

# DE VALERA ACTIVE WITH REBEL ARMY

## Republican Leader Emerges From Seclusion Following Death of Collins

### FIGHTING MAY BE RENEWED

London, Aug. 25.—(By A. P.)—Famously known as the "Irish Republican leader," Michael Collins has emerged from seclusion since the death of Michael Collins and is reported to be in the "Carlingford Mountains of County Louth with a large force of rebels, the Belfast correspondent for the Evening News today said he had learned. County Louth is the second north of Dublin.

The correspondent telegraphed his paper as follows:

"I learn that there has been a marked change in the rebel army since the death of Michael Collins. De Valera has emerged from his seclusion and is reported to be with a large force of rebels. The band is under the command of General Aiken, who is regarded as one of the ablest leaders.

"It is believed that with the national troops prosecuted since the death of Collins, the rebels will make a frontal attempt to regain their lost ground. There is every possibility of another movement for Dublin from the North."

Dublin, Aug. 25.—The body of Michael Collins lay on its side in Dublin City Hall today, while sorrowing Irishmen of all classes and ranks gathered for a last look at the features set in the look of determined defiance with which the Free State commander-in-chief faced his foes to the end.

Scenes of poignant grief were evident as thousands of admirers viewed the body, resting beneath the statue of O'Connell in the City Hall. The lid of the coffin was removed only this morning, revealing the figure of the leader of the Free State, which had been placed on a crucifix at his head. The hall was heavily draped in black, accentuating the tragic nature of the steady stream of mourners.

The flag-covered coffin, which arrived from Cork yesterday, was first removed to St. Vincent's Hospital, where Arthur Griffith died so recently, and then to the City Hall, where the body will be in state until Sunday. The funeral has been set for Monday morning, with solemn high requiem mass in the Free State cathedral and interment in Glasnevin Cemetery.

It has been announced that the Government will be continued along the exact lines laid down by Collins and Griffith, and that the charge of William Cosgrave and Richard Mulcahy, have expressed their determination to see the Free State for which the two lost leaders, who died so indifferently set on a firm foundation.

Mulcahy succeeds Collins as commander-in-chief of the national army and Cosgrave is acting as head of the Government. What actual changes will be made in the ministry is unknown, and the Daily Freeman session, set for Saturday, has been postponed until September 9.

Meanwhile word comes from Cork that Tom Hales, who directed the ambush near Bandon in which Collins was killed and who accepted responsibility for the general's death, has abandoned the rebel cause, offering his services to the Free State. It is thought this act of contrition may be emulated by others engaged in the regular campaign of guerrilla warfare.

Cork, Aug. 25.—(By A. P.)—Tom Hales, who led and accepted the responsibility for the ambush which killed Michael Collins, repudiated it yesterday, threw down his arms and offered to join the national forces.

Belfast, Aug. 25.—(By A. P.)—Archbishop Michael J. Curry, of Baltimore, interviewed at Athlone, his native town, today said:

"Feeling that I can give expression to the feelings of millions of Americans, I have no hesitation in saying that the action of the Republicans meets with nothing but condemnation from Ireland's friends in America."

### TROTTER CLEARED OF WIFE'S CHARGES

#### Evangelist Is Not Father of His Secretary's Baby, Michigan Court Rules

Grand Rapids, Mich., Aug. 25.—(By A. P.)—Judge Hester, I. D. Moore of Superior Court, today awarded a decree of absolute divorce to Melvin E. Trotter, superintendent of the Grand Rapids City House Mission and nationally known evangelist. He dismissed the suit for separate maintenance brought by Mrs. Trotter.

He held Mrs. Trotter's charges that her husband had been unfaithful and that he had treated her cruelly had not been substantiated by evidence.

The Court also held there was no evidence to substantiate the charges of Mrs. Trotter that her husband was the father of a child born in July, 1917, to Miss Florence Moody, secretary and bookkeeper at the Reformed church, or that he had "conducted himself with other women in an unbecoming manner."

The Judge, in his opinion, declared he believed Mrs. Trotter was untruthful in filing her suit for separate maintenance by the fact "that she never has been able to persuade the defendant to confess that he was the father of the Moody child. The Court also asserted Mrs. Trotter charged her husband with acts of alleged cruelty that "at the time they were committed, if they were committed, were overlooked by her and regarded by her as of no significance."

The Court in its opinion holds Mrs. Trotter herself was guilty of extreme cruelty by charging on stories to the effect that her husband was the father of the Moody child.

As permanent alimony Mrs. Trotter is given the "trotter home and an adjoining house, rental from which amount to \$125 a month.

She also is given the furnishings of the Trotter home and \$5000 in cash. The Trotter estate is valued at \$85,000 or more.

Mrs. Trotter filed suit for separate maintenance several months ago and her husband countered with a suit for absolute divorce. The trial, concluded several weeks ago after continuing for more than a month, brought a denial by both Trotter and Miss Moody on the witness stand that the former was the father of Miss Moody's child.

Movie to Show Steel Industry—moving picture showing the working mills in Pennsylvania will tonight at 8 o'clock in the building at Tenth and Market streets, under the auspices of the I. S. Service Corporation.

### Fight Looms as Rail Parley Fails

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sociation of Railway Executives as a whole had rejected any proposal involving a surrender on the seniority question.

After yesterday's conference the mediators likened their situation to that of "hats," who could not find the way out of their difficulties.

One of the brotherhood leaders said after the conference that the mediators had made every possible effort to bring about a settlement, but that negotiations had blown up. He indicated there was no likelihood at present that they would be resumed.

**Mediators Report**

The brotherhood men withdrew from the conference shortly before noon to return to labor headquarters for a conference with shopcraft heads. As they had done so frequently since the separate negotiations started, it was believed that they would return in the afternoon.

The first intimation that negotiations were off came from the Yale Club, where executives continued in conference after the labor chiefs had withdrawn. The report soon was confirmed at labor headquarters in the Hotel Woodstock.

What occurred in the conference chambers was shrouded in secrecy. The doors of the club were swung closed on newspapermen, who had the choice of sauntering up and down the block or perching on the running boards of waiting taxis. Glimpses of conferences, therefore, were few and far between, and apparently the fewer the glimpses the more rattled the executives, who looked at the public in connection with the negotiations.

**Executives' Statement**

The executives' statement follows: "Following the general meeting of the Association of Railway Executives held in New York, August 23, a group of railroad presidents representing fifty-two companies with an aggregate of 85,000 miles of lines, continued its conference with the leaders of the five train and engine men's brotherhoods who had been acting as mediators for further discussion of the shop craft strike. A conference between a small committee representing these railroads and the brotherhood chiefs were held at the Yale Club, New York City, Wednesday evening, during a large part of Thursday and this forenoon.

"These railroad executives, mindful of the increasing transportation incident to the season of the year and anxious on that account to do everything that might be possible and practical to bring about a settlement of the existing controversy, were hopeful that a further discussion might develop some plan of method for settlement which would not require the sacrifice of principles deemed fundamental by either party to the controversy.

"Having in mind the normal requirements of the carriers for men in the shop crafts at this season of the year, together with the increased requirements resulting from a renewed working force for nearly two months, these companies, while unwilling to agree to any program or method of adjustment which affects the rights or privileges of employees of the shop crafts who did not take part in the strike or those who had been employed since July 1, were willing to pledge themselves to the employment of all of the striking employees not guilty of proven acts of violence, at their usual class of work at a rate of pay fixed by the United States Railroad Labor Board, and at the same territorial point.

**Concerning the Future**

"With this important phase of the controversy disposed of, there remained only the problem of reaching an understanding concerning the future relations between the railroad employees themselves and between the employees who had been on strike and their employing companies.

"The railroads disclaim any desire to take advantage of the situation to curtail the pension rights or other privileges which the striking employees had earned by virtue of their term of service with the companies, and the roads in that conference agreed to back all employees with such privileges unimpaired. These railroad companies felt at liberty to do this because such action on their part would not in any way affect or prejudice the rights or privileges of others who did not participate in the strike.

"The railway executives also agreed that if, after the men returned to work, there remained any unsettled dispute growing out of the situation which the companies and the representatives of the employees were unable to settle in direct conference, such matters should be referred for final determination to a commission of ten members to be made up of the chief executives of the five train and engine men's brotherhoods who were acting as mediators and the five rail-

road executives appointed in matters as such would naturally come before a committee of that kind.

**Spirit of Conciliation**

"The railway presidents also proposed that if an agreement could be reported along lines substantially as indicated above, they would endeavor to carry out the agreement in a spirit of conciliation and sincere purpose to effect a general settlement of all matters in controversy resulting from the strike. The railway executives were certain that, while making substantial concessions to the men on strike, such as settlement as proposed would in no way sacrifice the right or privileges of the loyal men now employed by the companies represented.

"The committee of mediators worked helpfully with the carriers in an effort to bring about an acceptable adjustment. The railway executives who took part in the conference sincerely regret that the representatives of striking employees, although definitely assured of the substance of all that they asked for, were unwilling to agree to a settlement except under conditions which the railway executives were unwilling and unable to accept.

"It is difficult to imagine any fairer basis of compromise than the one developed at yesterday's conference and agreed to by the carriers represented. It must be assumed therefore, that the present controversy cannot be settled by that method."

Mr. Jewell in his statement for the strikers said:

"The conference has shown that the group of roads which has been conferring will not present make no concessions. They stand firm on the position of the Association of Railway Executives, which refuses seniority rights, the refusal of seniority rights to union men, it is now clear, is not for the purpose of keeping promises to the strike-breakers, but solely for the purpose of disciplining the men for a lesson and justified strike.

"This is a position with which the men cannot compromise. To go back under such terms would mean defeat when as a matter of fact we are victorious. The breakdown of equipment and the shortage of cars and locomotives is now shown by Government statistics. It will be obvious to every shipper and farmer during the next few weeks. We shall be content to let the condition of equipment prove that the railroads cannot operate with unskilled strike-breakers and to bring the executives to a more reasonable frame of mind.

"We do not blame the more reason-

able executives who have evidently yielded to pressure. We believe the next few weeks will enable them to bring home to their hard-shelled colleagues the entire railroad situation in its grim reality. We can and we will fight for our minimum terms and for a nation-wide settlement as long as managements can and will.

"In behalf of the public's interest we have offered to compromise on everything but our existence. Now that we are compelled to fight, our victory will bring with it victory on all issues for which the strike was called."

**Shoppers Answer Executives**

The shoppers in their formal reply to the executives' offer said:

"We have the proposal of providing terms which are suggested as a basis on which only part of the men on strike on certain railroads may return to work. Consideration of the proposal of this nature must necessarily embrace a serious consideration of causes of existing conditions and all matters leading to such conditions as well as the effect of any steps taken at this time, as they will affect the welfare of the men involved and the peace, stability and efficiency of the railroad industry.

"The strike occurred because of conditions intolerable to the men, coupled with excessive reduction in wages. In accepting the proposal of President Harding of July 31 of this year the representatives of the men involved agreed to resumption of work without a settlement of either of the two remaining issues that were originally involved in the difficulty—namely, those concerning wages and working conditions.

"In agreeing to resume work and to leave these matters to the Railroad Labor Board for reworking the men made all the concessions that should be required or expected of them in the interest of peace in the industry, the other issue involved in the strike, that of contracting out of shops and work having been declared illegal by the Railroad Labor Board and all other Government authorities that considered the matter. The question of the standing of the men on strike as railroad employees was not an issue until involved by the railroad managements, and only became an issue when the railroad managements refused the terms of agreement proposed by President Harding.

"To accept or submit for acceptance the present proposal that carries no reliable guarantee or assurance of the pro-

tection of the rights or standing of the men as railroad employees held by them prior to the strike and earned by years of continuous and efficient service would mean that we asked the men on less than one-third of the roads affected to return to work yielding to every demand of railroad managements and receiving only such standing as employees as might be granted by managements after their return or later determined by the commission provided for in the proposition.

"Even on the roads represented the proposition does not contemplate the return to work of all men on strike. It only includes those under the heading of shop crafts, while it is known and agreed that many men other than those coming under this designation are at present on strike.

"There is no intent on our part to question the integrity of officials of road now conferring, but it must be obvious to all that action can be taken only on matters already defined in any of the propositions made. Our first

concern must be the interest of all men involved. We, the representatives of the men on strike, cannot recommend to the men their acceptance of this proposition without deliberately and conscientiously sacrificing the interest of the men involved.

"We fully appreciate the help, interest and efforts of the transportation organization executives in their capacity as mediators and we will regret if compelled to report to our people that their splendid efforts failed because of the arbitrary position taken by the carriers to produce some clear, concrete proposition that we could present to and conscientiously recommend to the men we represent for acceptance."

Pittsburgh, Aug. 25.—(By A. P.)—Failure of the railroad strike conference at New York today brought statements from the leading roads here that movements of trains continued to improve and that additional men were being put to work daily, while union leaders said the strikers were "more determined than ever."

Washington, Aug. 25.—(By A. P.)—The Administration has no intention of making any move, at least for the present, in the rail strike situation as a result of the failure of the New York peace conference, it was asserted this afternoon by a member of President Harding's Cabinet.

This Cabinet official, speaking with the knowledge of Administration plans as discussed at today's Cabinet meeting, indicated, however, that the President was firm in his determination to stand by his pronouncement to Congress last week that he was "resolved to use all the power of the Government to maintain transportation and sustain the right of men to work."

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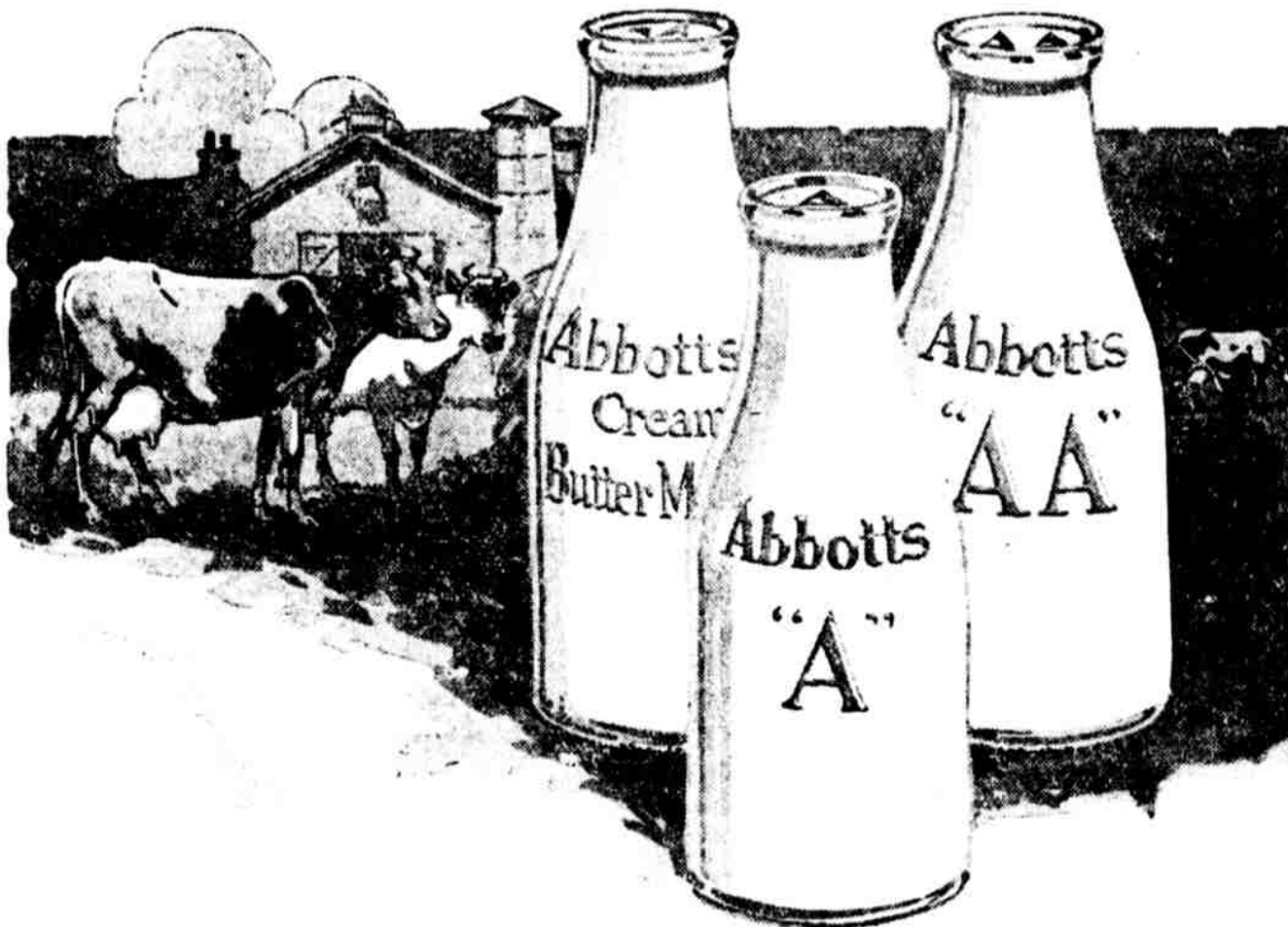
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