

HEARING OPENS ON RAIL LEGISLATION

Brotherhood, Railroads and Shippers Will Be Given Three Hours Each.

GARRETSON SPEAKS FIRST

Washington, Aug. 31.—Railroad officials and representatives of the trainmen's brotherhoods appeared in force today at the senate interstate commerce committee's hearings on President Wilson's legislative program to prevent the threatened railroad strike.

Ella Lee, chairman of the managers' committee, headed the delegation of railroad officials, which included President Underwood of the Erie, President Willard of the Baltimore & Ohio, Samuel Lee, president of the Pennsylvania; Fairfax Harrison, president of the Southern, and R. S. Lovett, chairman of the board of the Union Pacific.

Representing the men were A. B. Garretson, W. G. Lee, W. S. Stone and W. S. Carter, the four brotherhood heads. Officials of the American Federation of Labor, headed by President Gompers, Assistant Attorney General Todd and E. E. Clark of the Interstate Commerce commission also were present.

Statement by Newlands. At the outset of the hearing Senator Newlands, chairman of the committee, announced its purpose and said none of the legislation included compulsory arbitration.

"It simply provides," he said, "in case of the failure of voluntary mediation and arbitration for a government inquiry and the stay of the action of all the parties to the controversy until investigation and report could be made, leaving them free thereafter to act as they might be advised."

Senator Newlands spoke of the short time remaining for congress to act and said:

"This present dispute if carried to its extreme will involve the United States in a civil war. The question is whether we cannot find some means of bringing about a settlement of this dispute between employers and employes without resort to force."

The brotherhood representatives were heard first. At the request of Mr. Garretson it was agreed that the brotherhood leaders should address the committee two hours in opening and an hour in closing. Between those periods representatives of the employers and shippers have six hours.

He announced that besides the heads of the four brotherhoods Samuel Gompers, president of the American Federation of Labor, also would speak.

First Speech by Garretson. Mr. Garretson then began with a general review of the circumstances which led up to the present conditions.

It was the belief of labor organizations, he said, that differences between employers and employes should not be settled by legislation, but rather between themselves.

The success of any labor organization lies, to an extent, in its militancy," he said. "We are in a grip of power greater than we, and it is unfortunate that this situation has arisen, but I believe if a settlement can be effected by congress, even though we are opposed to legislative settlements, we are willing to waive the age-old tradition against it."

"Today thousands of men throughout this country are working from twelve to sixteen hours, of which there is no complete record. The brotherhoods demand the human right to enjoy some of the things that other men enjoy."

"We believe that the human element should be considered regardless of its effect on dividends. The obligation on the part of the railroad employer is as great to keep the human element in good condition as the wooden and iron property of the road."

Would Disregard Dividends. Mr. Garretson argued that the effect of an increased wage on dividends should not be considered when it was obvious that employes were not being paid a proper wage.

"A bankrupt road cannot buy its coal any cheaper than one that is paying 33 per cent; then why should any road buy its labor for less than it is worth because a proper wage would decrease its profits?"

Attacking the railways' plea for arbitration as insincere, Mr. Garretson insisted that it was not offered to men who were so poorly organized that they could not enforce demands.

"I say on behalf of these railroad men," Mr. Garretson declared, "that there is evidence today of a deadly danger underlying the social crust and that it is liable to be brought to the surface unless means are found to settle this difficulty before it can reach the danger stage."

tration where we stand only to lose. There have been many unfair men on our arbitration boards.

"Under ordinary processes of our policies," said Garretson, "we would be out of accord with all of the five propositions made by the president. But in the hope of effecting a settlement we are willing to waive many deep-rooted principles and we are willing to aid in passage of a legislative remedy that will make it possible to recall the order to strike September 4.

The eight-hour law is accompanied by a provision to assure the ten hours' pay pending inquiry and I suggest a provision that the government should bring suit in case a road refused to grant the pay, as is provided in the hours of service law would satisfy us in this emergency."

"As for compulsory arbitration," said Garretson, "no influence that ever can be brought to bear can induce our organization to accept it. I want to go on record here as protesting against anything that savors of making men stay at work during any investigation."

Senator Newlands interrupted Mr. Garretson to say it was his understanding that the proposed bill would not prevent any man from leaving his employment during an investigation. Concerned action, he said, was what it was designed to prevent.

"Quite true," Mr. Garretson said, "but if only men, individually, threatened to strike on the railroads we would not be here now discussing this proposed legislation."

The brotherhoods, Mr. Garretson said, would not oppose being drafted to run trains as long as it was only for military purposes.

Asked for the attitude of the brotherhoods on Senator Lee's pending resolution to have the strike postponed a week, Mr. Garretson said he would like to discuss that later. Garretson declared that in accepting the president's proposal the men had yielded 50 per cent of their demands.

Address of Mr. Gompers. Mr. Gompers, who followed Mr. Garretson, said that the federation supported the brotherhoods and protested against compulsory arbitration. He attacked government operation of roads for military purposes, contending it was conscription and indefensible in time of peace.

Senator Newlands denied his contention that the legislation denied the right of a worker to quit his job. Mr. Newlands reiterated it meant only to affect the right to quit in concert.

Mr. Gompers said he believed he had contributed as much as anybody in America to avoiding strikes.

"But, gentlemen," he said, "there are things worse than strikes. We have got to live when that strike is over and is history, and then, I ask you, will we find on the statute books a law that says that men are criminals if they strike in concert? Such a condition is intolerable. I trust this legislation will not be enacted."

Question by Newlands. Senator Newlands asked Gompers to give the committee the solution of the problem.

"On Monday," said Mr. Newlands, "the railroads of the country will be tied up. I think the members of this committee agree with me that compulsory arbitration and compulsory service are both impossible and inadvisable. The suggestion therefore is made that the government make an investigation and there be mediation and that pending an inquiry into the facts the parties maintain the status quo. Now if this remedy is not right and is wholly wrong, what is the remedy?"

Mr. Gompers replied that under the circumstances the employes should be left free to strike whenever they saw fit, and not forced to "unfold their arms" by law. The question of bringing about peace now, he insisted, should devolve upon railroad heads who should be expected to agree to some sort of satisfactory settlement.

"It is more essential," he said, "that the liberties of the employes should be safeguarded than that some suffering, which is certain to follow a strike, be avoided."

Eight-Hour Day Satisfactory. W. G. Lee, head of the trainmen, went into details of why the men refused to arbitrate the eight-hour day, saying that in many parts of the south and southwest the men had it and "could not arbitrate whether we should live in a house which we have bought and paid for."

"We stand ready," he said, "to arbitrate all other issues as soon as the president's eight-hour day proposal is enacted into law. It is beyond us, if we ever hope to remain officers of these organizations, if we ever expect to retain the respect of those men, to stop this strike by any other method than to send our general chairman

Trunks for the College Student. We are offering Fibre covered trunks on 3-ply veneer basswood in 36 and 40-inch sizes, also in three-quarter heights, with massive corners, sturdy Locks and Hinges. One deep tray conveniently divided and extra dress tray all nicely lined.

Thoroughly Reliable Trunks \$10-\$12-\$14-\$16. Freling & Steine. Omaha's Best Baggage Builders. 1803 Farnam St.

code messages meaning 'satisfactory settlement effected' and that message can be sent if we get the eight-hour day."

Replying to Senator Pomerene, Mr. Lee said if it were possible to reach all the brotherhood men and explain the present legislation, he thought they would vote to delay the strike. But that, he added, was impossible now, and he laid the blame to the railroads.

Lovett for Railroads. Mr. Lovett was heard first to present the side of the railroads.

Mr. Lovett said if the public were not involved in the present controversy and if there were not thousands of railway employes not allied with the trainmen the parties involved should be allowed to settle the matter themselves. The railroads, he said, are no longer owned by the bankers, but have stock widely distributed.

The railroad officials, he said, regard the problem as one to be settled by arbitration, because, he added, "just as certain as the sun sets, the public will pay the bill. Railroads have no income except what they can earn. That depends on the rates they can get. My understanding of this matter is that what the men want is an increase of wages. If congress proposed to enact a law to make them work only eight hours they would be up in arms."

"If this burden of \$60,000,000 a year is put on the public because of this legislation now proposed the responsibility will be on congress, not on the railroads."

"We have done our utmost to settle this dispute, except to surrender what we think a vital principle. The issue here," Mr. Lovett continued, "is whether the 100,000,000 people in this country are to be put at the feet of 350,000 workmen. In the judgment of the country is that there is nothing for us to do but submit, we will abide by it. The responsibility is no longer mine. The railroads will struggle on and meet the additional expense in the best way we can, knowing that ultimately it will be passed on to the public."

"If you put this burden upon us, we must abide by it, but I think it would be the greatest injustice that ever happened in the history of this country to force it upon us, with the hands of our men on our throats."

Faster Time Impracticable. Mr. Lee followed Mr. Lovett and discussed the eight-hour day and the other proposals from the viewpoint of an operating official. He said the change from the ten-hour to the eight-hour basis and an increase in the running time of freight trains so that 100 miles—the standard run—could be covered in the lesser period, would entail just as much increased expenditure by the addition of trains as would a decrease in the basic day without an increase in train speed, but with a consequent larger charge for overtime.

Senator Brandegee asked if the effect of the eight-hour day bill would be actually to reduce hours or increase wages.

"Increase wages," said Mr. Lee. Senator Cummins asked if the railroads would run their trains any faster if the time and a half for overtime were in effect. Mr. Lee said a committee had studied how to meet such a contingency; that it found it would be necessary to cut trains down so as to operate faster, that it would mean more crews, more facilities and more chance of accident, and that all came to the conclusion that the most

economical way to operate under such circumstances would be to continue as they were doing and pay the bill, whatever it might be.

Heavens in September

By William F. Riggs

For early risers the morning skies will present many attractions this month. The brilliant planet Venus will be farthest from the sun on the 12th and will rise then at 2:18 a. m.

On the 5th Venus and Saturn will be in conjunction and the constellations of Orion, Gemini and others, with their bright stars, will surround them with a rich entourage. Jupiter will then be far to the west, and although still technically a moving star, it rises on the 15th at 8:15 p. m. Mars is too near the sun to be seen.

The days are diminishing one hour and seventeen minutes in length during the month, being thirteen hours six minutes long on the 1st, twelve hours twenty-nine minutes on the 15th and eleven hours forty-nine hours on the 30th. On the 24th at 4:26 a. m. the sun is at the autumnal equinox, crosses the equator and enters Libra. Day and night are the equal and astronomical autumn begins.

Table with columns for SUN, MOON, and various astronomical data for September 1916.

MOON'S PHASES. First quarter on the 4th at 10:26 p. m. Full moon on the 11th at 2:21 p. m. Last quarter on the 18th at 11:18 p. m. New moon on the 27th at 1:34 a. m.

The Moon is in conjunction with Jupiter on the 14th, with Saturn on the 21st, and with Venus on the 23d. This last conjunction of the Moon with Venus on the early morning of the 23d will be a close one and will give the lovers of astronomy that failed in their duty to the sublime science by not observing the reappearance of Saturn from behind the crescent Moon on the 25th of last month at 3:14 a. m., an opportunity mortally to recover the favor of Urania. The Moon and Venus will rise together on that morning, the 23d, at 2:32, and will present a fine sight until they are lost in the advancing twilight.

WILLIAM F. RIGGS. Indigestion Due to Constipation. Take a dose of Dr. King's New Life Pills tonight. See how much better you feel in the morning. 25c. All druggists.—Adv.

Persistent Advertising is the Road to Success.

ELEVEN REGIMENTS WILL RETURN HOME

Three from New York, Two from Illinois and Two from Missouri Designated.

OTHERS TO BE SELECTED

San Antonio, Tex., Aug. 31.—Major General Funston today designated the First and Second infantry as the Illinois guardsmen who would return north. General Funston does not know what other state regiments will be designated for recall, as he has not yet heard from the divisional commanders.

The Fifth California infantry is to return to its state mobilization camp from Nogales, Ariz. Additional guardsmen designated to return and their present stations follow:

Third, Fourteenth and Seventy-first New York infantry, Brownsville. First and Third Missouri infantry, Eagle Pass. First Louisiana, Brownsville.

Farm Demonstrator Resigns. Bearice, Neb., Aug. 31.—(Special Telegram.)—O. H. Liebers for the last four years farm demonstrator for Gage county, today tendered his resignation to take a position with the agricultural department of the Burlington road. He will have charge of four states.

Chamberlain's Colic, Cholera and Diarrhoea Remedy. This is a medicine that every family should be provided with. Colic and diarrhoea often come on suddenly and it is of the greatest importance that they be treated promptly. Consider the suffering that must be endured until a physician arrives or medicine can be obtained. Chamberlain's Colic, Cholera and Diarrhoea Remedy has a reputation second to none for the quick relief which it affords. Obtainable everywhere.—Adv.

Notice to Freshmen at The Commercial High School

Principal Adams of the High School of Commerce makes the following announcement for the information of those who intend to enter this institution next week:

All pupils who expect to enter the High School of Commerce this fall and who did not attend the meeting of the freshmen at the school building in June, or send in their names afterward, should come to the office of the school at Seventeenth and Leavenworth streets Friday between 9 and 11, or Saturday, between 9 and 12. All pupils entering from other high schools or from private or out-of-town schools should also come at that time. All pupils who were in the High School of Commerce last year were registered before school closed last June.

Locker keys for every one will be given out Tuesday morning at the same time the program cards are given out. Supplies will also be sold at that time. A complete outfit for freshmen costs about 10 cents, in addition to the 25-cent deposit for the locker key.

THOMPSON-BELDEN & CO.

The Fashion Center of the Middle West

Established 1886

In the Basement FRIDAY

Basement Balcony

For school girls: A sale of Middy Blouses. Plain colors and stripes. Values to \$1.25—

Friday, 59c

Basement Apparel

Special Dress Values, attractive styles, for—

\$1.00, \$1.65, \$2.95

Most Unusual

Breakfast Sets—three pieces, for 79c and \$1.25

Specials

Burkley Cambric

Remnants, yard wide, soft finish—good lengths—

For 8c a Yard.

Classic Gingham, 10c

Good long mill lengths, fine selection of colors and plain shades; fine for school dresses, boys' waists, etc.

RAILROAD MEN WANTED

On account of prospective strike of engineers, conductors, brakemen, firemen and switchmen, the Burlington Railroad solicits applications from experienced men in these classes of service, and can use inexperienced men of good character as brakemen, firemen and switchmen. Make application to any agent of the Company, or to

F. R. MULLEN, Superintendent, Omaha.

Burlington Route

You won't need to shiver, even tho' you can get no coal!

As we write, it looks very much as if we would have a railroad tie-up

For months there have been rumors, murmurings and mutterings, so we are not at all surprised. Nor have we been caught napping. For many years it has been our custom to have a BEDDING and BLANKET SALE about this time. This year will be no exception—the only difference being that there will be a greater readiness, and a greater stock to greet you.

Friday then, starting with the first fall month, sale starts

Here's a list of some of the goods which are embraced in this great sale: Blankets, Comforts, Mattress Protectors, Pillows, Bed Spreads, Sheets, Pillow Cases, Sheeting, Tubing, Huck and Bath Towels and Dresser Scarfs.

Advertisement for bedding and blankets with various product lists and prices.

Advertisement for wool blankets with various product lists and prices.

Advertisement for Lincoln Medical College and Thomas Keppel & Co.