

Law Stopping Rail Strike Will Be Rushed

THE OMAHA DAILY BEE

THE WEATHER
FAIR

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On Trains, at Hotels,
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SINGLE COPY TWO CENTS.

Look around Omaha at the firms that advertise. They are the ones that have grown from little concerns to great big ones.

GREECE SOON TO DRAW SWORD IN THE GREAT WAR

King Constantine Will Receive the French, Russian and British Ministers Very Shortly.

IN FORTY-EIGHT HOURS

Athens Dispatch Says Policy of Neutrality Will Be Soon Abandoned.

OFFICERS ARE RECALLED

Athens, Greece, Wednesday, Aug. 30.—(Via London, Aug. 31.)—Rapid developments in the diplomatic situation here today make it appear that within forty-eight hours Greece will have abandoned the policy of neutrality in the war.

King Constantine will receive the French minister tomorrow (Thursday) and the Russian and British ministers shortly afterward.

All staff officers on leave have been recalled for active service.

The foregoing dispatch was filed in Athens at noon yesterday and indicates that up to that time nothing had been heard there of the report sent to London by the official British press representative in Greece that the king had fled from Athens. This report was contained in a dispatch sent from Saloniki on Tuesday morning.

FIGHTING IN MACEDONIA

Fifteen Thousand Bulgarians Reported Killed and Wounded.

London, Aug. 31.—The fighting is very severe all along the Macedonian front, says an Athens dispatch to the Wireless Press, which adds that the Bulgarian regiments suffered a severe check at the hands of the Serbians on the entente left and that the Bulgarian losses are estimated at 15,000.

The Bulgarian regiments, says the dispatch, attacked the Serbians in close formation after the German style, near Lorovitz, and suffered severely. They were compelled to ask for reinforcements from Valbanek and Kastoria.

The Serbians appear to be masters of the situation at Gomichevo, says the Athens correspondent, and Bulgarian officers of Roumanian origin who deserted said the Bulgarians called Gomichevo "another Verdun."

Burlington Warns Men if They Strike Places Will Be Lost

The Burlington railway issued a statement last night giving warning to the trainmen that if they walked out Monday their places would be lost. The statement follows:

Chicago, Ill., Aug. 31, 1916.—To All Employees: We are notified that the Brotherhood of Locomotive Firemen and Engineers, the Brotherhood of Railway Conductors and the Brotherhood of Railroad Trainmen have directed the employees of this company to walk out at 6 a. m., central time, September 1, 1916. To the extent that this order is carried out it will automatically throw out of employment many persons connected with this company in such as in other classes of service. It is, therefore, important that a full understanding of the conditions be set forth at the outset. You are, therefore, advised that:

First: All persons employed by this company failing to respond to call for duty will thereby terminate their employment with this company.

Second: Men remaining in the service of this company will be properly protected in such service during the period of the strike and in the retention of their positions and seniority rights after normal conditions are restored.

Third: New men taken in by the company will be retained so long as their services are satisfactory.

H. E. DYRAM,
Vice President.

Santa Fe Lifts Its Ban on Perishables

Topeka, Kan., Aug. 31.—The embargo on perishables was lifted by the Santa Fe tonight, according to an announcement at the general offices.

The road will accept freight, paid in advance, at owner's risk; live stock shipments are excepted.

Hughes Congratulates Johnson on Nomination

Estes Park, Colo., Aug. 31.—Charles E. Hughes today sent to Governor Hiram W. Johnson at California a telegram congratulating him on his nomination for the United States senate and expressing best wishes and hope for his election.

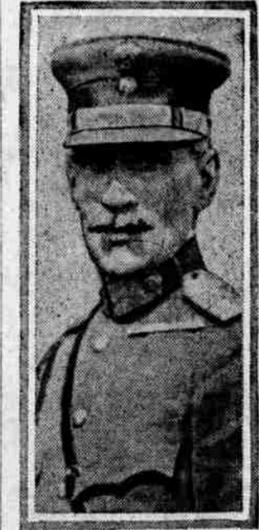
The Weather

For Omaha, Council Bluffs and Vicinity—Probably unsettled tonight, Friday; fair; no important change in temperature.

Temperatures at Omaha—	
Hours.	Deg.
5 a. m.	66
6 a. m.	66
7 a. m.	65
8 a. m.	65
9 a. m.	66
10 a. m.	65
11 a. m.	66
12 m.	67
1 p. m.	68
2 p. m.	68

Local Weather Record.
1916. 1915. 1914. 1913.
Lowest last night... 48 48 55 78
Precipitation... .28 .00 .50 .00
I. A. WELSH,
Meteorologist.

NEW CHIEF GREEK STAFF A PRO-ALLY.



GENERAL MOSCHOPOULOS.

General Constantine Moschopoulos, commander of the Greek troops in the Salonica district, who has just been appointed chief of staff to succeed General Demestriani, a pro-German who has been granted an indefinite leave of absence, is strongly pro-ally. His appointment, according to experts on Balkan diplomacy, means that Greece is about ready to take the field against the central powers.

FAIRBANKS ON THE CAMPAIGN ISSUES

Republican Candidate for Vice President Reviews the Political Situation.

WHAT G. O. P. PROPOSES

Indianapolis, Ind., Aug. 31.—Charles Warren Fairbanks was notified formally this afternoon that he had been nominated for the vice presidency by the republican party. United States Senator Lawrence Y. Sherman of Illinois delivered the address and Mr. Fairbanks made reply, accepting the nomination and discussing the issues of the campaign.

Republican leaders from different parts of the country attended the ceremonies, which were held on the lawn at Mr. Fairbanks' home.

Mr. Fairbank's Statement.

Mr. Fairbanks said in part: "I am deeply sensible of the high honor of the commission which you bring me. To be chosen as the candidate of the republican party for the vice presidency of the United States is a distinction which any patriotic American may well covet. I accept the nomination and pledge you my utmost service during the campaign. If the people ratify the choice of the convention I shall consecrate my best efforts in the discharge of my official functions. As you are aware, this is a call which was unsolicited by me; that fact intensifies my sense of duty to those in behalf of whom you speak.

"The platform adopted by the Chicago convention has my hearty approval. It carries into the public administration and written into the statutes, it will insure industrial and national prosperity during the years of our ascendancy.

"What protection and free trade mean we know from our actual experience; they are not in the domain of the academic.

"The present free trade, or tariff for revenue law, which democracy regards with such high favor, has worked indefinite damage. This law, which is to be maintained if democracy triumphs, must stand or fall not by what democratic conventions say of it, but by what it has said for itself under normal trade conditions. Even before it was approved by Mr. Wilson, who took pride in the executive act, business began to furl its sails. The coming storm was apparent and prudence took possession of our people. The certainty of the new law spread fear among us. Our competitors in Europe and in the Orient were filled with joy. Commercial travelers from England, France, Germany and elsewhere were put upon the road in the United States and promptly began writing orders. The slowing down process began with a wrench. The workmen, who were the first to feel the blighting effects of the reversal of our great economic policy, began to lose their jobs; factories were closed; trains were taken off our railway schedules; thousands of idle cars accumulated upon the side tracks; mines were closed; the workers in our charities received increasing appeals from the unfortunate victims of the free trade policy. That democracy was again in power was made evident throughout the republic.

Effect of Underwood Tariff.

"So strong was the pressure of the unemployed that the administration was obliged to organize for the purpose of securing them work and wages. This seemed like mockery. To close the field of labor's opportunity and rob them by the thousands of their chance for wage, and then to organize search for work among those who were holding fast to what

(Continued on Page Seven, Column Five.)

No Strike if Eight-Hour Law Passes Congress at Once; Brotherhood Chiefs Agree to Stop if Given this Point; Congress Speeds Up to Put Measure Through on Time

RAILWAY MEN SAY THEY HAVEN'T ANY ORDERS TO GO OUT

Conductors, Engineers, Firemen and Brakemen Running into Omaha Deny Any Direct Orders.

ONLY READ IN THE PAPERS

Northwestern Engineer Says He Thinks It is Nothing But a "Lot of Talk."

MEN ARE NOT WORRIED

No orders for a strike of railway men have as yet been issued to individual engineers, conductors, firemen and brakemen running in and out of Omaha, according to a survey made by The Bee yesterday.

Numerous of the men working in these various capacities were questioned in the railroad yards and on their engines, in their Pullmans and on the steps of their cars during the forenoon.

The engineer of a Northwestern train which just pulled in from Sioux City was sitting in his cab, quietly scribbling off some kind of a report in a little book and making a carbon copy.

"I think it's a lot of talk," he said, when questioned about the situation. "I haven't got any orders in regard to a strike. I haven't heard a thing about it officially. No order has been issued to me, and I'm running an engine here all the time. I think I'd know about it as soon as anybody."

Want Direct Orders.

Though the men would not be quoted on the matter, they gave the general impression that they cannot feel justified in striking merely on what they have read of the orders in newspapers, but must have orders direct from the headquarters of their various local orders and brotherhoods under whose jurisdiction they come.

In the conductors' room of the Burlington station a dozen conductors were playing cards and plugging little iron pegs in the cribbage board. "Have you fellows any definite order to strike on Labor day?" they were asked.

"None whatever," was the reply. "We have nothing except what we saw in the papers. We have received no orders personally at all."

And the cards were dealt again and again the little iron pegs were plugged into the cribbage board.

No Orders to Strike.

A Union Pacific brakeman just mounting a coach for a run to North Platte said, "I don't know a thing about it. I haven't any orders for a strike."

A Union Pacific conductor just after hopping off a train at the Union station said, "I don't know whether the order has gone out or not. I haven't got any order."

Charles Bogue of North Platte, chairman of the Brotherhood of Railway Trainmen for the Union Pacific, is registered at the Carlton hotel, but refuses to be seen by newspaper men.

Two other officials of the orders and brotherhoods on the Union Pacific line occupy adjoining rooms and all are in conference almost constantly, but refuse to grant audience to the press.

Charles H. Friday, chairman of the general committee of adjustment of the Order of Railway Conductors of the Union Pacific lines, is among those registered at the Carlton hotel. Telephone calls to his room bring the answer that he is not in.

Cotton Crop Report is Lowest August on Record

New York, Aug. 31.—The government crop report, indicating a condition of 61.2 per cent, or the lowest on record for August 25, and a lint crop of 41,800,000 bales, was followed by a violent advance in the cotton market today. December contracts sold up to 16.10c or about \$1.80 a bale above yesterday's closing price.

Latest Strike News

Brotherhood officials will call off strike if eight-hour day law passed, which, President Wilson and congressional leaders plan, will be done today.

Railroad officials lining up forces preparatory to a strike Monday.

Trainmen say they have not received strike order.

Embargo placed on live stock shipments.

Brotherhood leaders conferring here.

President Wilson appeals to brotherhood chiefs to delay strike until congress has time to act on legislation he has proposed.

Grand Chief Garretson and President Samuel Gompers of the American Federation of Labor addressed the senate committee on interstate commerce in opposition to the proposed compulsory investigation proposal.

Railroads centering at Chicago are arranging to pool their resources to keep traffic moving.

RAIL LINES ARE JOINING FORCES

Presidents of Roads Centering at Chicago Arranging to Hire Strike Breakers.

WILL POOL ALL RESOURCES

Chicago, Aug. 31.—While the statement of W. G. Lee, president of the Order of Railway Trainmen, that passage of President Wilson's eight-hour day bill would be regarded as satisfactory adjustment of the strike situation was regarded as important by railroad men here, preparations against a strike on Monday proceeded without abatement.

Embargoes covered freight shipments on practically every mile of main track in the country and presidents of railroads in Chicago met at the Chicago club to discuss their problems. It was said they would hire new men through a general committee and would co-operate to run trains where most needed.

The wheat market, which broke extreme 4 1/2 cents on the Pennsylvania road's embargo yesterday, opened without important recessions today. The Chicago Grain Receivers' association notified country shippers to withhold shipments for the present.

Live Stock Prices Higher.

The live stock embargo was reflected in an advance in prices of live stock at the Union stock yards today. Hogs advanced 25 cents, cattle 10 to 20 cents and sheep 20 to 40 cents higher than yesterday's average.

Practically none of the railroad heads shared in the optimism expressed in some quarters in Washington that passage of the eight-hour bill by congress would avert a strike, and according to E. P. Ripley, president of the Atchison, Topeka & Santa Fe, spokesman for the party of railroad presidents, who returned from Washington yesterday, the railroads will proceed on the assumption that the strike will come on Labor day.

Embargo on All Trunk Lines.

Embargoes begin today on every trunk line in the country. The embargoes, according to present plans, will become effective in the following order:

Effective at the close of business tomorrow an embargo on all shipments of explosives and inflammables of every kind.

Effective at the close of business tomorrow an embargo on all shipments of perishable freight, including live stock, dressed beef, live and dressed poultry, fresh fruits and vegetables.

Effective at the close of business Saturday an embargo on all freight of all kinds from all joints to all destinations.

The railroads will not carry on the fight single handed, but according to tentative plans will pool their resources.

Strike-breakers, it is understood, will be hired not by individual roads, but by a central committee of all the roads and distributed where they are most vitally needed. If one road succeeds in moving trains while the tracks of another are stalled, the successful road will end a helping hand to the road in distress.

WILSON RENEWS EFFORT TO DELAY RAILWAY ACTION

President May Appeal Direct to Members of Unions to Wait Until Congress Can Act.

MAKES TRIP TO CAPITOL

House Leaders Announce That Eight-Hour Measure Will Be Passed Friday.

MAILS MUST BE MOVED

Washington, Aug. 31.—Congress put all other affairs aside today and devoted itself to enacting President Wilson's legislative program to avert the railroad strike.

But the president, overlooking no possible means to prevent the threatened public calamity, did not depend on congress alone and continued unceasingly his efforts to get the brotherhood heads to postpone their strike order.

Just before noon the president went to the capitol and, conferring with the leaders, urged them on to the need of speed to get the bills through the legislative machinery of house and senate before Saturday night.

Then, returning to the White House, he called the four brotherhood heads before him for another appeal to delay their strike, while congress, by law, provides what the railroads have refused.

May Appeal to Rank and File.

Although the brotherhood leaders reiterated that only a "favorable settlement" could delay the strike, and that they were powerless to postpone it, one of them admitted he believed the rank and file of the men, in view of the efforts being made in congress, would vote to delay if there was time for them to express their wishes.

Back of it all President Wilson was holding another card—a direct appeal to the rank and file of the railroad men to realize that congress is about to give them what they ask and to stay to their posts.

The president was still determined today to do this, if necessary, but was hopeful that it would not be.

House Agrees on Bill.

While the senate interstate commerce committee was hearing the railroad heads and the brotherhood leaders the house managers got into action and agreed on a bill, introduced by Representative Adamson, and approved by President Wilson, providing the eight-hour day, pro rata pay for overtime and a commission to investigate the new conditions. They planned to rush it through while the senate was working. It did not include the compulsory investigation features of the president's program, but there were indications that he would be satisfied with enough to prevent the men from striking and take up the remainder later.

Meanwhile employers and men had a public hearing on the president's legislative program before the senate interstate commerce committee. The men opposed the compulsory investigation feature and the employers the eight-hour day.

After the conference between the president and the brotherhood leaders it is said at the White House that the employees "had given no assurances of any kind."

Senate Leaders Accept Bill.

Later formal announcement was made that the president and the senate and the house leaders had agreed on the Adamson bill as a compromise bill. It makes violation of its provisions a misdemeanor, punishable by a fine of \$100 to \$1,000, or not exceeding one year imprisonment, or both. The labor leaders insisted on having a penalty attached. A special rule will bring the bill up for direct action by the house. It would make the eight-hour day effective December 1.

RAILWAY DISPUTE IN THE SENATE—As chairman of the Interstate Commerce committee, Senator Francis Newlands of Nevada, heads any movement in the senate toward putting through legislation to avoid railroad strike.



SENATOR FRANCIS NEWLANDS.

8-HOUR LAW WON'T SATISFY RAILROADS

Oppose Pending Bill in Congress, But Will Take No Precipitate Action.

STATEMENT BY HOLDEN

Chicago, Aug. 31.—Hale Holden, president of the Chicago, Burlington & Quincy railroad, who was spokesman for the railway magnates at their recent conferences with the president, declared tonight that passage of the Adamson compromise eight-hour bill by congress would not be satisfactory to the railroads and would not settle the pending controversy.

"The railroads would take no precipitate action in event the bill was passed," said Mr. Holden. "We would not be hasty because we would consider the interests of the public.

No Power to Fix Wages.

"It is my understanding that the supreme court of the United States has held recently, in two cases, that the congress of the United States has absolutely no power to fix wages. That is what the Adamson bill amounts to, according to my understanding."

Presidents of Chicago railroads met at the Chicago club this afternoon. Hale Holden, president of the Chicago, Burlington & Quincy, who headed the committee which conferred with President Wilson, was present, as was J. W. Higgins, chairman of the Association of Western Railroads. A brief statement issued after the meeting said:

"Methods of dealing with the conditions which will be created if the strike comes were discussed, but no definite and final plans were adopted."

Similar meetings will be held daily until the situation has cleared.

Advertise for Breakers.

The railroads of the country completed embargo preparations. Employees were advised to take sober second thought as to the future before striking, and advertisements for strikebreakers appeared in newspaper throughout the country. Associated Press dispatches showed that everywhere communities were organizing motor trucks and interurban lines for emergency transportation service.

Welfare Board Finds New Disease in Garages

The Welfare board is interested, but not excited, over "petronitis," said to be a disease which affects workers in garages. According to reports of an investigator of the board, this malady prevails to a considerable extent in Omaha.

The explanation is offered that gasoline not readily released creates a poisonous gas which strikes at the vitals of victims and does not always show effects until after a period of time, this varying according to the constitution of the worker.

Express Companies Are Enjoined in South Dakota

Sioux City, Ia., Aug. 31.—Federal Judge Henry T. Reed has issued a temporary interlocutory injunction restraining the express companies operating in South Dakota from putting into effect on September 15 a new schedule of rates to take the place of the tariffs declared discriminatory by the Interstate Commerce commission.

EIGHT-HOUR DAY LAW TO SATISFY BROTHERHOODS

Measure Approved by Wilson and House Leaders, and it is Planned to Pass it Today.

IS INTRODUCED AT ONCE

Trainmen Officials Agree to Accept it as Basis for Calling Off Strike.

PROVISIONS OF THE BILL

Washington, Aug. 31.—Railroad brotherhood officials, late today, through A. B. Garretson, agreed to accept as a basis for calling off the strike the Adamson compromise eight-hour bill, already approved by President Wilson and house leaders. The measure was introduced immediately by Representative Adamson with a view to have it passed and approved by the senate tomorrow.

Washington, Aug. 31.—In spite of the fact that the brotherhood leaders gave no assurance to President Wilson, it is certain that the strike would be called off immediately if congress passed the eight-hour law, which will be taken up in the house tomorrow. The brotherhood leaders are reluctant to take steps to cancel the strike order until congress has acted.

The president told the leaders he was doing everything possible to have congress legislate to meet the situation and that it was their duty as American citizens to postpone or cancel the strike order pending its action.

Uses Strong Language.

The president was said to have used some "strong language" in talking to the labor leaders.

President Wilson plans to spend practically all of tomorrow forenoon at the capitol in constant touch with the legislative situation. Tomorrow's cabinet meeting has been cancelled to allow him to give his entire attention to the efforts to avert the strike.

The Adamson bill would provide for an eight-hour day at the present ten-hour day pay, effective next December 1. Employees would be given the pro rata rate for overtime. A commission of three, to be appointed by the president, would report to him and congress in not less than six nor more than nine months the effect of the eight-hour day. Expenses would be paid by a federal appropriation of \$25,000.

The senate elders soon afterward determined to introduce a similar measure in the senate tomorrow for immediate action. It will be finally drafted by the senate interstate commerce committee tonight.

Senate Meets at 10.

It was agreed that the senate should meet at 10 o'clock tomorrow morning to begin consideration of the bill. President Wilson will be in his office at the capitol at the time.

Leaders agreed upon a rule providing for a vote on the bill in the house not later than 4:30 p. m. tomorrow.

Freight Rate Bill Later.

The portions of the president's recommendations providing for a bill similar to the Canadian industrial disputes act, for making arbitral awards court records and for empowering the Interstate Commerce commission to grant freight rate increases are to be taken up separately.

Majority Leader Kitchin, who also conferred with the president, said he thought the eight-hour bill, with some modification, could be put through the house before Saturday night without encountering serious opposition from the republican side.

Mr. Kitchin directed that the house eight-hour bill should be carefully revised and submitted to the brotherhoods for approval and assurances that it satisfies them before it is passed.

It is an even chance that many people have solved problems exactly similar to those that now confront you, by the use of Bee Want-Ads.

"Think it over."

Call Tyler 1000 for Bee Want-Ads.

HERE YOU ARE!
FREE-FOR-ALL CONTEST
\$10 IN CASH PRIZES

Just tell us
Which is the best advertisement
in The Bee next Sunday

\$5.00 to first best answer and \$1.00 each to five next best.

WHAT YOU MUST DO—Look the paper over carefully, pick out the ad of some Omaha retail merchant, send it in with a statement of not over 300 words, giving the reason why it strikes you as the best for its purpose.

Address: Contest Editor, The Omaha Bee
Answers must be in by September 5—Awards the following Sunday.