

### STRIKE MAY DELAY 30,000 GUARDSMEN

#### Will Test Government's Ability to Move Troops in an Emergency

Special to the Telegraph  
 Washington, D. C., Aug. 31.—With more than 30,000 troops under orders to move either to or from the border, military necessity aspects of the impending strike give promise to-day of furnishing a test of the government's ability to move troops in emergency.

Fifteen thousand national guardsmen have been ordered back to their state mobilization camps. Previously some 12,000 guardsmen in mobilization camps were ordered to the border. The War Department indicates that still other guard regiments soon will be sent south.

Another order has directed the return of more than 3,000 coast artillery troops to their stations on the Atlantic and Pacific coasts.

Some regiments of the guard ordered south are already en route and others will get started this week. The troops in both directions undoubtedly will be on the way next Monday, when the strike is expected to begin.

If the troops remain are stalled on Monday it will become immediately necessary for some authority to be granted so that they can be kept in motion.

### Penrose and Oliver Do Not Believe Shorter Day Would Help Railroaders

Washington, D. C., Sept. 1.—Pennsylvania senators are not inclined to support the administration program of legislation fixing eight hours as the basis of work and pay for railroad employees engaged in interstate commerce. Senators Oliver and Penrose said they were not in position to state definitely what their attitude toward the proposed legislation would be until the administration bill has been drafted and its provisions are definitely known. While neither senator is opposed to the eight-hour workday, they are of the opinion that the plan suggested will not limit the hours of labor for the railroad men to eight and will not in any way shorten their workday.

"If the railroad employees inaugurate a successful strike, the industries of Pittsburgh will be entirely paralyzed in a very short time," said Senator Oliver. "The people would begin to feel the food shortage in a few days, prices would rise to unreasonable heights and we would face a condition approaching starvation. The mills and factories of the Pittsburgh district would be obliged to close and a most distressing condition would be brought about."

"If there is a strike on the railroad men as planned," said Senator Penrose, "perhaps Philadelphia would be

### TENT OF ADAMSON BILL INTENDED TO STOP STRIKE

Be it enacted by the Senate and House of Representatives, that:

Section 1. Beginning December 1, 1916, eight hours shall in contracts for labor and service be deemed a day's work and the measure or standard of a day's work for the purpose of reckoning the compensation of all employees who are now or may hereafter be employed by any common carrier or railroad which is subject to the provisions of the act of February 1, 1887, entitled, "An act to regulate commerce," as amended, and who are now or may hereafter be actually engaged in any capacity in the operation of trains used for the transportation of persons or property on railroads from any State or territory of the United States or the District of Columbia to any other State or territory of the United States or in the District of Columbia or from one place in a territory to another place in the same territory or from any place in the United States through a foreign country to any other place in the United States.

Section 2. That the President shall appoint a commission of three, which shall observe the operation and effects of the institution of the eight hours standard work day as above defined and the facts and conditions affecting the relations between such common carriers and employees during a period of not less than six months nor more than nine months. In the discretion of the commission, and within 30 days thereafter such commission shall report its findings to the President and to the Congress; that each member of the commission created under the provisions of this act shall receive such compensation as may be fixed by the act and the sum of \$25,000 or so much thereof as may be necessary and be hereby is appropriated out of any money in the Treasury not otherwise provided for the necessary and proper expenses incurred in connection with the work of such commission, including salaries, per diem, traveling expenses of members and employees and rent, furniture, office fixtures and supplies, books, salaries and other necessary expenses, the same to be approved by the chairman of the said commission and audited by the proper accounting officers of the Treasury.

Section 3. That pending the report of the commission herein provided and for a period of 30 days thereafter the operation of railroad employees subject to this act for a standard eight-hour work day shall not be reduced below the present standard day's wage and for all necessary time in excess of eight hours such employees shall be paid at a rate not less than a pro rata for such standard eight-hour work day.

Section 4. That any person violating any provision of this act shall be guilty of a misdemeanor and upon conviction shall be fined not less than \$100 and not more than \$1,000 or imprisoned not to exceed one year, or both.

### PUBLIC WILL FOOT BILL FOR 8 HOUR DAY ON RAILROADS

Special to the Telegraph  
 Washington, D. C., Sept. 1.—Representatives of the railroad, of the trainmen's brotherhoods and of shippers' organizations argued for nine hours yesterday before the Senate interstate commerce committee on legislation proposed to avert the threatened strike, to compensate the roads for a financial burden, and perfect machinery to make impossible in the future another crisis like the present.

Out of the nine hours' argument two facts stood clearly. In the estimation of all affected parties, Congress alone can prevent a strike, and the public eventually will foot the bill for an eight-hour day with ten hours' pay, which the trainmen demand. The railroad executives and the shippers insisted that the strike order at least should be postponed, and the four railroad chiefs declared with equal vehemence it could not be.

All sides apparently were more or less satisfied with the hearing, which had given them an opportunity to lay their cases before the public.

A dramatic scene—in which A. B. Garretson, spokesman for the trainmen and president of the Order of Railroad Conductors, was the central figure, brought the hearing to a climax last night shortly before the taking of testimony closed.

Throughout the day members of the committee at different times had asked the four railroad heads if they were powerless to stop the strike save by reporting a satisfactory settlement to their men. The question invariably was evaded, the replies being that Mr. Garretson would explain the situation before the hearing closed, in which to speak, his brother president urged him to answer the ques-

tion of power to postpone a strike. Mr. Garretson kept the matter in the quiet expressions and humorous stories. When he had only three minutes left suddenly became serious, stood erect, then began to speak.

"We have been asked," he said slowly, "if we have the power to defer this strike. It has been called for next Monday. I have the power to defer that date in my organization, but in the other organizations the situation is different. The heads of the other brotherhoods cannot call back the strike order."

"But here is where I stand. For years my men have trusted me. When I stood before the President the other night and he asked me if this could be done, I found my Gethsemane. To the men who have trusted me and the recipient of all these things I owe my first obligation. I can put it off, but if I did without gaining a satisfactory settlement there would linger in the minds of those who have trusted me thoughts of treachery. If I put it off, I would have a fair record of thirty years would be written the word 'treachery'."

For a moment the witness paused and seemed to peer far out over the heads of the crowd, then tears came into his eyes and rolled down his cheeks. He started to speak, but choked. Apparently summing up his strength, he threw out his arms, lowered his eyes to the crowd and in a low voice asked, "Can I face it?" and dropped into his chair.

Not a person in the room moved for several seconds. Mr. Garretson relieved the situation by rising from his chair and leaving the chamber.

### NEW YORK PAYS MORE FOR FOOD

Embargo Raises Eggs, Poultry and Meat; Strike Breakers Being Employed

By Associated Press  
 New York, Sept. 1.—The ultimate consumer got a bitter foretaste of railroad strike conditions to-day from a sharp advance in prices of food. Dealers attributed the raise to embargoes on perishable products put into effect last night by several eastern railroads and to prospects of a serious shortage of supplies as soon as the strike is called. These freight embargoes will be extended to-night and to-morrow night, according to notices issued by the railroads, unless the strike menace disappears before the end of the week.

Meat Goes Higher  
 The wholesale price of eggs of the class most generally used reached 35 cents, 1 cent higher than Wednesday and 10 cents above the price of a year ago. Poultry went from 18 to 23 cents a pound. Wholesale meat dealers in Newark advanced prices half a cent a pound and predicted a further raise.

The New York city authorities are considering means to check exorbitant price raising, and although doubt exists as to their legal right in this respect, it has been suggested that the Board of Aldermen establish a price fixing commission. Action was delayed in the face of news from Washington indicating more favorable prospects in the railroad situation.

Congressional leaders have in their possession to-day messages forwarded by three prominent New York organizations opposing "hasty" action to prevent a strike. The Chamber of Commerce has sent a resolution declaring that emergency legislation passed in advance of complete study "will be fraught with far-reaching and incalculable danger to the whole body politic." The merchants' association protested against action until Congress obtains full information. The bankers' association sent a protest against action by Congress fixing rates of wages and working hours of railroad employees.

Thousands of Strike-Breakers  
 No statements have come from railroad headquarters here regarding the employment of strike-breakers, but according to the agencies which have been mustering these emergency workers there are several thousand of them already in the city. Railroad officials say they are flooded with applications for jobs from former bus conductors, September commutation tickets are on sale to-day as usual at the beginning of the month. Commutation books are sold, however, subject to interruptions of traffic due to a possible strike. The railroads are at work upon a traffic schedule to be put into effect if the strike comes, but these will not be made public before next week.

### Trainmen Executives Open Quarters at Pittsburgh

By Associated Press  
 Pittsburgh, Sept. 1.—In order to advise officials of railroad brotherhoods in the Pittsburgh district, should a strike be called, and to preserve order, three of the higher officials of the trainmen's organizations opened headquarters to-day and will keep in close touch with the numerous locals here.

Officials already here are Arthur J. Lovell, of Logansport, Ind., vice-president of the Brotherhood of Locomotive Firemen and Engineers; C. R. Carlton, of Lowell, Mass., chairman of the Brotherhood of Railroad Trainmen of Pennsylvania lines west of Pittsburgh; and D. B. Miller, of Fort Wayne, Ind., chairman of the Brotherhood of Locomotive Firemen and Engineers.

### Mail Delivery Planned For Marietta by Department

Special to the Telegraph  
 Marietta, Pa., Sept. 1.—Post Office Inspector Gartland, with Postmaster Orth, has gone over the town and through Mr. Orth working the matter to the satisfaction of the authorities Marietta will have city delivery before long. It now rests with borough council to number the houses and name the streets, and as soon as this is finished the delivery will begin.

# FOR THE INFORMATION OF THE PUBLIC:

## The Railroads' statement of their position on the threatened strike, as presented to the President of the United States

A strike on all the railroads of the country has been called by the Train Brotherhoods for 7 o'clock Monday morning, September 4.

This strike was ordered from Washington while the President of the United States was making every effort to avert the disaster.

### The Final Railroad Proposal

The final proposal made by the railroads for a peaceful settlement of the controversy, but which was rejected by the brotherhoods, was as follows:

- (a) The railroads will, effective September 1, 1916, keep the time of all men represented in this movement, upon an 8 hour basis and by separate account, monthly, with each man, maintain a record of the difference between the money actually earned by him on the present basis and the amount that would have been earned upon an 8 hour basis—overtime on each basis to be computed pro rata.
- (b) The Interstate Commerce Commission to supervise the keeping of these accounts and report the increased cost of the 8 hour basis, after such period of actual experience as their judgment approves or the President may fix, not, however, less than three months.
- (c) In view of the far-reaching consequences of the declaration made by the President, accepting the 8 hour day, not only upon the railroads and the classes of labor involved directly in this controversy, but to the public and upon all industry, it seems plain that before the existing conditions are changed, the whole subject in so far as it affects the railroads and their employees, should be investigated and determined by a Commission to be appointed by the President, of such standing as to compel attention and respect to its findings. The judgment of such a Commission would be a helpful basis for adjustments with labor and such legislation as intelligent public opinion, so informed, might demand.

### Statement of Executives to the President

In submitting this proposal to the President, the fifty railroad executives called to Washington and representing all the great arteries of traffic, made this statement to him of their convictions:

The demands in this controversy have not been presented, in our judgment, for the purpose of fixing a definite daily period of labor, nor a reduction in the existing hours of labor or change in methods of operation, but for the real purpose of accomplishing an increase in wages of approximately One Hundred Million Dollars per annum, or 35 per cent. for the men in railroad freight train and yard service represented by the labor organizations in this matter.

After careful examination of the facts and patient and continuous consultation with the Conference Committee of Managers, and among ourselves, we have reached a clear understanding of the magnitude of the questions, and of the serious consequences to the railroads and to the public, involved in the decision of them.

### Trustees for the Public

As trustees for the public served by our lines and for the great mass of the less powerful employees (not less than 80 per cent. of the whole number) interested in the railroad wage fund—as trustees also for the millions of people that have invested their savings and capital in the bonds and stock of these properties, and who through the saving banks, trust companies and insurance companies, are vitally interested to the extent of millions of dollars, in the integrity and solvency of the railroads of the country, we cannot in conscience surrender without a hearing, the principle involved, nor undertake to transfer the enormous cost that will result to the transportation of the commerce of the country.

The eight-hour day without punitive overtime involves an annual increase, approximately, in the aggregate of Sixty Millions of Dollars, and an increase of more than 20 per cent. in the pay of the men, already the most highly paid in the transportation service.

The ultimate cost to the railroads of an admission in this manner of the principle under contention cannot now be estimated; the effect upon the efficiency of the transportation of the country now already under severe test under the tide of business now moving, and at a time when more, instead of less,

effort is required for the public welfare, would be harmful beyond calculation.

The widespread effect upon the industries of the country as a whole is beyond measure or appraisal at this time, and we agree with the insistent and widespread public concern over the gravity of the situation and the consequences of a surrender by the railroads in this emergency.

In like manner we are deeply impressed with the sense of our responsibility to maintain and keep open the arteries of transportation, which carry the life blood of the commerce of the country, and of the consequences that will flow from even temporary interruption of service over the railroads, but the issues presented have been raised above and beyond the social and monetary questions involved, and the responsibility for the consequences that may arise will rest upon those that provoke it.

### Public Investigation Urged

The questions involved are in our respectful judgment, eminently suitable for the calm investigation and decision by the public through the agency of fair arbitration, and cannot be disposed of, to the public satisfaction, in any other manner.

The decision of a Commission or Board of Arbitration, having the public confidence, will be accepted by the public, and the social and financial rearrangements made necessary thereby will be undertaken by the public, but in no less deliberate nor orderly manner.

The railroads of the country cannot under present conditions assume this enormous increase in their expenses. If imposed upon them, it would involve many in early financial embarrassment and bankruptcy and imperil the power of all to maintain their credit and the integrity of their securities.

The immediate increase in cost, followed by other increases that would be inevitable, would substantially appropriate the present purchasing power of the railroads and disable them from expanding and improving their facilities and equipment, to keep abreast of the demands of the country for efficient transportation service.

In good faith we have worked continuously and earnestly in a sincere effort to solve the problem in justice to all the parties at interest. These efforts were still in progress when the issuance of the strike order showed them to be unavailing.

### Problem Threatens Democracy Itself

The strike, if it comes, will be forced upon the country by the best paid class of laborers in the world, at a time when the country has the greatest need for transportation efficiency.

The problem presented is not that alone of the railroad or business world, but involving democracy itself, and sharply presents the question whether any group of citizens should be allowed to possess the power to imperil the life of the country by conspiring to block the arteries of commerce.

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| HALE HOLDEN,<br>Chicago, Burlington & Quincy Railroad. | R. S. LOVETT,<br>Union Pacific System                  | A. H. SMITH,<br>New York Central Lines.         |
| W. W. ATTERBURY,<br>Pennsylvania Railroad.             | E. P. RIPLEY,<br>Atchafalpa, Topeka & Santa Fe System. | FRANK TRUMBULL,<br>Chesapeake & Ohio Railway.   |
| FAIRFAX HARRISON,<br>Southern Railway.                 |  | DANIEL WILLARD,<br>Baltimore and Ohio Railroad. |

TO CONTEST WILL  
 Special to the Telegraph  
 Waynesboro, Pa., Sept. 1.—The will of the late Mrs. Eleanor J. Murdock, of this city, will be contested by the heirs at law. Her estate, valued between \$5,000 and \$6,000, was bequeathed to the Methodist Episcopal Church.

PIKETOWN PASTOR TO PREACH  
 Special to the Telegraph  
 New Cumberland, Pa., Sept. 1.—The Rev. Jonas Martin, pastor of the Church of God of Picketown, Dauphin county, will preach in the Church of God at New Cumberland at 10:30 o'clock Sunday morning.

## Greatest Kitchen Cabinet Sale Ever Inaugurated

Thousands of this particular style and grade cabinet made by the McDougalls' for special sales to be held all over the United States during the fall months.

**\$1.00 Down \$1.00 Per Week Until Paid**



Join Our Club, Just Started

### The New Auto Front McDougall

The cabinet that will make each kitchen hour a joy—each meal a pleasure, each day one of happiness and good cheer. Will banish blue Monday and black Friday, will take drudgery out of the kitchen—Always on time and ready for work, will never disappoint you. To live without it, is extravagance. Come to our store and let us show you the greatest and best cabinet yet produced.

# BROWN & CO.

1217 & 1219 N. Third St.

Special Notice: This store will observe the usual Friday half holiday on Friday, September 1, and September 8. We will be closed on Labor Day, Monday, September 4.