### TRAINMEN MAY RESCIND STRIKE ORDER; WILSON AT HELM; MORE EMBARGOES BY ROADS

#### **BABIES HAVE FIRST** CALL IF SHORTAGE OF MILK ENSUES

With Hospitals They Will Claim Attention of Dairymen

MOTORTRUCK CARRIERS

Babies and Hospitals First In Threatened Milk Shortage

DAIRIES to canvass homes to find where babies are These and hospitals to be served first, leaving stores and restaurants

Philadelphia's milk consumption from 500,000 to 550,000 quarts daily to be cut in two by railroad strike (estimated).
Milk trains and dairy motor

trucks traveling in 75-mile radius to bring milk to city.

Dairies to be handicapped in cool-

ing and pasteurizing by expected coal shortage.

Milk for babies and hospitals will be had railroad strike or not.

This became apparent today when the large milk dealers of the city announced that they had taken steps to procure at least half their normal supply by motortruck if the railroads find it impossible to trans-port milk in the quantities needed. Hospitals and houses where there are bables

will be served first.

Philadelphia, drinking from 500,000 to 550,000 quarts of milk a day, must be content with half that amount, it was estl-mated. Babies, children and patients, who drink approximately half the total, will not be turned over for their use.

Fleets of autotrucks operated by the large

and small dairies will collect the 'milk from farms that lie within 75 miles of the New York and eastern New Jersey dary farms and other more distant milk sources that in normal times furnish milk to the city will be eliminated.

The greatest fear entertained by the dairies is the threatened shortage of coal, which is necessary for the cooling and pasteurizing of milk. Another serious drawback, should the railways be tied up completely, is a shortage in bottles. Sev-eral milk concerns reported being behind in their supply of bottles, due to labor troubles and the recent congestion of the ra lroads with ammunition shipments.

In spite of handicaps, the dairies will endeavor to continue an uninterrupted service, paying especial attention to family trade. The presence of babies in a house will mean milk at that door if there is milk

"A canvass of houses by our drivers will determine where the babies are," said G. R. Lindback, president of Abbott's Alderney Dairies. "These houses will be served first. Our store and restaurant trade will be cut down, if necessary. Our supply will come from our farms that lie within a radius of 60 miles and I think we'll be enabled to bring in 50 per cent of our normal supply by automobile." mal supply by automobile."

The Supplee Alderney Dairies have devised a plan to serve every customer by reducing the amount per capita, according to C. H. Supplee, sweet.

"We intend to furnish milk first to ba-bles and hospitals and then to every cuser, however small the amount may be,

"It will be a serious problem to operate a dairy plant if the coal supply is limited. Another problem will be returning the empty cans to be, refilled. Unless the railroads arrange to serve milk as usual and to return the cans the motortruck milk transportation system will have a big job. For instance, it would be an all-day undertaking for an automobile to bring milk from a farm, say, 75 miles distant and return the cans."

The price of milk remained stationary today in the face of developments. There will be no advance from the present price of 8 cents a quart, dairymen said, unless the wholesale price goes up. Philadelphia pays less for its milk than any other large it was stated.

Anticipating a shortage, David C. Clegg, chief milk inspectorfi today began arranging for the inspection of powdered milk should that preparation spring into gen-eral use. This milk is "made" by pouring boiling water over the powdered preparation. The resulting fluid must undergo in-spection just as ordinary milk, he said. Only small quantities of it were found by his inspectors, but it is believed that should transportation be severely crippled there would be a heavy shipment of the com-

pact preparation into the city.

The shipment of milk, it was said by Pennsylvania Railroad officials, would precede all other goods in the event of a serious railroad tie-up. Freight embargoes do not affect it, milk being sent by passen-

#### P. R. R. COMPLETING "STRIKE SCHEDULE"

May Issue Tentative Train List Late Today for Information of Commuters

A tentative "strike schedule" of trains sed by the Pennsylvania Railroad late

Officials today are completing the sche-dule, which of necessity will be of the most conditional character. The fulfillment of any schedule promulgated will be contin-gent upon the extent of the strike, which cannot be determined until Monday morn-ing, it was stated. The schedule now being made is based upon the number of employees the railroad knows that it can transfer to trains from other departments and upon a very hary estimate of how many men will "state."

A rush by commuters to the suburban trolley systems is expected should the rall-roads be severely crippled by the impending strike. Philadelphia is surrounded by a network of trolley lines sudiating to a distance of nearly a more of miles.

The operation of the electrified lines of the Fennsylvania Rallroad, should the crews of the electric trains strike, would not be difficult, officials said today. The 100 maployes who form the craws for the electrified line to Facil and the West Jersey and Seashors line could be replaced. and Seashore line could be replaced, tout dainy, it was said. A trolley mo-ann can run an electric train such as grant can run an electric train such as a Pennsylvania operates, as its mechaism does not differ radically from that of 
trollay car. The only lessons the motoran would be required to take would be 
the signal system which, officials said, 
said be learned in three or four trips. —
The ranks of the electric train crews 
said be filled from the 300 Philadelphia' 
and Trainfit Company strikers who were 
sharged recoulty and other troller motripes and conductive.

Stadent Dies of Appendicitis
TURVILLE Pa. Aug. 11. John 18 years old man of William Wrys, soldedly last night from appendicitie to Unclear at the family house in Figs.

#### | RAIL STRIKE WILL BE AVERTED WILSON HOPES: WANTS 8-HOUR LAW

Continued from Page One

"pack" the commission, the original bill will e amended if possible, certain Administration leaders say, so that he two members shall be recommended, one by the railway brotherhoods and the other by the railway executives. This latter amendment, it is expected, will be passed by the House under a special rule tomorrow

PLAN TO INCREASE BOARD After the President returned to the White House, it was said that it had been agreed that attention would be concentrated on the amended bill increasing the Interstate Commerce Commission. It was said that the President and Secretary Lane would

seek a way to incorporate in the increase measure the eight-hour plan, the plan for the commission to investigate the workings of such a plan and the military necessity plan which welld permit the President to take over railroads and draft men to operate trains if needed for military purposes only. It was said the House would pass such an omnibus bill tomorrow sure. In order to get a postponement of the strike order, should there be difficulty en-countered in the Senate whose rules prevent

cloture methods, it is the intention of the President and the Democratic leaders to pledge passage of the eight-hour law and insist that the strike be called off. So far the brotherhood chiefs have re-fused to say whether they will do this.

#### GARRETSON DEMANDS 8-HOUR DAY "AS RIGHT TO BE ALLOWED EVERY MAN"

By J. P. YODER

WASHINGTON, Aug. 31.—A legislative | while the rest got a nap it would be all stilement, even though it does not include | right." all demands made by the four big railroad brotherhoods, will be acceptable to the 400,000 employes who have all plans set to strike Monday. Such settlement, A. B. Garretson, chief of the conductors, told the Senate Interstate Commerce Committee to-

day, must include an eight-hour day law. W. G. Lee, trainmen leader, told the committee the brotherhood chiefs could flash the mesage "satisfactory settlement" and halt the strike, provided the eight-hour bill is passed by Saturday midnight. The men, he said, are willing to submit to the collateral investigation of wages and the ke, involved in the measure.

Carretson was the first speaker at the hearing to consider testimony from the brotherhood chiefs, the railway presidents and the shippers before legislative action is "As for the question of authority," said

Garretson, 'I could call off the strike. But that would be only through a satisfactory settlement such as I have just mentioned. For that matter, I care not through what agency that satisfactory settlement may

"You have seen the scare headlines about refusing to call off the strike, bravado and all that," continued Garretson. know whether you realize the responsibility we have because of the strike vote. It cannot be put lightly aside."

NEWLANDS OUTLINES LEGISLATION. Senator Newlands opened the committee hearing by outlining the six measures desired by President Wilson. He said no legislation proposed or to be proposed would nvolve compulsory arbitration. strongest measure in that direction, he said, simply called for a Government inquiry and report that left both parties to the dispute free to act as they thought best.

The committee room was crowded. Every

seat was occupied and the spectators over-flowed into the hallway. Samuel Gompers, president of the American Federation of Labor, arrived with the brotherhood execu-tives. At times during Garretson's talk Gompers nodded his head in vigorous sequiescence to the points made by the

Among the railway heads present were Elisha Lee, chairman of the national conference committee of the railways; E. H. Coapman, vice president of the Southern; John T. Walker, secretary of the conference commit-tee of the eastern railways; A. D. Greig assistant to the receiver of the St. Louis and Santa Fe; J. M. Sheehan, counsel of the national conference committee; C. L. Bards, general manager of the New Haven; N. D. Mayer, vice president of the Nor-folk and Western; L. W. Baldwin, general manager of the Central of Georgia; W. L. Stdons, vice president of the Scaboard Air Line, and H. W. McMaster, general man-ager of the Wheeling and Lake Erie.

ELLIOTT AND GOMPERS MEET. Howard Elliott, president of the New Haven, entered as Gompers came in. They bowed stiffly to each other and went to seats at opposite ends of the room. Garretson pointed out the fight the broth

erhoods have had since they organized to get better working conditions. He said before the organizations were perfected it was a common thing for men to be on duty with human lives in their charge 72 hours on a stretch. It was out of the ordinary, he said, for men not to work 24 hours s. day for two or three days at a time every "And always their monthly wage was the

same. Can there be a better argument for time and a half for overtime work?" he demanded He said the men demand the eight-hour day—they do not request it—"as a human right to be allowed every man."

"ALWAYS READY FOR A CALL." "We are demanding some of the pleasures the ordinary man enjoys. We are mere travelers over the face of the earth. Only through the eight-hour day can we have a part of the rights and pleasures of life

a part of the rights and pleasures of life enjoyed by the average man. I wonder how many of you gentlemen realize what a boon it is that your lives in your homes are a sealed book when you want it to be so. It is not so with the railroad man. We must always be ready for call. Even when off duty our employers must know where we are. We believe the employer should keep the human part of his plant in as good condition as the iron and wood part. With an eight-hour law properly en-

forced present conditions would be im-possible. Why, it used openly to be advo-cated when train crews had long shifts that so long as one man stayed awake | done.

Garretson served notice that the brother-

hood opposition to legislation like the Canadian disputes act is unswerving. "No influence can change our position on this," he said.

The railroads, Garretson said, have made only one definite settlement pro-posal—to shift the whole question to the Interstate Commerce Commission or to

Interstate Commerce Commission or submit to arbitration. He said brotherhoods do not oppose the principle of arbitration, but do oppose it under its ap-plication to recent cases where, he said, the roads have done their own interpreting of awards. "Our men are human," he continued

"They are men who hourly are face to face with the death angel" "They are exposed to the inclemency of the elements, the very nature of their work makes them hard-headed and resentful of injustice. It is a business where cowards

quit and weaklings die." Reviewing President Wilson's legislative program. Garretson reiterated the men osition. He also emphasized his objection to any compulsory arbitration law and to legislation similar to the Canadian disputes act. He gave instances where, he said the Canadian act had operated against the

GOMPERS TESTIFIES

Samuel Gompers, president of the Amer-ican Federation of Labor, followed Mr. Garretson before the committee. He delared the Executive Council of the American Federation of Labor had decided to back up the demands of the railway brotherhoods for an eight-hour day, and in opposition to compulsory arbitration of in-dustrial disputes.

"We contend that if employers have the right to discharge a worker for any cause at all, or for no cause," Mr. Gompers said, the workers shall not be deprived by law otherwise of the right to quit." Conscription in time of peace, Mr. Gomp ers said, to force the men to run the railays, is repugnant to every idea of Amer-

Making it criminal for men to quit work in concert, as one of the bills provides, would never work out, Mr. Gompers said. LEE URGES EIGHT HOURS.

G. Lee, president of the Brotherhoo Railway Trainmen, followed Gompers. He outlined in detail the demands of the men and the negotiations up to date, folowing the lines of argument already cov-

red by Garretson. The only means of preventing the strike Monday, Mr. Lee told the committee, would be acceptance by the railroads of the proage of the proposed eight-hour act before the close of the workday Saturday. In no other way can the catastrophe be avoided, he told the committee flatly.

RAILROADS OPEN CASE. Judge R. S. Lovett, chairman of the board

of the Union Pacific, opened the case for the railroads. He declared that the controversy was not merely between the railroads and their employes, but that the public itself.

The shopmen have begun negotiations with road officials in ten Western cities.

pads are now owned by great numbers of investors," he said, "many of them are small in vestors. Hankers do not buy railroad securities to keep, they buy them to sell. The bankers have not attempted to influence the railway executives in this controversy. Speaking for myself, I have received one letter from a banker and that urged that I accept the President' proposal, as the easiest means to end this trouble. I disagreed with him."

Judge Lovett declared that whatever ex-pense was saddled on the railroads by legislation or otherwise, "the public must pay the bill."

OPPOSES SHORTER DAY.

"Acceptance of the eight-hour-day prop osition means an expenditure of \$50,-000,000," Judge Lovett said. "That means the interest at 5 per cent on \$1.250,000,000. And that is only the cost of the eight-hour day. "If, under the menace now before the

country, Congress decides to surrender to these four men and place this \$60,000,000 of additional cost on the commerce of the country without investigation, that is the affair of Congress. There are some rail-roads in this country which will be forced into bankruptcy without extraordinary cur-tailment in their operations. Most of the roads will survive, but many of them will not, unless they are given early relief in the form of increased rates. I believe there should be some investigation before this is

#### HIGH COST OF LIVING WILL SOAR AS RESULT OF EMBARGO BY ROADS

NEW YORK, Aug. 31.—The high cost of poultry, fruits and vegetables, as well as live living throughout the United States probably will take an upward bound within the be compelled to cease operations. next 48 hours as a result of the embargo declared upon perishable freight by the rail-roads in anticipation of a strike. The New York Central's embargo on perishable freight and live stock goes into effect at midnight Thursday, while that of the Pennsylvania will become operative tomorrow. The Chesapeake and Ohio Railroad today sanounced an embargo on all freight of any description from all points to all destina-tions, effective after the close of business

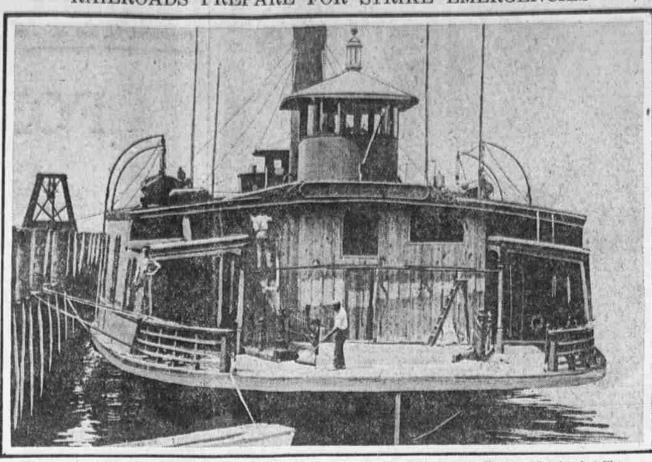
eptember 1. The railroad ban covers dressed beef,

The first increase in price for food is expected to appear in the meat markets, to expected to appear in the intelligence be followed almost immediately by a boost in the cost of fruit and vegetables. Several in the cost of fruit and vegetables dairy companies recently increased the price of milk, and this occasion may be seized

Apathy among commercial and industrial organizations which previously characterized the situation had largely disappeared today in this city and every effort was ben



RAILROADS PREPARE FOR STRIKE EMERGENCIES



The ferryboat Beverly, lying at the Pavonia slip, North Camden, has been converted into a "floating hotel" for possible use in the event of a railroad strike. Beds and other accommodations for 150 men, who would be bunked there should a walk-out occur, have been placed aboard the Beverly.

#### RAILROADS REFUSE TO SELL TICKETS FOR TRIPS BEYOND NEXT MONDAY

on their destination, and big ocean ship-ping lines reported the impending strike threatens to force idleness along the water "Should there be a considerable inter-

HEAVY INBOUND TRAFFIC. Railroads report heavy traffic inbound, of vacationists returning to the city. Outound passenger traffic was by no means topped, but persons leaving the city did NEW YORK, Aug. 31.—The railroad strike, effective Monday, today had reached forward and its effects were being felt in partial tie-up of transportation three days in advance of the scheduled walkout of

Many eastern railroads today refused to sell passenger tickets for trips which would not be completed by Labor Day, the Pennylvania clamped an embargo on munition: chipments, freight shipments of all kinds already under partial embargo, depending so warned by railroads that schedules would

e subject to change next week. Among the travelers who feel the restrictions today are many union men who had planned Labor Day trips, but abandoned them

rise. "Should there be a considerable inter-

ruption in train service one of our first thoughts will be regarding the prompt movement of food for human consumption and then fuel for public purposes. Such passenger trains as may be necessary will be operated, but food will come first. "At the moment we do not contemplate shutting off the general movement of freight in anticipation of trouble. Our line is in a normal condition just now and we will

endeavor to keep it so.
"We will make every effort to limit a strike to such interruptions to train service s cannot possibly be avoided and all other ork will be carried on as usual." FEAR SHORTAGE OF COAL.

From large manufacturing concerns in New York and in other large cities came reports that shortage of coal, with consequent stoppage of manufactures, may be a

more serious outgrowth of the threatened strike than the food problem.

John J. Dillon, State Commissioner of Foods and Markets, today was prepared to sell milk direct from producers upstate and nearby States direct to the consumer. He appropried by had confront with delay "The Lehigh Valley Railroad hopes to be able to continue the operation of all of its trains without interruption," said L. D. Smith, vice president. "No one can say definitely what conditions we will face on Proposes to use automobiles, and river proposes to use automobiles, and river steamboats for transportation of the milk. Monday, but in the meanwhile we are pre- steamboats for transportation of the

#### TROOPS AT SCRANTON QUELL STRIKE RIOTS

2000 More Miners Join Sympathy Move for I. W. W. Members

SCRANTON, Pa., Aug. 31 .- Several riots marked the sympathy strike of I. W. W. mine workers at Old Forge early today. Sheriff Ben S. Phillips, with 40 special deputies and six State troopers, is on the ground preserving order. Several arrests were made and prisoners hustled to the county jail here. Twelve hundred work-men went out yesterday, as a protest against the arrest of I. W. W. leaders in Oble and Minnesots.

Ohio and Minnesota.

"All prisoners must be liberated; all contract work must be abolished and we nust have better wages and more respect. reads a circular urging a general strike passed among the men by agitators. The ircular apparently had the desired effect, for today 2000 men and boys em-ployed at other collieries at Old Forge went on strike.

Trouble is looked for at Avoca and Dur-yea, just across the Lackawanna line in

#### SOLDIERS AT BORDER PREPARE TO COMBAT TRIALS OF R. R. STRIKE

Pennsylvania Boys Ready to Run Trains if Needed-15,000 Will Hurry Home for Duty

MAY EVACUATE MEXICO

EL PASO, Tex., Aug. 31. — Military bases on the border are humming with freeh activity today, owing to the orders issued at Washington for the return to their home stations of militia forces of New York, New Jersey, Maryland, Illinois, Missouri, California, Oregon, Washington and Louisiana.

and Louisiana.

The return in anticipation of a railway strike of about 15,000 men from these nine States will still leave approximately \$5,000 millitia on the border, but it is expected that the Government will be able to keep enough trains running to supply these. That the withdrawal of the Pershis punitive expedition from Mexico will be hastened if the strike goes into effect on Monday is the prevailing opinion among army officers stationed here. Although reserve rations for at least 30 days are on hand at the camps from Palomas to El Valle, the fedder for the cavalry horses will fall short if the supply is cut of from the provision base at Columbus, N. M. Grain is carried daily from that point by motortrucks to the troops in the feder.

the provision base at Columbus, N. M.
Grain is carried daily from that point by
motortrucks to the troops in the field. It
is also carried south by rail from Jures,
but a railroad tie-up would necessarily

but a railroad tie-up would necessarily limit the supply.

National Guard and regulars on the border will not be permitted to suffer through a cossation of traffic if the army authorities can prevent it. Two hundred of the guardsmen in the Pennsylvania division here are experienced railroaders and can operate trains if called upon.

Not only food, but also ice and first terms. Not only food, but also ice and fuel for the camp kitchens of the border troops have to be carried by trains. These prob-ably will be operated by the guardsmen in case of a strike.

#### Baltimore & Ohio Tours

WASHINGTON ALL EXPENSES THREE DAYS \$10.50

SEPT. 2d Tickets Good Returning 10 Days

Secure Blustrated Booklets, giving information, at Ticket Offices—834 Chestnut Street, Widener Building, Station, 24th and Chestnut Streets; 3956 Market Street, 605 South 3d Street, 7th Street and Girard Avenue, 137 South Broad Street, 1146 North 2d Street.

#### RAIL STRIKE THREATENS TO SPREAD TO 35,000 MEN IN WESTERN SHOPS

CHICAGO, Aug. 31 .- Spread of the pro- | sult of the settlement of differences beposed strike of the four brotherhoods to 35.000 shopmen on nineteen Western rail-roads threatened today as executives of

The shopmen have begun negotiations with road officials in ten Western cities. They are asking for an an hour, amounting to \$4,200,000 a year. The conferences now on are believed to be the result of the secret meeting of shop chairmen held a week ago in Kansas City to formulate plans to join in the eight-hour movement of the four brotherhoods.

Western railroads will not try to fight a strike of the brotherhoods single-handed. This was learned today as the officials were preparing to meet. will pool their resources for the benefit of the country, which they say can be saved from grave suffering only by drastic and

oncerted action.

Big detectives agencies admitted today they have recruited about 1000 strikereakers. Several agencies say they have inlimited orders to hire as many men as

they can find. Fear of a tie-up of freight shipments Chicago has abated somewhat as a re-

tween the freight handlers and several roads. There are still about 1360 handlers on strike, but this number is not expected to be greatly increased.

Chicago's 150,000 commuters were today

trying to figure just where they come in in case of a strike. Railroad officials have not as yet taken steps to prepare to conto run suburban trains if there trouble Monday. They expect to be able to run a few trains, but appear doubtful if they will be able to begin to take care of the regular suburban traffic. Inter-urban lines have prepared to handle double their usual traffic, but it is not believed they will be able to take care of the over-flow. Hotels and rooming houses hope to do a capacity business in case of a strike.

Plan to Bring Soldier Back

Efforts are being made by the Citizens' Soldiers' Aid Committee to bring a young soldier back from the border to his mother here. The woman since the death of her husband has been struggling to support four other children. The case is one of four investigated by the committee Funds on hand now amount to nearly \$35,000.

# Watches the Electrician Mrs. Happy Homemaker

AM certainly surprised to see how quickly and easily you have wired this house of ours for Electricity," said Mrs. Happy Homemaker to the electrician, as he put the finishing touches to the work.

"Lots of people think it's a long-drawn-out, messy job to wire an already-built house," he replied; "but really, as you see, there's less dirt and tearing up when wiring than there is when papering a house.

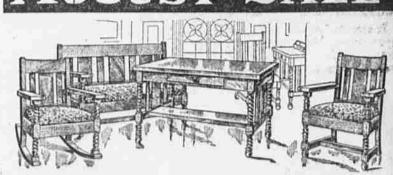
"Maybe that's why folks call me the 'Dirtless Workman," he continued. "You see, nowadeys when we electricians set out to wire a house, we go at it in the easiest possible way. We may lift a hoard in the closet or attic; then we fish the wires up and down through the walls. The only holes we cut in the plaster are those for the fixtures and switches, which, of course, are covered when these latter are put in place.

"We Wire-Your-Home-League Electricians take a special pride in wiring up old houses with the least possible dirt. We don't ask you to move the furniture or take up the carpets before we come nor will you have to clean up after us. We do the wiring quickly. easily and without causing any confusion in the hous

A copy of booklet-"Dirtless Workman"telling about his methods of work, will be



## -Last Week of STERN&CO.'S-

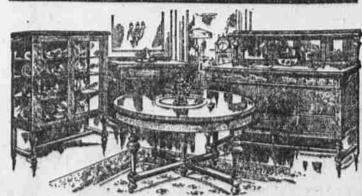


4-Pc. Jacobean Tapestry Suite

Here are four beautiful massive pieces of Jacobean furniture, upholistered in exquisite tapestry. This upholistering in contrast with the rich furned oak finish of the frames produces a beautiful effect. The Table has heavy plank top with deep drawer and magazine shelf. The Settee is unusually large and comfortable. The Rocker and Arm Chair are both generously proportioned.

August Sale Price

Buy of Stern—Pay As You Earn



4-Pc. William & Mary Dining Suite

The Table has a round massive top; the China Closet has a large mirror; the Buffet has three separate mirrors, heavy top, and two top drawers, one lined for the accommodation of silver; the Serving Table to match; fumed cak finish-looks like a \$200.00 Suite. August Sale Price



4-Pc. Adam Bedroom Suite

Here is another beautiful Adam Period Bedroon — four piaces, a Chiffoniar, a Dresser, a Dressin e and full sized Bed. When you see it you will be sessed most favorably and astounded at the extremel price at which we are closing these numbers out i August Ferniture Sale.