

### I. C. C. AGENTS PROBE GARY TRAIN WRECK

#### Union Leader Declares Disaster Was Caused by Unfit Locomotive

#### CHARGES OF PLOT DENIED

Chicago, Aug. 22.—Representatives of the Interstate Commerce Commission were reported today to have joined in the investigation of the express train wreck at Gary, Ind., Sunday. Agents of the local bureau of investigation of the Department of Justice entered the inquiry yesterday.

Railroad agents charged that rails had been loosened by removal of spikes from ties, but J. F. McGrath, vice president of the railway employees' department of the American Federation of Labor, in a statement today, characterized the charges as efforts to place blame on striking shopmen without sufficient basis, and declared the wreck was due to an unfit locomotive.

J. P. Rooney, head of the Bureau of Investigation here, and his aides, refused to affirm or deny reports that the findings of investigators had been forwarded to his superiors in Washington.

McGrath's statement came on the heels of the verdict of the coroner's jury, which found that the engineer and fireman of the wrecked express came to their death "as a result of a plot to wreck the train."

### WRECK AT GARY, IND., WHERE TWO MET DEATH



Scene just after a Michigan Central locomotive leaped the rails while speeding toward Chicago, and the train piled on top in a splintered mass. The engine crew was killed. The charge in the coroner's verdict that the wreck was the result of a plot was denied by J. F. McGrath, vice president of the shopcraft workers.

### Harding Asks Coal Probe Be Neutral

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Methods of distribution of coal, including delivery at the consumer's door.

Members of Congress would not be eligible for appointment to the commission under the Rohrbill, and it was said that the President had decided not to appoint Senators or Representatives even though the bill did not contain such a prohibition.

Representative Mondell, the Republican leader, said he planned to have the bill amended to provide that the members of the commission should be appointed by the President and confirmed by the Senate. In the section relating to the taking of testimony there was added an amendment providing that any person who testified before the commission would be immune from prosecution concerning matters about which he was compelled to testify.

There was a sharp difference of opinion as to the size of the commission and while the bill provides that there shall not be more than nine members, it indicated that a fight might be made in the House to reduce it to five. The nine-member proposition was approved on the ground that the commission might split into two or more sub-committees, one to deal with the anthracite and the other the bituminous situation, with a view of expediting a final report.

Chicago, Aug. 22.—(By A. P.)—An agreement to settle the Illinois coal strike was reached this afternoon by the sub-committee of Illinois operators and miners' scale committee.

The settlement plan is simply a renewal of the 1922 wage contract, which is in accord with the recent Cleveland agreement for settlement of the nationwide coal strike which began April 1, last.

Although the settlement plan had not been signed, the leaders in the sub-committee conference were agreed that the ratification of the agreement would not be long delayed.

### WORK OF CONGRESS POMERENE ASSAILS EULOGIZED BY FESS NEW TARIFF BILL

#### Eighteen Months of Harding's Administration Declared Best in Country's History

#### NEW TARIFF BILL PRAISED

Columbus, O., Aug. 22.—Reviewing the achievements of the Harding Administration, Representative Simon D. Fess, Republican candidate for the Senate in Ohio, declared in the keynote address to the Republican State convention here today that the day of "pork barrel" legislation had gone forever.

With the aid of a Republican Congress, President Harding, said Mr. Fess, inaugurated a national budget system "which had been vetoed by his predecessors," and "for the first time in our history the greatest business of all history now is conducted as any well-regulated private enterprise is conducted." He asserted in this connection that the United States was the only country in the world "which has reduced its public debt since the war."

Mr. Fess, discussing the work of Congress, declared that when measured "both by the importance and amount of work done since the inauguration of President Harding, these less than eighteen months of labor exceed any like period in our history."

After detailing a list of bills of national importance passed in that time, with a list of others passed by the House but not acted on by the Senate, Mr. Fess said:

"The major portion of our session is the appropriation measures, which never were so difficult as in this Congress, where the work of cutting to the bone saved billions of dollars of public funds."

"Tariff legislation, difficult as has been the task, delayed as seems the final issue, will be, when it once becomes law, the most scientific ever enacted."

### DECLARES LONG SKIRTS WILL PUT CURB ON JAZZ

#### 82-Year-Old Dancing Master Welcomes Change in Styles

#### Big Business Alone Benefited, Senator Declares in Ohio Democratic Keynote Speech

#### "NEITHER JUST NOR FAIR"

Columbus, O., Aug. 22.—Charging that the Republican Administration has reneged on its campaign pledges of 1920, and that a great part of the legislation by the present Congress has been for the benefit of big business rather than the ordinary citizen, Senator Alton Pomerene, delivering the keynote address at the Democratic State Convention here today, predicted a Democratic victory in November.

"After March 4, next, there will still be one Democratic Senator in Washington from Ohio and more than half of the House delegation from Ohio will be Democratic," he said.

Three enemies of the Republican tariff bill, which he termed "the greatest piece of 'pork barrel' legislation in the history of Congress," formed the major part of the address, which also touched upon what Senator Pomerene declared the complete failure of the Administration to enact constructive legislation. Republican revenue legislation placed the burden of taxation upon persons and business of smaller income and relieved wealthy persons and corporations earning excessive profits, he declared.

Turning to the present State Administration, Senator Pomerene said that like the National Administration, it had failed to fulfill its promises. Governor Davis' reorganization bill was termed "a piece of legislation which is sufficient to condemn the Davis administration for all time." Through the bill, Mr. Pomerene declared, Governor Davis "sought to get control of the State government in denouement of evil deeds and at the same time to take away from the people the referendum vote which was accorded to them by the constitution of the State."

### ANTI-PEACE MOVE LAID TO RAIL HEADS

#### Striking Shopmen Assert Presidents in East Are Trying to Scuttle Agreement

#### SAY LOREE BROKE PLEDGE

New York, Aug. 22.—Assertions of L. E. Loree, chairman of the Eastern Presidents' Conference, that talk of peace in the rail strike was "all bunk" were attacked by the Eastern Strike Committee of shopmen today in a telegram to Bert M. Jewett, president of their union, at Washington.

"The Loree group of eastern railroad executives, insignificant in numbers, but backed by the vast power of the Morgan-Gary open shop interests, is making a desperate eleventh-hour attempt to scuttle the strike settlement," said a telegram dispatched by John J. Dowd, chairman of the Metropolitan District Strike Committee.

"Both sides in the negotiations were pledged, as you know, by their respective mediation committees to refrain from comment that might embarrass the conferees. Last evening Mr. Loree deliberately violated the agreement and arrogantly attempted to wreck all settlement progress when he gave a statement to the press in which he called peace the 'bunk' and openly belittled the efforts of major executives to report an agreement with the union mediators."

"The slightest move of the 'die-hard' minority shows that they will stop at nothing in their campaign to break the union on their roads. We urge you personally to bring this matter to the immediate attention of Government authorities in touch with the strike situation and with the Union Mediation Committee of five for their information and guidance."

Rail presidents from Western States began to arrive for tomorrow's conference.

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#### SAY LOREE BROKE PLEDGE

Washington, Aug. 22.—(By A. P.)—President Harding, although hopeful of success for the New York rail strike settlement conference, was said at the White House today to be uneasy to take any further steps than those stated in his recent address to Congress.

The declaration to Congress that the laws would be enforced and the rights of workers to enter railroad service guaranteed, it was added, will remain as the final Government statement until there is a change in the situation.

The cabinet devoted most of its session today to a discussion of the rail strike situation. After the meeting was over it was stated authoritatively that no additional steps were decided on, and that the Government had no private reports as to the attitude of the parties to the railroad dispute in the negotiations being conducted in New York between the executives and leaders of the train service brotherhoods.

Washington, Aug. 22.—(By A. P.)—Following a conference of the Eastern group of railway presidents here yesterday, L. E. Loree, of the Delaware and Hudson, chairman of the conference, said:

"Reports that peace is coming in the railroad strike are all bunk. You can quote me as saying I stand where I have stood from the start, solidly against any surrender, and it would be a surrender on the part of the roads to give back to the strikers their seniority."

W. W. Atterbury, of the Pennsylvania, said Mr. Loree spoke for all the Eastern roads.

"He speaks for the bunch, and I'll back anything he says," General Atterbury declared.

Peace talk, Mr. Loree said, had done the roads more harm than good. Commenting on the telegram, he declared his remarks were not intended as a reflection upon results attained at last Friday's conference of executives with leaders of the Big Five brotherhoods.

"I was not a member of the committee of executives," he said, "and they have not advised me of the conclusions reached, if any, in the conference last week. The facts, and perhaps their recommendations, will be given to the executives tomorrow."

Executives May Split

Though a minority, this group is the most powerful in the United States. It will oppose the efforts of the Western and Southern roads to effect a compromise on the seniority question when the executives meet tomorrow.

That means one of two things will

### RAIL-STRIKE VIOLENCE FLAMES UP ANEW

#### Chicago, Aug. 22.—Walkouts by trainmen on the Southern Railway, resulting in tie-ups in North Carolina, bombings and beatings, investigations of alleged wreck plots, marked progress of the rail shopmen's strike, while efforts to settle it hung suspended pending the New York meeting tomorrow of rail heads and leaders of the transportation brotherhoods, mediators for the striking shopmen.

#### With road officials substituting for striking engineers and fireman who refused to work in and out of Spencer, S. C., the Southern Railway today began clearing the vital tie-up of its passenger transportation service between Washington and Atlanta. Freight trains, however, are not being moved.

The eight companies of North Carolina National Guards at Spencer were ordered removed today after members of the train service brotherhoods had

### IMPOSSIBLE TO PLEDGE STATE MINES AND FORESTS, GERMANY DECLARES

#### Berlin, Aug. 22.—(By A. P.)—Minister of Finance Hoesne was reported today to have left no doubt in yesterday's deliberations with members of the Reparations Commission that the pledging of State forests on the left bank of the Rhine and State mines in payment of German reparations was impossible.

#### Governor McCray, of Indiana, today awaited reports of National Guard officers before taking action on a petition sent by citizens of Garrett, Ind., asking that Mayor George Schuthers be removed from authority and that law enforcement be placed in the charge of Sheriff T. L. Hoedelmier, because of the alleged future of the Mayor to protect citizens from rail strikers. The petition was sent by workers at the Baltimore and Ohio Railroad shops, who allege that their homes had been stoned and they had been injured by mobs while going to and from work.

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