

**"The Man Who Keeps Cool"** may not be a good politician, but he has solved the problem of comfort and contentment. He starts the day right by eating **Shredded Wheat Biscuit** with milk or cream. He eats it for luncheon with berries, sliced bananas or other fruits. He makes **Shredded Wheat** his meat in the hot days. It is ready-cooked, ready-to-eat.



Made at Niagara Falls, N. Y.

**NITRO TO BLOW UP COURTHOUSE**

Rush For Bucket of Water When Found "Stuff Is Getting Dry"

Dauphin county's board of commissioners and Ed. H. Fisher, chief clerk, today, figuratively and literally, got a mild taste of the results of the troilmen's strike.

The commissioners endorsed Sheriff W. W. Caldwell's action in swearing in deputies for possible emergencies a few days ago and agreed upon \$3 per day as pay pending the fixing of a definite sum.

After Mr. Caldwell finished his informal report on the situation, he mentioned the discovery of the high explosives under a track switch at Rutherford. The commissioner, headed by Captain H. M. Stine, who wore his National Guard uniform, eagerly hurried to the sheriff's office to look at the find. Whereupon "it" was discovered that Mr. Fisher has had much knowledge of dynamite and such things. He admitted it.

"You ought to know something about this sort of stuff, Ed," suggested Captain Stine. "Is it the real stuff?"

Mr. Fisher stepped over to the package, looked at it closely, poked his finger into the material, gingerly tasted it—and smacked his lips.

"That's wood dynamite, all right," he observed, grimly.

Then he poked about among the nitroglycerine cans. Investigation elicited the observation from the clerk that there was more than sufficient explosive in the package to blow the courthouse to bits.

"But," he smilingly suggested, "this stuff is getting pretty dry, and the drier it gets the more chance there is of going off most any time. Better put it in some water."

The commissioners acted promptly. They started for the door.

"Somebody get a bucket," advised Captain Stine over his shoulder. "We've got to hurry back to the office."

**Strikers Parade Over Hill and Business Section**

More than 700 men and women were in line in the parade of the strikers and their sympathizers last night. The line of march extended over the downtown and Allison Hill districts and two bands were in line to furnish the music.

Large crowds lined the streets in the business section, cheering the men as they passed. John J. Thorpe and Hugh L. McLaughlin headed the line, forming at Front and Market streets at 7:30 o'clock. A band preceded the strikers and their wives, who carried pennants. Others in line were Painters- and Decorators' Local No. 411; Harrisburg Typographical Union, No. 14, wearing white shirts and caps, and men from the pressmen's, barbers', carpenters' and other unions.

Cars were operated last night on six of the city lines and to Steelton, Hummelstown, Paxtang and Linglestown. There was no disorder. Most of the cars were sent to the barns at 10 o'clock.

At yesterday's meeting of the strikers their wives were present and spoke, promising to aid in every way in winning their fight.

**STRIKERS GIVE THEIR SIDE TO COUNCIL; SEEK ARBITRATION**

(Continued From First Page)

"Yes, we were given to understand that the men want their old positions." "What are Mr. Musser's views on this question?" "Well," said Mr. Lynch, "President Musser gave us to understand that he will take back some of the men although some of them will not be re-employed."

City Commissioners who were present when Mr. Lynch was interviewed, agreed with the street superintendent's account.

**Notice For Jitneys** Following his conference with the strikers this morning, Mayor Meals again stated that as soon as he thinks conditions are normal and schedule service is in effect on the railways lines, forty-eight hours' notice will be given the jitney drivers operating without license, to get off the streets, or furnish the necessary bond and take out a license.

Chief of Police Zell also said to-day that as soon as he received instructions, and the forty-eight hours' notice is given, the officers will be instructed to arrest jitney drivers running without license upon the expiration of the time given in the notification. No disorder occurred to-day, but owing to the big increase in traffic and the parade of the strikers last evening, the day force of police remained on duty. At some of the downtown street intersections, from two to four officers were needed to handle the traffic, because of the congestion. No accidents occurred.

**Five Strikers Apply For Their Positions Say Company Heads**

According to officials of the railways company, five of the strikers have applied for positions, and two of these have been accepted. The names of the other three are being considered. The strikers who are accepted when they applied for positions will be taken back on their former standing in years of service with the company and will be paid according to the scale of wages decided upon in the agreement with the committee of "loyal" employees on Wednesday evening, Mr. Musser says.

Forty-six cars were operated during the morning on all of the lines, and service was resumed to Riverdale for the first time since the strike started.

"Thirty of the cars were operated by old employees, and sixteen by strike-breakers, it was said. Two more cars were sent out this afternoon, and a number of cars will be kept on tonight. Schedules were maintained on practically all lines, officials announced, and plans are being made to have all of the cars usually in service on the lines in a few days. Applications for employment are being received and new men will be taken on as permanent employees until all vacancies are filled.

According to President Musser strikers who apply will be considered and will be given positions, unless their past record is not good.

Mr. Musser announced this afternoon that the statement of the company is final, and that no more committees of strikers will be met.

**Long Fight** John J. Thorpe, strike leader, and Hugh A. McLaughlin, president of the carmen's union, declared this afternoon that if Mr. Musser does not agree to a meeting, a long fight will result. Arrangements have already been started, the strike leaders asserted, to have a big mass meeting to-morrow evening at 8 o'clock, in Market Square, when a number of speakers will present the side of the union men, together with their demands.

Mr. Thorpe also announced that plans are being made to have big meetings in the towns reached by Harrisburg railways lines to arouse public sentiment in favor of the strikers, so that they will not ride the cars. Thousands of circulars are being printed, he said, presenting the stand of the company, and the views of the strikers on the situation. These will be distributed, and others will follow.

"If necessary we will make a call to organized labor men in the city, to aid in winning the fight. It will be continued until we win," the union leaders declared.

When told that some of the strikers had applied for positions with the company, both Mr. Thorpe and Mr. McLaughlin said they had not heard of any of the union men leaving, but that if they did, they would sever their connection with the union. Mr. Musser, of the Railways company, also stated that strikers returning to work, if accepted, would be expected to give

**Musser Explains Position of Railways Company in Lengthy Statement**

In a statement this afternoon President Musser explained the attitude of the company in regard to the strike of employees and reiterated the stand taken in the appeal to recognize the union or have any more meetings with committees representing the strikers.

The complete statement follows: "In the discussion of the merits of the recent strike of some of the former employees of the railways company the public has received wrong impressions concerning the attitude of the company through the efforts to enlist sympathy for the men who left its employ. The company has always considered matters presented by the men and adjusted them to the situation as on the question of wages. Notwithstanding the greatly decreased receipts and loss of revenue due to general conditions and the strike, an increase was made last April, with the understanding that further increase would be made as soon as conditions warranted. It may not be generally known, but the scale of wages paid by the railways company has been higher than that of any of the adjoining larger cities, and only exceeded by a few of the larger companies under special conditions.

"However, the company realizes that it is not so much a question of conditions unadjusted or that of wages, but the desire on the part of outside organizers to effect an union among the men, with all that it implied. Speedy organization, demands and strike followed, with the lawlessness attendant upon strikes. When the men who left the employment of the company may not have participated in lawlessness, yet the results in the encouragement of those who take advantage of situations thus created are the same, with the attending responsibility. Nor can the strikers control the organizers in creating dangerous conditions in the safety and order of the city.

"There is but one policy that the company can pursue, and that is to treat all the employees in the adjustment of any differences on the same basis. This has been done in an agreement which is satisfactory to both sides. The duty of the company is to operate its cars, which it has done and will do consistently with public safety and protection. As fast as this is assured the more completely will it perform its duty to the public, and the employees and stockholders whom it represents.

"The nonrecognition of the union is not a sentiment, but a matter of policy in the management of the property of the company. It cannot be a matter of management and control of its business to an organization which has no financial interest in its property, and which from long experience has shown that it can be tyrannical, arbitrary, subjecting the public to great inconvenience and the company to great loss. The company has no issue with the union, but it cannot be subjected to the arbitrary control of its men by organizers to the detriment of its interests.

"The railways company believes that many of the men left in constant haste and through fear, and who preferred to remain loyal to the company with which they have been connected for many years. A large number of the men have remained loyal and have respected the rights of the company and their duty to the public, notwithstanding intimidation and threats. The company has satisfactorily adjusted all matters, including wages, with its employees, and now proposes as far as it is able to operate its cars on full time with full crews, and requests from the public that it is endeavoring to serve, assistance and encouragement in preserving order and removal of false impressions due to false statements. It has not been the policy of the company to refute the many foolish and untruthful statements made or allegation as to the acts of the officers and stockholders. The public must expect statements of this kind. The company proposes to conduct its business in a dignified manner, confining itself strictly to the operation of its cars, serving the public and treating with its employees.

"The company regards the men who left its employment as having resigned, and not as employees. They can only be reinstated in the cars until the strike is settled, after the men give notice, and will be retained only as long as it is necessary to carry out the responsibility and duty of the company to the public in the operation of its cars. All new men now being instructed will be retained as permanent employees.

"Public opinion must necessarily be respected, and its good will secured and preserved, but it must be recognized that in times of excitement and when the public mind is inflamed by strike and lawlessness it is difficult to dispassionately weigh and consider both sides of the question. While the business of the railways company is of a public character, its very nature is such that to secure efficiency in its conduct, meeting the varying complicated conditions as they occur, it cannot be delegated to outside organizing interests without prejudice. It must be kept in the control of the officers of the company, and its interests must be kept in the control of the public, which position the company has steadily maintained. In making this explanation to the strikers, to outside organizing interests it does so in order that the public may realize the business side of the proposition as it applies to the company.

"Having met its employees in a satisfactory agreement and having respected the rights of the public in the operation of its cars, the company has nothing further to arbitrate."

**Appeal to Public to Walk Rather Than Ride Nonunion Cars**

C. F. Quinn, secretary of the Pennsylvania State Federation of Labor, has authorized the distribution of thousands of circulars with a statement from the Federation, in regard to the strike of the railways company employees.

The circular is as follows: **WORKING MEN AND WOMEN** The carmen of the Harrisburg Railways Company are on strike for better wages and working conditions. The cars now running are operated by strike-breakers and molly-coddles, who are betraying their fellow-workers. When you ride on a car run by a strike-breaker or a molly-coddle who is aiding the company to defeat the carmen, you too, are helping the company to defeat the carmen. It is your nickels that at all times maintain the street car company for the rich ride in their autos.

The Harrisburg Railway Company employs strike-breakers. If you ride the cars these days, you, too, employ strike-breakers. The strike is at present, the only weapon the worker can use against injustice. Someday you may have to strike against bad treatment. When it comes your turn, stand ready to help your fellow-workers. The street car company will then be on the side of your employer. We union workers pledge our-

**Out today**

**New Victor Records**

**for July**

**Caruso sings "My Bride Shall be My Flag"**

A touching ballad that tells the story of a rejected suitor, who bravely resolves to forget his disappointment in the career of a soldier, and joins the army in the place of his more fortunate rival.

Victor Red Seal Record 8555. Twelve-inch, \$3

**The charming "Non é Ver" by de Gogorza**

This beautiful sentimental ballad was immensely popular in the 80's and 90's. It is still a favorite encore number and is superbly rendered by this well-known baritone.

Victor Red Seal Record 7421. Twelve-inch, \$1.50

**Gluck contributes the "Nightingale Song"**

The famous old waltz is delightfully given by Gluck, and the bird voices by Charles Kellogg lend a charming touch to the record.

Victor Red Seal Record 6456. Ten-inch, \$1

**Pryor's Band plays two inspiring marches**

**Nora Bayes entertains with two witty songs**

**Two "Dixie" songs by Kitty Cheatham**

**and 86 others including**

- 4 beautiful marimba band records
- 8 superb dance records
- 2 medleys of favorite old-time songs
- 2 lively concertina solos
- 5 delightful instrumental solos
- 6 attractive recitations
- 24 tuneful popular song "hits"
- 2 favorite orchestral movements
- 2 charming concert arias
- 2 amusing rural sketches

Hear these new Victor Records today at any Victor dealer's. He will gladly give you a complete descriptive list and play any music you wish to hear. There are Victors and Victorias in great variety of styles from \$10 to \$400.

**Victor Talking Machine Co., Camden, N. J.**

Important warning. Victor Records can be safely and satisfactorily played only with Victor Needles or Tungs-tone Stylus on Victors or Victorias. Victor Records cannot be safely played on machines with jeweled or other reproducing points.

New Victor Records demonstrated at all dealers on the 28th of each month

**Victrola**

SHOES OF QUALITY

**Our Semi-Annual Sale of Low Shoes**

Begins Tomorrow and Continues During the Month of August

\$6.00 Shoes, now .....	\$4.90
\$5.00 Shoes, now .....	\$3.90
\$4.00 Shoes, now .....	\$2.90

Broken lots of \$4 and \$5 Women's Low Cuts at \$1.90, etc. This includes every low shoe in our stock; Edwin Clapp and Stetson shoes for men; Sorosis and Grovers shoes for women.

One glance at our windows will convince you that no greater values are to be had at these prices.

No shoes charged or sent on approval.

During August this store will remain open Fridays until 10 p. m. Closed Saturday at noon.

**CREGO**

15 N. 3rd St. Harrisburg, Pa.

SHOES OF QUALITY

selves that we will not ride in the cars until the strike is settled. No friend of a union worker can justify riding in the cars until the strike is settled. No friend of the friend of a union worker can justify riding on the cars, thus helping the company, its strike-breakers and molly-coddles, to deny justice to several hundred workers.

Not to ride the cars means that the company must settle with the men and pay living wages.

For the sake of a worker's victory, your victory as well as the company's, help us. No car riders mean no nickels for the company, and no nickels for the company means victory for the workers. The railways company is trying to stop the Jitneys. It's healthy to walk! Help us win!

C. F. QUINN, Secretary,  
Pennsylvania Federation of Labor.

company. There are some of them who may be taken back if they apply. One man who was striking already has returned to work and another applied for a position to-night.

Mr. Musser met Mayor Meals and the City Commissioners at 4 o'clock yesterday afternoon and the strikers were near by in case he would have agreed to meet them. The Mayor, acting in behalf of the strikers, explained that they did not insist on recognition of the union. Mr. Musser then said that the men had been given a chance to return to work, and, not having done this, it is the plan of the company not to discuss the situation any more with the strikers.

**"We Mean to Fight"**—McLaughlin Hugh L. McLaughlin, president of the union formed in this city, made the following reply to Mr. Musser's statement: "Mr. Musser forgets that he is the president of a corporation that depends upon the public. He forgets that he is dealing with the public and that the public demands that his company settle with the men now striking. The people of the city have a grievance against the railways company and with the men now striking. The strikers they feel insulted to have the places of men who are citizens of Harrisburg filled by a lot of strike-breakers imported from the slums of the large cities. The company has ignored the people of Harrisburg and neighboring towns in their many requests for better service and the action they are taking with their employees is unbearable as far as the public is concerned.

"We mean to fight this thing to a finish.

"We want it understood that the strike is still on. The agreement made yesterday between Mr. Musser and some of the men who were strike-breakers does not have anything to do with the men now striking. The strikers were not at the conference and took no part whatever in the business. Had the railways company showed the same spirit toward the committee appointed by the men before the strike took place, the present situation would not have existed.

"Mr. Musser apparently turned a deaf ear to the men's request for conferences or arbitration. The company did inform the men that it could not afford to pay the rate of wages that they asked, but men who remained on the cars and did not strike received \$20 a day for their faithful performance of duties as strike-breakers.

"These men think they have accomplished something great in receiving an increase in wages without striking for it, but we, the strikers, were responsible for them getting these recent concessions from the company.

"The wages received by the strike-breakers are far in excess of any that was ever paid to the street car men in this city. Had this company taken the money it spent in trying to break this strike and used it in paying wages to the men, it could have paid the wages asked for during the next ten years.

"Union men declared that they will now appeal to the public to help them win and gain recognition.

**Thorpe Calls Musser "Czar"**

John J. Thorpe, strike leader, who came here to aid the men, when he learned of Mr. Musser's statement declared: "Mr. Musser must think he is the czar of Harrisburg. Why talk about the czar of Russia, he is not to be compared with Mr. Musser and the position he has taken. When a man refuses to meet a committee of his employees and refuse to arbitrate the difference between the two parties, it is about time the citizens of Harrisburg take a hand in the situation and force Mr. Musser to take notice to the appeal of the public.

"It can be seen that the public sentiment is against the Harrisburg Railways Company if you see the travel on the cars. The public are not riding on the cars. I believe the citizens of Harrisburg will be greatly surprised in their city officials if they should take the stand of taking the Jitneys from the streets at this time. We feel that if this should be done that they are playing into the company's hands for the purpose of defeating the strikers in their plea for better working conditions and higher wages.

"If Mr. Musser takes the position as stated and will not descend from it, there is no question but that it will be a long drawn out fight. We hope and trust that the people of Harrisburg will stand with us until we get what is due us from this company."

**Thorpe Declares Harrisburg Railways Stock Watered**

John J. Thorpe, vice-president of the Amalgamated Association of Street and Electric Railway Employees of America, and general strike organizer in this city, in a statement last night under the title "Another Job For the Public Service Commission," declared that the stock of the Harrisburg Rail-

ways Company is watered.

In the statement he reviewed the investigation of a water company in the western part of the State, and then said that the same condition exists in the local transit company. He closed the comparison between the two companies with a declaration that if the Public Service Commission investigated the Railways Company stock, it would find that the company could almost double the wages of the men and greatly shorten the working hours.

**Three Charged With Strike Offenses Heard**

Two persons charged with malicious injury to street cars and one with inciting a riot this afternoon were heard at the police station. They were Thomas Walker, colored, charged with throwing eggs at a car at Marshall and Derry streets; E. S. Marshall who was arrested for placing bricks on the street car tracks in South Cameron street, and Glenn A. Montgomery, charged by Detective Paul Shelhas with inciting to riot at Market and Cameron streets. Alderman James DeShoner conducted the hearings.

**Need More Troop Cars to Move Army Promptly**

Special to the Telegraph  
Chicago, Ill., July 28. — In order to move the maximum number of troops on short notice the railroads of the country must have 6,750 more cars permanently at the call of the War Department, according to W. J. Black, passenger traffic manager of the Atchafalpa, Peoria and Santa Fe Railroad. Such an increase, he said, would allow the movement of 1,750,000 troops within forty-eight hours. Mr. Black says the railroads now have a surplus of about 8,000 passenger cars. With fifty men to a car they would accommodate 400,000. Including 2,500 sleeping cars of all kinds, 37,500 additional, or a total of 487,500 men could be transported at one time without disturbing commercial business.

**FALLS UNDER WHEELS**  
George Fetrow, aged 42, 1316 Cowden street, employed by the United Ice and Coal Company, this morning fell from an ice wagon at Logan and Keller streets. One wheel of the wagon passed over his right leg, breaking it near the knee.