

# Wilson Appeals Railway Issue to Congress

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### ROUMANIANS IN TRANSYLVANIA HAVE BEEN BEATEN

Troops of King Ferdinand Reported to Have Been Defeated in First Brush With Foe.

#### TRY PASS MOUNTAINS

Zurich Dispatch Says Troops Enter at Point West of Piatria.

#### ATTACKS IN MOUNTAINS

BULLETIN.  
Berlin, Aug. 29.—(Via London)—Reports were received here today that the Roumanians have been defeated in their first efforts to force a way through three mountain passes into Hungary.

The junction of Russian and Roumanian forces in the Carpathians is indicated in the official announcement from the war office today, which says fighting has occurred with Russo-Roumanian troops.

Zurich, Aug. 29.—(Via Paris)—Roumanian troops, which have been concentrated at Jassy, near the Russian frontier, entered Transylvania at a point to the west of Piatria and, according to information received here, are reported to have joined forces with Russian forces coming from Bukovina.

#### Attack Mountain Passes.

London, Aug. 29.—Desperate fighting on the border between Roumania and Hungary is reported in an Exchange Telegram dispatch from Berne, Switzerland. The Roumanians, the message says, are making furious efforts to capture the important mountain passes.

Berlin, Aug. 29.—(Via London)—Military writes in reviewing the situation created by Roumania's entry into the war, generally agree the new combatant will be able to throw 400,000 effective into the field. They estimate it has ammunition sufficient for not more than four or five weeks, except for arrangements which may have been made for bringing in large additional amounts through Russia.

Military commentators agree as to the absolute necessity of carrying the campaign of the Danube and on the Hungarian mountain border will localize the first clashes. The general strategic situation makes it possible for the troops of the central powers to assume the defensive with their lines, leaving larger masses free to attempt invasion at the selected points.

### German Armies On Defensive, Says Paris War Office

Paris, Aug. 29.—On the Verdun front last night French troops made progress near Thiaumont work, the war office announced today. German attacks in the vicinity of Fleury and Vaux fort were repulsed.

"On the Somme, as at Verdun, we are leading in the offensive and dominating the adversary," says an official note reviewing last week's operations on the French front. "There is not a point in the general theater of operations where the enemy is not actually reduced to the defensive," continues the note. "Actions which we have undertaken continue despite the resistance or reaction of the enemy."

### The Weather

For Nebraska—Fair; warmer.

Table with 2 columns: Temperature and Wind. Includes data for Omaha and local weather record.

Table with 3 columns: Station and State, Temp., High, Rain. Lists weather for various Nebraska locations.

COMMANDING BRITISH ARMY ON THE SOMME—One of the most distinguished officers commanding General Haig's British forces now fighting furiously along the Somme river, is Brigadier General Henry Rawlinson, mentioned in some of the recent dispatches from the front.



LT-GEN. SIR HENRY RAWLINSON

### ACTIVE WORK IN REPUBLICAN CAMP

Reports Coming to State Headquarters at Lincoln Are Favorable.

#### POLL BOOKS ARE SENT OUT

(From a Staff Correspondent.)  
Lincoln, Aug. 29.—(Special)—Poll books are being sent out by the state republican committee to county chairmen and these are expected to be placed with the precinct committee at once and the work of checking up begun and pushed as rapidly as possible.

Victor Seymour, in charge of the campaign of John L. Kennedy for the United States senate, called at headquarters today. Mr. Seymour has been out in the state, and said that everything was looking good for the whole republican ticket. The campaign of Mr. Kennedy is bringing results, and he appears to be a strong candidate, even in communities where Senator Hitchcock has been considered strong heretofore.

M. A. Brown of the Kearney Hub was also a caller at headquarters today. Mr. and Mrs. Brown have been visiting in the southeastern portion of the state and Mr. Brown reported to Chairman Beach that everything was favorable wherever he had been.

#### Valley in Good Shape.

Senator M. L. Fries of Arcadia dropped in on headquarters for a little confab. The senator says that Valley county will show republican gains all along the line and it is his opinion that Nebraska will get back in the republican column, where it naturally belongs, this fall.

Major Craig of the speakers' bureau is getting his arrangements made for the speaking duties of those who have offered their services to the committee. Robert W. Devoc, republican candidate for attorney general, will make an address at a big rally at Fairbury next Friday, given by the Hughes and Fairbanks club. There is a great demand for speakers, and Major Craig hopes to be able to supply all demands a little later.

S. C. Johns, manager of the publicity bureau of the republican committee, will have double duties to perform, having been appointed by Victor Rosewater, president of the Republican Editorial association, to be secretary of that organization. The active membership of the association now numbers 117 editors of republican newspapers. The officers are: Victor Rosewater, Omaha Bee, president; Will O. Jones, Lincoln State Journal, vice president; C. C. Johns, Grand Island Independent, treasurer, and the executive committee consists of J. H. Sweet, Press, Nebraska City; Vac Buresh, Pokrok Zapadn, Omaha; N. A. Huse, News, Norfolk; Clark Perkins, Republican, Aurora; Adam Brede, Tribune, Hastings; and W. W. Haskell, Quiz, Ord.

#### Warner Opens Campaign.

W. P. Warner, republican candidate for congress in the Third district, will open the campaign for the committee next Friday at a picnic at Meadow Grove.

### ROADS ISSUE LIVE STOCK EMBARGO

Lines Announce Ban on Perishable Freight as Result of Threatened Strike.

#### NOT ON THE UNION PACIFIC

Chicago, Aug. 29.—A general embargo on live stock and all perishable freight which would not reach its destination by September 2 was declared tonight by several trunk lines and will be declared within the next few days by practically all the remaining lines, according to an official of the Chicago, Burlington & Quincy railroad. The Burlington's embargo applies to freight received on any of its lines or connecting lines.

#### Santa Fe Embargo.

Los Angeles, Cal., Aug. 29.—An embargo against the acceptance of perishable freight and live stock shipments for points east, effective tomorrow, was announced late today at the offices of the Santa Fe railway.

#### All to Take Like Action.

Washington, Aug. 29.—Railroad managers heretofore that all lines probably would take action similar to that of the Santa Fe to protect themselves in case of a strike, but had no concerted action had been agreed upon and each road would adopt its own precautions.

#### New Haven Issues Order.

New York, Aug. 29.—The New York, New Haven & Hartford railroad company announced tonight that because of the impending railroad strike it will refuse hereafter all shipments of freight which cannot be delivered before 7 a. m. on September 4.

#### Southern Pacific Orders.

San Francisco, Aug. 29.—The following instructions were telegraphed by the headquarters of the Southern Pacific company tonight to all division superintendents:

"Please instruct all passenger and ticket agents by wire at once to notify passengers unless they can reach their destinations by Sunday night, September 3, they may be subject to perplexing delays."

(Signed) CHAS. S. FEE,  
"Passenger Traffic Manager."

#### Similar Instructions Regarding Freight were Expected to Follow.

Barred on Katy.  
Dallas, Tex., Aug. 29.—General offices of the Missouri, Kansas & Texas railroad here announced today an embargo on all perishable freight effective tomorrow morning. The order states no live stock will be accepted for shipment unless it reaches its destination by Sunday morning.

#### Officials of the Union Pacific Declared Yesterday Evening that as yet no action had been taken in the matter of an embargo on perishable freight. They hinted, however, that the situation, in case of a strike, would not be as stringent here as on the eastern lines, which were reported as having declared a general embargo on live stock and all perishable freight which would not reach its destination by September 2.

## Executive Would Draft Brotherhoods Into U. S. Service; All Negotiations for Settlement of Trouble at an End; President Requests Congress to Interpose Legislation

### OMAHA IS READY TO FACE STRIKE OF RAILROAD MEN

Would Not Suffer for Want of Something to Eat—There is Plenty of Meat and Flour.

#### WATER FOR FOUR MONTHS

Electric Lights for Several Weeks and Street Cars For Three Weeks.

#### PEOPLE LAYING IN COAL

Omaha need have little fear of starvation in case of a railroad strike, because there is plenty of meat right at hand and there is also over 2,000,000 bushels of wheat stored in Omaha elevators which could not be hauled away in case of a strike. There is enough coal at the water works plant to pump water for five months and the light plant and street cars could be run for several weeks.

Omaha would be in darkness so far as electric lights are concerned after five or six weeks of railroad strike, on account of the lack of coal to furnish power. That is the length of time the Omaha Electric Light & Power company's present supply of steam coal would last according to General George H. Harries, president of the company. Of course, he says the plant could burn other soft coals in case of emergency, and granting that the supply of other coals were not consumed by that time in other ways.

#### Three Weeks for Street Cars.

The street railway company has enough coal to run about two or three weeks, according to Assistant General Manager Leussler. "I have put in a call to Kansas City this morning," said Mr. Leussler, "to send us all the coal they have to spare there, so we may be better fixed still in a few days. In regard to other supplies we are all right, for we carry a large stock of all kinds of supplies in our store room. But when the coal is exhausted, we're through."

#### Four Months for Water.

The Metropolitan Water District of Omaha has a supply of coal that would last four months, it was said at the office this morning. Assurance was given that there would be no shortage of water supply due to the strike for that length of time at least. The water department purchased 2,000 tons this month.

#### City Well Supplied With Coal.

While the coal supply in the city is not sufficient to last during the winter in the event the railroads should be tied up by strike, it is greater than it has ever been before at this season of the year.

#### During the last month, in anticipation of the possibilities of a strike, the dealers have been laying in extra large supplies of coal and thousands of consumers who previously have been buying in ton lots, as the immediate needs became apparent, have laid in their winter stocks. Then, too, the railroads are urging dealers to buy and get stocks in as early as possible.

#### As a result, since a couple of weeks ago, the roads have been giving coal trains the right of way on the west-bound freight business. The lines operating out of the Illinois, Iowa, Kansas and Oklahoma coal fields have been swamped with business, handling enormous quantities of coal daily.

#### Victor White of the Victor White Coal business says: "The future of the coal business is very uncertain. Coal dealers don't know what is likely to happen in their line or business from one day to another. They are greatly worried over the coal situation, owing to labor troubles and other conditions, such as car shortage at the mines."

#### Coal is arriving, but Mr. White says he can get no guarantee regarding the delivery of coal in the future, and knows no more about the future of the business in Omaha, than the smallest dealer. He has just returned from Philadelphia and the coal men at the mines tell him that this state of affairs has been brought about by labor and other conditions.

#### "The problem that confronts the coal dealer this year," he says, "is not how to sell coal but how to get coal. There is a good sized supply of anthracite coal on hand at the base of supply at the present time, but when this is exhausted, there is no telling where more will come from if anything happens."

#### Plenty of Meat.

The meat supply in Omaha might not grow really serious for a very long time, according to those in touch with the situation. "There is enough local stuff in the county and surrounding territory," said General Manager Howe of the Armour Packing company, "that could be brought to the yards in wagons to supply Omaha with meat indefinitely. The territory tributary to Omaha could sustain it."

#### (Continued on Page Two, Column Six.)

### Railroad Strike Situation

A summary of developments in the strike situation follows:  
Negotiations between railroads and brotherhoods through President Wilson definitely broken off.  
Brotherhood leaders definitely ordered the strike to begin at 7 a. m. Labor day unless the order is countermanded, and declared that only a settlement favorable to the men could change it.  
President Wilson went before congress in joint session at 2:30 yesterday afternoon with proposals for new laws to prevent the strike. An outline of the proposals is as follows:  
Increase of the Interstate Commerce commission from seven to nine members.  
An eight-hour law for railroad employees.  
To empower the Federal Board of Mediation to investigate operation of an eight-hour day.  
To empower the Interstate Commerce commission to consider the eight-hour day in connection with making rates.  
A measure similar to the Canadian industrial disputes act for an investigation of all disputes between railroads and its employees.  
A measure empowering the president to operate trains with the primary object of providing the American troops on the Mexican border with food.  
The brotherhood leaders favor the eight-hour day features, but oppose the proposal to adopt the Canadian plan.

### ESTIMATE OF NUMBER STRIKE WILL EFFECT

Omaha Railroad Officials, With Exception of Union Pacific, Give Out Figures.

#### ABOUT 3,000 MEN HERE

Omaha Men Affected.	Number
Illinois Central	80
Great Western	120
Wabash	60
Rock Island	250
Milwaukee	175
Northwestern	475
Burlington	750
Missouri Pacific	350
Union Pacific	700
Total	2,960

#### While the exact figures are not obtainable, it is believed that if the strikers should obey the order to strike, something like 3,000 men working in the local terminals and running in and out of Omaha would be affected. In a general way all of the railroads, with the exception of the Union Pacific, have given their estimates of the number of employees who might be affected.

#### Refuse to Give Out Figures.

The Union Pacific refuses to give any figures or make any estimate of the number of men who might, or might not strike, General Manager Jeffers saying:  
"To give any estimate would be a presumption that the men are going to strike. I do not believe they are and do not care to speak of the number who would be affected by the strike order."

#### Men, however, who are in touch with the situation estimate that if the strike is not settled prior to Labor Day, the Union Pacific trainmen will go out with the men of the other roads and that there will be about 700 of them who work in and out of Omaha, and are employed at and around the terminals.

#### Occupations Affected.

The reference to the men heretofore mentioned, includes those of the train crews, together with the engineers and firemen and switchmen working in the yards here, in South Omaha, on the Belt line and in Council Bluffs.

Local railroad officials are taking a rather optimistic view of the situation, contending that when the strike order is received by the men a large number of them will fail to obey it and instead of doing so, will remain loyal to the companies and continue on their trains. The officials assert that this rule will maintain particularly with the older men and those who have been in the employ of the companies for a long time.

### Archbishop's Funeral is Held at Peoria

Peoria, Ill., Aug. 29.—Impressive ceremonies attended the burial here today of John Lancaster Spalding, archbishop of Seephois, noted educator and author, who died last Friday. Services were held in St. Mary's cathedral, where the prelate presided many years as bishop of Peoria.

### Declare Williams Man Who Attacked Women

Robert Williams, colored, who was arrested yesterday morning by Officer Asquith, has been identified as the man who several weeks ago attacked several colored women near a vacant lot at Twentieth and Paul.

#### (Continued on Page Two, Column Four.)

### PRESIDENT PUTS RAIL STRIKE UP TO LAWMAKERS

Wilson Places Situation Before Two Houses, Addressing Joint Session of Both Chambers.

#### EFFORTS AT MEDIATION

Executive Asks Authority to Operate Railroads in Case of Necessity.

#### FAVORS EIGHT-HOUR DAY

Washington, D. C., Aug. 29.—President Wilson laid the railway strike situation before congress this afternoon in an address to both houses assembled in joint session. The president told congress of his efforts to bring the railroad managers and the men into some sort of agreement, and saying he was powerless to do more, he asked congress to enact legislation to deal with the situation.

#### Pointing out the distress and hardships which a nation-wide strike would bring upon the country, the president asked congress to empower him to draft into the service of the United States the very managers and men who have been unable to adjust their differences so that the government may operate the railroads in case of military necessity. He proposed that congress first enlarge the membership of the Interstate Commerce commission, to equip it to deal with larger situations; second, that an eight-hour day be established for all trainmen in interstate commerce; third, that a commission investigate the effect of the eight-hour day; fourth, that the Interstate Commerce commission consider the increased cost of the eight-hour day in making rates, and, fifth, amend the mediation law to prevent strikes or lock-outs while industrial disputes are being investigated. The sixth proposal was that the president be empowered to operate the railways in case of military necessity. How these recommendations are to be carried out President Wilson left entirely in the hands of congress.

#### The president was greeted with uproarious cheers as he entered. He began speaking at 2:33 o'clock. Speaking slowly and distinctly, he outlined the situation confronting the country from the failure of the negotiations. There was a tense silence in the chamber as he began.

#### Applause greeted the president's declaration that he regarded it as a "practical certainty" that the railroads would be "ultimately obliged to accept the eight-hour day by the concerted action of organized labor, backed by the favorable judgment of society."

#### Text of Address.

President Wilson laid the threatened railway strike before congress today.

The president said:

"Gentlemen of the Congress: I have come to you to seek your assistance in dealing with a very grave situation which has arisen out of the demand of the employees of the railroads engaged in freight train service that they be granted an eight-hour working day, safeguarded by the payment of one hour and a half of service for every hour of work beyond the eight."

"The matter has been agitated for more than a year. The public has been made familiar with the demands of the men and the arguments urged in favor of them, and even more familiar with the objections of the railroads and their counter-demand that certain privileges now enjoyed by their men and certain bases of payment worked out through many years of contest be reconsidered, especially in their relation to the adoption of an eight-hour day. The matter came up some three weeks ago, to a final issue, and resulted in a complete deadlock between the parties. The means provided by law for mediation of the con-

(Continued on Page Two, Column One.)

#### More Pay is Real Issue.

"The demands involved 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 accepting an increase of wages amounting approximately \$100,000,000 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 and managers and among ourselves we have reached a clear understanding of the magnitude of the questions and the consequence of the railroads and to the public involved in a decision of them."

"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 stocks of these properties and who through the saving banks, trust companies and insurance companies are vitally interested to the extent

(Continued on Page Two, Column Four.)

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