapeako & Ohio Hailway DANIEL WILLARD. --