

**LABOR FEDERATION PLEDGED
TO BATTLE FOR EIGHT HOURS
AND TO RESIST ARBITRATION****Wild Enthusiasm as Convention, Led by
Gompers, Promises Aid to Trainmen
"Fight With Last Breath," Says
Leader—Press Denounced**

BALTIMORE, Nov. 21.—The full power of all the organized labor of the nation was thrown today squarely behind the movement for a universal eight-hour working day.

Amid scenes of wildest enthusiasm, five men, who, in a measure, control the destinies of millions of workers, mutually pledged themselves to give their "undivided efforts to the securing of an eight-hour day for all who toil." The men were President Gompers, of the American Federation of Labor, and the heads of the four great brotherhoods of railroad trainmen, W. S. Stone, W. S. Carter, W. G. Lee and L. E. Sheppard. It was a love feast of labor, carried on under the eyes of hundreds of delegates to the federation convention, and they yelled themselves hoarse in approval of their leaders' statements.

Each of the brotherhood chiefs addressed the convention, recounting the fight for the Adamson law. They asserted their determination first to let the Government try to beat the railroads at their own game in the courts and if that fails then to resume the fight for the eight-hour law and continue it "so long as there is breath left in us to fight."

GOMPERS PLEDGES AID

At the conclusion of their speeches Gompers took the platform and pledged to the brotherhood chiefs "the undivided and unequivocal support of every man and woman in the organized labor movement."

"They have thrown down the gauntlet and we accept the challenge," cried Gompers. "And in the language of that immortal Shakespeare, 'Lay on, MacDuff, and damned be he who first cries hold, enough!'"

Pandemonium broke loose as Gompers finished, and mutual handshaking followed. A delegate, above the confusion, yelled a motion to give a rising vote of thanks and confidence to the brotherhood chiefs, and it was given with every man on his feet and cheering.

Fair warning was given to national legislators that the railroad workers will permit of no compulsory arbitration legislation by W. G. Lee, of the trainmen.

"We're going to work for an eight-hour day for every man who toils, and if we can't get it we'll fight for it," he shouted.

"And we'll fight compulsory arbitration as long as we have breath in us to fight."

Lee staunchly supported President Wilson in his speech.

"They call Woodrow Wilson a weakling," he asserted hotly. "Well, it took more courage to write across the front pages of the newspapers of this nation 'Chief Executive Favors Eight-Hour Law' than it would to write 'War With Mexico.'"

NEWSPAPERS ACCUSED

W. S. Carter, of the firemen, attacked the railroads for "subsidizing the press of the nation." He charged flatly that the railroads had deliberately bought the editorial and partly the public opinion of the nation "through millions of dollars in advertising."

"There is no longer a free press in this country," he cried. "At the outset of this controversy seventy-five per cent of the editorial opinion was with us. But after the railroads had placed ads in 1900 daily newspapers there was a wholesale reversal of opinions."

Absolute confidence in the result of the controversy was voiced by Stone, of the Engineers. Arbitration, he declared, has failed because the railroads constituted themselves the judge and jury in all cases.

CALLS ARBITRATION FAILURE

"Why," he declared, "we have two arbitration awards now which we cannot get them to put into effect, although the date for their effectiveness is long since passed."

But the time has come, Stone said, when the railroads are on the defensive, instead of labor, and he declared, "We have great faith that the man in the White House will see that we get what was given us voluntarily."

Stone accused the railroads of seeking to bankrupt labor by starting "3000 injunction suits" throughout the country.

"They thought," said Stone, "that we would have to hire 3000 lawyers to contest these suits. But we're going to foot 'em. We're going to watch the railroads fight the Government under which they live."

Organized labor, Stone said, stands united in this crisis and the 500 delegates yelled their approval.

"Our interests are common," he declared. "The time has long since passed when one class of labor can succeed if other classes are not succeeding."

Lee told the delegates the history of the strike order which went out this summer. Every one of the six hundred delegates at Washington, he said, had a differently worded note telegraphing him how to word such a measure, he charged, was not necessary because the railroads in the past had issued telegraphic orders in the past.

THE WEATHER

FORECAST

For Philadelphia and vicinity—Fair and continued cool tonight and Wednesday, with lowest temperature about twenty-six or twenty-eight degrees; fresh northerly winds.

LENGTH OF DAY

Nov. 21.—6:02 a.m. (Moon rises); 2:44 a.m. (Sun sets); 4:30 p.m. (Moon sets); 8:30 a.m. (Sun rises).

DELAWARE RIVER TIDE CHANGES

At Chester, Pa.—High water, 5:02 a.m.; low water, 5:35 p.m. At Philadelphia, Pa.—High water, 10:23 a.m.; low water, 10:47 p.m.

TEMPERATURE AT EACH HOUR

At 10:10 10:11 10:12 10:13 10:14 10:15 10:16 10:17 10:18 10:19 10:20 10:21 10:22 10:23 10:24 10:25 10:26 10:27 10:28 10:29 10:30 10:31 10:32 10:33 10:34 10:35 10:36 10:37 10:38 10:39 10:40 10:41 10:42 10:43 10:44 10:45 10:46 10:47 10:48 10:49 10:50 10:51 10:52 10:53 10:54 10:55 10:56 10:57 10:58 10:59 11:00

**DOUBLE MARKING
ALLEGED AS PLAN
OF BALLOT FRAUD****Democrats' Attorney to Issue
Warrant for Election
Board's Arrest****INQUIRY IN VARE WARD****Charges Ballots Were Shifted
After Being Cast by
Double-Crossing**

Ignatius A. Quinn, counsel for the Democratic City Committee, today charged that ballots in Senator Vare's home ward had been marked by "somebody" after they had left the hands of the voters.

The division in which fraud is alleged is the twelfth of the Thirty-ninth Ward, one of the downtown strongholds of the Organization. Nineteen ballots cast for the Democratic presidential electors were marked also with a cross in the Republican square; a lone ballot for the Hughes-Fairbanks electors also was marked in the Democratic column. Of these ballots nineteen were officially accredited to Hughes, the other being given to Wilson.

Quinn would not say this afternoon from whom he obtained his information regarding the alleged fraud. He did state, however, that he would shortly issue affidavits upon which warrants for the arrest of the entire election board in the division would be asked.

ARRESTS EXPECTED

Investigation by workers for the city committee in the majority of the wards except those classed as independent may lead to wholesale arrests for violation of election statutes, the extent of which has not been witnessed since Blankenburg and his colleagues a decade ago unearthed the ballot-box stuffing scandal.

The exposure by Quinn of this alleged method to circumvent the will of the voter is regarded by politicians as more subtle and just as effective as those of "Sam" Salter and the other political descendants of the "Jim" McManes type of bossism.

The impression that fraud is committed necessarily by double marking ballots is incorrect, according to both Judge Barratt, who is sitting in the election court, and Quinn himself.

NO FRAUD, SAYS JUDGE

"The election officers were unanimous in their decision that there was no fraud," said Judge Barratt today. "There was nothing else to do but to allow the ballots to be tabulated in the official count in accordance with the opinion of the Supreme Court." He added that a contest could be started independent by whoever chose to do so.

It was pointed out that ballots were frequently double-marked, but in this case, even though the ballots had been mismarked

Continued on Page Two, Column One

**"WALLINGFORD,"
O'NEIL TERMS
MUTUAL HEAD****"Hot Air Common and
Smoke Preferred," He
Calls Stock****WILL DEMAND TESTIMONY****Insurance Chief Replies Warmly
to Pension Life Official's
Attack**

By a Staff Correspondent

HARRISBURG, Nov. 21.—Characterizing London D. Wood as a "J. Rufus Wallingford" and a dealer in "hot air common and smoke preferred," Insurance Commissioner O'Neil today delivered a smashing rebuttal to a statement issued by Wood in which he (O'Neil) was dubbed a political crusader.

In his "comeback" at Wood's statement, Commissioner O'Neil makes additional charges of a sensational nature against the grand consolidator of insurance companies. He accuses Wood of paying himself a salary from funds of the Union Casualty Company which should have been used to pay claims. He declared that he would no longer tolerate Wood's alleged gambling with funds which are for the protection of widows and orphans. He stated that soon Wood would be placed under oath and given an opportunity to tell what he knows about certain transactions.

O'NEIL'S STATEMENT

The statement follows:

"When I took charge of the insurance department, I inherited the Union Casualty trouble. I did everything I could to help Mr. Wood liquidate the affairs of the company without going into the hands of a receiver, according to an agreement made by Mr. Wood with Attorney General Brown and attorneys representing stockholders and policyholders. The conference was held in Philadelphia in March, 1915.

I soon found that Mr. Wood had not only broken every agreement made at that time, but that he also failed to carry out his promises made to me. I also ascertained that money that should have been used to pay claims was paid out to Mr. Wood and Mr. Welch as salaries, notwithstanding the fact that they were not officials of the company. I then started an investigation of the other activities controlled by Mr. Wood and uncovered his scheme of getting possession of the assets and stock of seventy-eight life insurance companies by exchanging 'hot air common and smoke preferred' stock and bonds of the Consolidated Investment Company, a Delaware corporation, for the stock of the various insurance companies.

If his schemes and methods are not illegal, they are at least contrary to public policy, and this department will not stand for Mr. Wood or any other 'J. Rufus Wallingford' making a financial football out of life insurance and gambling with the funds that are for the sole protection of widows and orphans. If I am appointed receiver, as I fully expect to be, I will arrange hereafter

Continued on Page Nine, Column Two

**BRITISH "SHORT TERM"
NOTES FROWNED UPON****Advisory Council of Federal
Board Discourages Purchase
by Reserve Banks**

WASHINGTON, Nov. 21.—The advisory council of the Federal Reserve Board, in session here, this afternoon advised the board to discourage all Federal reserve banks from buying short-term British Government notes. The advisory council, composed of some of the most powerful bankers of the country, held that it was "not sound business policy" to do so.

The reserve board requested the council's opinion to determine whether to adopt this as a method of taking care of the great gold influx into the United States.

**BISHOP ALPHEUS W. WILSON,
NOTED MISSIONARY, DEAD**

**Was Senior in Episcopate of Methodist
Church South**

BALTIMORE, Nov. 21.—Bishop Alpheus W. Wilson, senior Bishop of the Methodist Episcopal Church south, and widely known missionary, died today at his home. Bishop Wilson's death came suddenly. He had been visiting relatives in Richmond and had returned only yesterday.

BANDMASTER WEDS ON SLY**Silas E. Hummel Eludes Friends and
Is Married to Miss Elsie
Schling, Soprano**

Silas E. Hummel, conductor of the Philadelphia band, who resides at 3528 North Carlisle street, was married to Miss Elsie Schling, a soprano, of Second and Chew streets, Olney.

It was learned today that the couple slipped away from their friends and were married yesterday. Neither of the principals would tell of the details of the wedding. They will go for a honeymoon trip to Niagara Falls and Toronto, Can.

When questioned the bandmaster refused to tell his friends where they were married. The romance began when the bride first appeared as a soloist with hands conducted by her husband. The bride is well known in musical circles of this city as a concert and church singer.

"There were no brass bands this time," she said. "Nine out of ten women today have no other choice than marriage. The tenth woman, economically independent, is never so much tempted as her sisters."

**WIFE SEEKS DIVORCE,
CHARGING CRUELTY****Wealthy Swarthmore Woman
Says Husband Attacked and
Abused Her**

MEDIA, Pa., Nov. 21.—The divorce action brought by Marie D. Hopley, a wealthy woman of Swarthmore, against her husband, William A. Hopley, of Bradford, was placed on trial before a jury in court here today. Mrs. Hopley asks an absolute divorce on the ground of indignities and cruel and barbarous treatment.

In her testimony she told of the numerous instances of ill treatment, abuse and indignities. She told of a time when in a rage he broke a china closet, \$500 worth of china and cut glass, and of another time when he cut up \$1000 worth of dresses which she had purchased for the winter. She said that he frequently stayed out all night, came home drunk or stayed away for days at a time. She said that in 1911 he threw a glass dish at her and when it missed her he tried to throw her over the railing of the porch.

She told of a time when she struck her in the presence of Charles Gash, of Bradford, and was knocked down by Gash, and of another time when she called a policeman and he attempted to throw the policeman from the house and was knocked down and sat upon by him.

She said that she married Hopley when he was a reporter on the Bradford Daily Record, and that it was not until 1902, when her mother died, that she became heiress to property which gives her an income of \$800 a month.

After she became wealthy she employed Hopley at \$50 a month to manage her estate. She declared that he became abusive shortly afterward, and in 1905 she made an unsuccessful attempt to get a divorce. After this first action her husband promised to do better and they went back to living together.

She said that shortly afterward he began the same sort of treatment and this culminated in her leaving him in 1912. She went to the seashore, then to Germany and England, and returned to this country in 1914, when she settled in Swarthmore, where her two sons are now being educated.

While no evidence has been introduced by the defense as yet, it has been indicated that it will be that she is tired of a husband without money and further that she is not a bonafide resident of this country, but that having failed to obtain a divorce in McKean County she came to Delaware County, where it would be harder for her husband to defend a suit.

It is also a contention of the defense, as shown by the questions of the attorneys in cross-examination, that much of their trouble was due to her constant absence from home at night. Josiah Smith, of this county, and Evan J. Jones, of Bradford, represent Mrs. Hopley, and John M. Broomall, of Media, and Thomas Wilson, of McKean county, represent her husband.

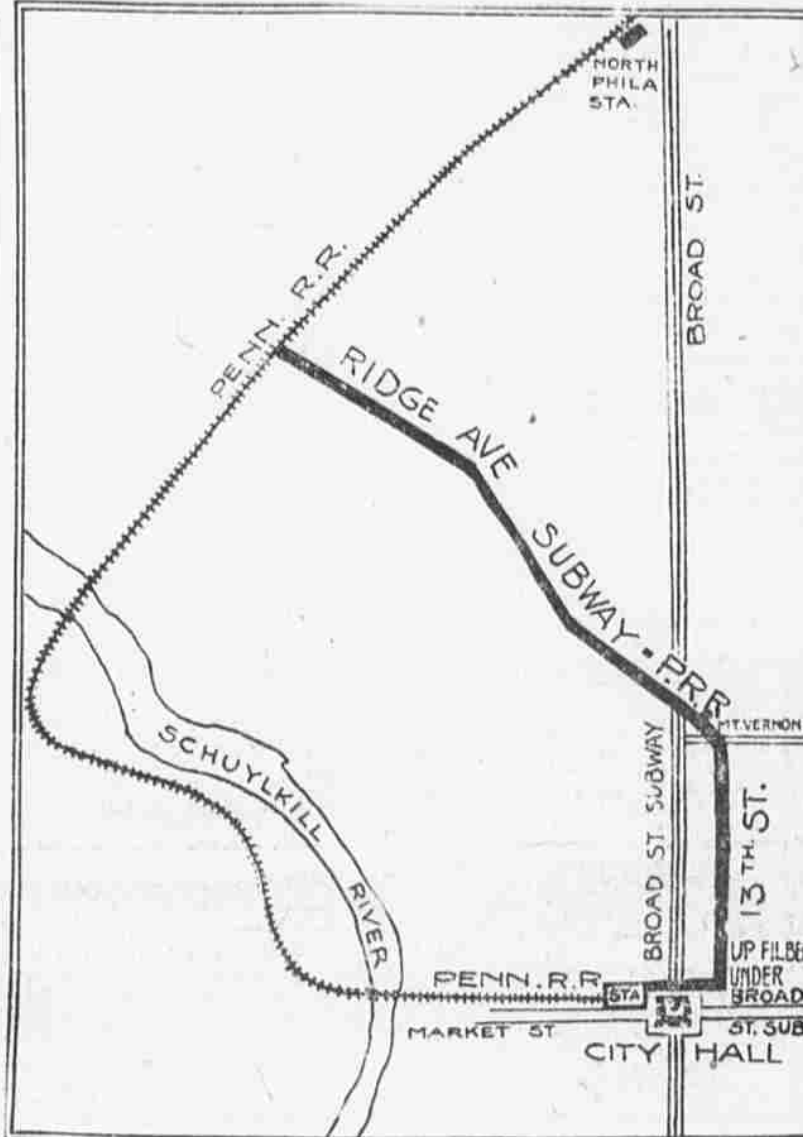
QUICK NEWS**DEUTSCHLAND MAKES SECOND START FOR HOME PORT**

NEW LONDON, Conn., Nov. 21.—The German undersea freighter Deutschland made her second start for her home port of Bremen this afternoon escorted by two tugs which were to accompany her to the three-mile limit at the end of the sound.

PRICES OF STEEL PLATES, BARS AND SHAPES ADVANCE
PITTSBURGH, Nov. 21.—Prices for steel plates have been marked up 8 1/2 a ton. Steel bars and shapes have been advanced 3 1/2 a ton.

MALLORY LINER IN DISTRESS OFF GEORGIA COAST

WASHINGTON, Nov. 21.—The Mallory liner Lampacas is in distress off Brunswick, Ga., on St. Simon's bar, and the coast guard cutter Tampa is rushing to her assistance, wireless dispatches said this afternoon.

PROPOSED ROUTE OF P. R. R. SUBWAY

The Pennsylvania Railroad has about completed plans for a tube entrance to Central Station, leading down Ridge avenue, down Thirteenth street, then to Fifteenth and Market streets, where a new and adequate station will be erected. The route will be underneath the city's Broad street subway.

PRESIDENT INVITED TO TAKE AEROPLANE TRIP

WASHINGTON, Nov. 21.—President Wilson today was invited to take a trip in the air by O. E. Heckley, Republican Representative-elect from Pennsylvania, who flew here yesterday from his home in an aeroplane. Heckley promised the President he wouldn't take him above the three-mile limit. It is understood on unquestioned authority the President will find it inadvisable to accept the invitation.

MUMMERS MAY REGISTER DECEMBER 1 FOR PARADE

Superintendent of Police James Robinson today fixed December 1 as the first day of registration for mummies who wish to parade on New Year's Day. The superintendent's office has been swamped with communications asking for information as to the registration date. He said today that registration could be made any day after December 1, inclusive. The captain of each band of mummies must register in the superintendent's office the name and address of the club, as well as his own, and make himself personally responsible for the good behavior of his men.

ZINC ORE ADVANCES \$5 A TON

JOPLIN, Mo., Nov. 21.—Zinc ore jumped another \$5 to \$35 a ton. Capacity production is said.

ROUGH SEA SAVES SHIPS FROM U-BOAT

NEW YORK, Nov. 21.—Officers of the British steamship Siamese Prince, which arrived here today from Brest, reported that three shells had been fired at the vessel early on the morning of November 4 when 200 miles west of the Island of Quessant by a submarine. The attack was made without warning. The steamship stopped immediately, boats were swung out and the crew put on life preservers. After waiting a few minutes, with no sign of the attacking craft, the Siamese Prince steamed away at full speed. There was a rough sea at the time. The Siamese Prince's officers believe this was the reason the submarine could not ride the waves to follow up its shelling.

HUGHES DENIES MESSAGE TO WILSON PENNED

LAKEWOOD, N. J., Nov. 21.—Denial was made today on behalf of Charles Evans Hughes by his secretary that the defeated candidate had prepared a telegram of congratulation to President Wilson and that it had been held up. No telegram has been prepared yet, it was stated.

McADOO DENIES INTENTION TO QUIT WILSON'S CABINET

SANTA BARBARA, Cal., Nov. 21.—William G. McAdoo, Secretary of the Treasury, who is in Santa Barbara today with Mrs. McAdoo on a motor trip, denied that he intended to resign from President Wilson's Cabinet. The denial followed reports from the East that Mr. McAdoo would resign. He dismissed the report that he was to resign with a laugh and declared that there was no foundation for the story.

STRANDED SIBIRIA'S PASSENGERS SAVED IN STORM

LONDON, Nov. 21.—After being imperiled twenty-four hours by storm-tossed seas, fifty-three men and women passengers and crew of the stranded American steamship Sibiria were landed at Deal today. The rescues were made by lifesavers of the Kingsdown station in seas that threatened every moment to swamp the lifeboats. The Sibiria is still fast aground on Godwin Sands.

PITTSBURGH MAN OUT FOR HOUSE CLERKSHIP

WASHINGTON, Nov. 21.—Edmund E. Erk, of Pittsburgh, has announced himself as a candidate for clerk of the House of Representatives, proceeding on the assumption that the Republicans will organize the House in the next Congress. Erk has been a lifelong resident of Pittsburgh and for twenty-five years was associated with newspapers of that city.

**13TH ST. TUBE
PLAN OF P. R. R.
TO ENTER CITY****\$10,000,000 Subway New
Scheme to Eliminate
Detours****BIG CENTRAL STATION
AT 15TH AND MARKET****Change Avoids Sharp Turn
at Broad and Lessens
Cost****CITY WILL CO-OPERATE****How P. R. R. 13th Street
Subway Affects City**

1. Plans about completed by Pennsylvania Railroad for passenger train subway branching from New York division down Ridge avenue to Thirteenth street, south to Filbert street, thence to proposed central station at Fifteenth and Market streets.

2. Proposal to run subway down Thirteenth street became known when it was learned that the railroad had abandoned plan to co-operate with city in building section of the Broad street subway between Ridge avenue and Filbert street.

3. Project, which will cost close to \$10,000,000, to be part of the big central station improvements planned by Pennsylvania Railroad.

4. Subway will bring New York and western express trains directly into central station instead of having them make the wide detours by way of the West Philadelphia Station.

The Pennsylvania Railroad Company has plans and engineering designs virtually completed for the construction of a Thirteenth street two-track passenger train subway to bring express trains from the New York Division tracks down Ridge avenue and Thirteenth street directly into the proposed big central station at Fifteenth and Market streets.

The route of the subway as designed became known today when it was learned that the railroad company had abandoned its plan, made public two years ago, of co-operating with the city in building that section of the Broad street subway between Ridge avenue and Filbert street. The program then was to locate the proposed passenger train subway directly beneath the city's Broad street tube, thus lessening the construction cost for both city and company.

The proposal of the railroad to construct a train subway is one feature of its comprehensive program of development in the central part of the city, which, when carried to completion, will mean the demolition of the present Broad Street Station, the construction of a new and more modern central station at Fifteenth and Market streets, facing the Parkway, and the changing of the grade of the tracks leading out of the new station from elevated to subway.

The entire plan of improvements will cost many millions of dollars, and it is estimated that the train subway alone as planned will cost close to \$10,000,000. Just when the work will begin is problematical because of the increasing evidence of a bitter contest between labor and capital in the near future.

The abandonment of the Broad street route for the tube by the Pennsylvania is said to have been caused by the two following factors:

First, the railroad company would have had to decide definitely the design and details of its subway before Director William S. Twining, of the Department of City Transit, advertised for bids for the North Broad street tube. As Director Twining intends to ask for bids for this section of the tube early next year the railroad would have been compelled to complete its plans and decide its policy by that time. This the company was unwilling or unable to do.

Second, it is said that from an engineering standpoint the curve necessary to carry trains from Broad street to the Pennsylvania station would have been too sharp for either speed or convenience, and for that reason Thirteenth street was thought a better place for the railroad's subway, since being located at a greater distance from the station the curve would not be so sharp.

IMPROVED PLANS

Some years ago, when a similar project was planned by the railroad officials, a subway was proposed branching from the New York division tracks just east of the North Philadelphia station and running down Broad street for the entire distance. The present Ridge avenue-Thirteenth street route, however, is considerably shorter and, therefore, cheaper, and also to connect a subway with the tracks at Thirteenth street near the North Philadelphia station would have been difficult as the present tracks at the latter point are elevated, while at Ridge and Redkey avenues, at the site of the new abandoned Ridge avenue station, there is already a dip, affording a natural out to a subway.

The route of the trains after leaving the New York division tracks at Twenty-eighth street and Ridge avenue would be down Ridge avenue, under the city's Broad street subway at Ridge avenue and Broad street, to Thirteenth street, down Thirteenth street

Continued on Page Nine, Column One