

TRAINMEN ALL SAY THEY HAVE ORDERS

Know They Are to Strike Even if Leaders Are Not Allowed to Notify Them.

OBEY RULES OF THE ORDER

Union Pacific brotherhood officials now maintaining headquarters in Omaha, say they feel sure the injunction order of Judge Sears, restraining the officials of the railway conductors of the Union Pacific from promulgating or circulating the strike order for Monday, will be set aside Saturday morning, when the hearing is to be held in district court.

The officials of the conductors are silent on the matter, as the injunction orders them to be.

"How do you do; sorry, I can't talk," said Charles H. Friday of Cheyenne, and he sat back in his chair and read the morning papers, obeying the injunction order strictly, not to "promulgate" in any way. He is chairman of the conductors, and the injunction is talking directly to him.

Smith More Talkative. D. W. Smith of Council Bluffs, general chairman of the Brotherhood of Locomotive Firemen & Engineers of the Union Pacific, was more talkative. There is no court restraint on his tongue.

"I am satisfied there will be no difficulty in getting that injunction set aside tomorrow morning," he said, "when the chance is offered the conductors to be heard and to show that they have complied with the rules of the order strictly."

"All the restraining order does any way is to tie the hands of the chairman and committee to prevent them from getting information to the men officially as to a strike order. It in no way restrains the men from quitting their jobs. And the men have known all about the strike order for some time, anyway."

Drawn by Railroad.

Commenting further on the injunction feature, Mr. Smith said: "This petition of the conductor, Hamilton, asking for the injunction did not originate with him. I have information that it was drawn up by the railroad. Of course, he was asked to sign it and he did. There are always a few fellows at a time like this who will do a thing of this kind to carry favor."

"I know, too, that another railroad here prepared a petition of this kind and asked some of the men to sign it, seeking to get out an injunction also. I know the men who were asked to sign it."

Charles Bogue of the North Platte, general chairman of the Brotherhood of Railway Trainmen, said: "You can depend on it that the men are all notified now, and unless the order is changed they are to go out at 6 o'clock Monday morning."

All Have Orders.

In reply to the statement that many of the railway men, engineers, brakemen and conductors interviewed by The Bee Thursday, claimed to have received no personal order to strike, Mr. Smith said: "Well, you understand there are a lot of men, and it is always conceivable that some of them had not yet received the order personally."

Chairman Bogue of the Union Pacific trainmen said he felt confident that the house and senate would stand behind the president in the passage of the eight-hour law now pending.

Dismissing a little and dipping into the arguments in this case, Mr. Bogue said: "At first the railroads declared it would cost them \$100,000,000 to put the eight-hour day into effect. When the railroad officials got to Washington, however, where they knew the records of cost of operation could be found in the files of the Interstate Commerce commission, they cut it down \$50,000,000. Later, Ripley in Chicago has raised it \$10,000,000 again, and puts it at \$60,000,000."

Here Smith of the firemen and engineers broke in again: "There are eighteen roads in the United States now operating under an eight-hour day. Not one of those roads is in the hands of a receiver. There are a number of other roads, however, operating under a ten-hour day that are in the hands of a receiver. And it's not on account of the number of hours the men work, but due to the financial manipulations of the owners in Wall street."

Nebraskans Go On Record for an Eight-Hour Day

(From a Staff Correspondent.) Washington, Sept. 1.—(Special Telegram.)—Nebraska representatives today went on record in favor of an eight-hour day for train employees, voting for the emergency labor bill designed to prevent a walk-out on the part of the brotherhoods on Monday next.

Kinkaid and Reavis voted "aye" on the passage of the bill, and "no" on Minority Leader Mann's motion appealing from the decision of the chair. Representative Sloan was recognized as voting "present." On account of a pair the democrats from Nebraska voted as the president had requested.

The bill, which was passed by a vote of 239 to 56 now goes to the senate, which body, it is expected, will pass some sort of a measure looking to similar ends, designed by the Adamson bill.

Conference should be held so that legislation making a strike impossible should be accomplished late tomorrow.

While a strike has been averted, the representatives of the great railroad properties get little consolation out of the situation. The Interstate Commerce commission today suspended all increases on canned goods, leaving the rates as at present.

Members of Ocean Steamers. Post. Arrived. Sailed. BOSTON... Chicago. NEW YORK... Chicago. PHOENIX... Chicago. ST. LOUIS... Chicago. WASHINGTON... Chicago.

Dr. Bell's Pink-Tax-Money. For your cold and bronchial cough, use Dr. Bell's Pink-Tax-Money. It cuts the cough, relieves congestion. Only 25c. All druggists.—Advertisement.

KING OF GREECE WHO AB-DICATES—Weary monarch gives up throne in favor of the crown prince Georgios, said to be a move in favor of allies.



KING CONSTANTINE

GREEK MONARCH ABANDONS THRONE

(Continued from Page One.)

prepare the army for a possible rupture of existing conditions.

The part of Greek Macedonia in which the forts mentioned are located is in northern Greece, close behind the front, on which the entente allies are fighting the Bulgarians and their allies. Voden is on the railroad line between Saloniki and Monastir, an important means of communication for the entente allies. It is forty-five miles west of Saloniki. Fort Little Karaburun is on the Gulf of Saloniki, about ten miles south of the city.

Must Pass Two Censors.

Ward Price, to whom the above dispatch relative to the abdication of King Constantine is credited, is the official British press representative designated by the government to act for all British publications in that area. Nevertheless, his dispatches are subject not only to the Greek censorship, but to the French military censorship, which controls all lines of communication from Athens. The fact that both censorships, as well as the British censorship in London, have permitted this dispatch to come through is significant.

On Tuesday Mr. Price sent from Saloniki a report that King Constantine had fled from Athens to Larissa. This dispatch was discredited in London official circles. Doubt also appeared to be cast on its correctness by dispatches filed from Athens Wednesday, one of them telling of coming meetings between the king and the entente ministers and others having to do with the illness of the king, who recently underwent a slight operation. It is possible, however, that the king may have departed secretly from Athens, as reported by Mr. Price, and that his absence was concealed from the newspaper correspondents there.

Mrs. Jane Kirkwood Is Ninety-Five

Iowa City, Ia., Sept. 1.—(Special.)—Informal calls by her many friends marked today for Mrs. Jane Kirkwood, widow of Samuel J. Kirkwood, Iowa's war governor, her 95th birthday anniversary. Though hard of hearing, Mrs. Kirkwood retains her other faculties completely, reads without glasses and has spent much time this summer doing fancy work, which she plans to give as Christmas presents. Ex-Governor Kirkwood died twenty-two years ago, on his wife's 72d birthday.

HOUSE PASSES 8-HOUR DAY BILL; BEFORE SENATE

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ment not exceeding one year, or both.

Senator Reed declared that if the provision to give authority to the Interstate Commerce commission to fix wages and hours of service were not abandoned, the bill could not be passed in time to avert the strike. To pass the provision, he said, would, instead of stopping the strike, absolutely force it.

Under a special rule providing for a vote not later than 4:30 this afternoon, the house took up the Adamson eight-hour day bill approved by President Wilson and accepted by Brotherhood leaders as a "satisfactory settlement."

The senate interstate commerce committee reported a similar bill, which, however, contains an important provision empowering the Interstate Commerce commission to fix schedules of wages on interstate railroads. It provides that the eight-hour day shall become effective January 1, 1917; that the present pay for the ten-hour day shall apply to the shorter day; that overtime shall be paid pro rata, but adds that within not less than six and not more than twelve months after its passage the Interstate Commerce commission shall assume jurisdiction of the question of hours and wages and that they shall be subject to petition for change from either the employers, the employees and the public.

Text of New Section.

The text of that provision follows: "That the Interstate Commerce commission shall have the power to fix the hours of labor and prescribe just and reasonable wages for all employees of the railroads. The rate of wages and the hours of labor provided for in this act shall remain fixed for service and pay until changed by the decision of the Interstate Commerce commission, which within a period of not less than six or more than twelve months from the passage of this act shall determine what are just and reasonable wages and what shall be the hours of labor for employees of the railroads above mentioned."

"The Interstate Commerce commission shall have the power from time to time to change the hours of labor and the rate of wages for all employees of the railroads * * * either in whole or in part, prescribed by it on its own initiative on the petition of the employees, the managers of the railroads or the public."

The possibility for a hitch seemed to be in this added provision which is being studied by the brotherhood leaders.

Freight Raise Eliminated.

The committee eliminated the proposal that on the report of the eight-hour day commission the Interstate Commerce commission "shall consider an increase of freight rates to meet such additional expenditures by the railroads affected as may have been rendered necessary by the adoption of the eight-hour day."

Neither of the two pending bills contain the Canadian commission plan which the labor leaders oppose, and neither contains the government operation provision. President Wilson is willing to let those features wait until after enough legislation to avert the strike has been enacted. Republicans decided today to frame a bill of their own and offer it as a substitute for the administration plan. A committee was appointed to draft it. No serious opposition to the administration plan was expected, however.

President Wilson told members of his cabinet at today's meeting that there was every prospect that the legislation would be passed by both houses of congress before tomorrow night.

Bill Reported to House.

The Adamson bill was favorably reported by the house interstate commerce committee, which amended it to make the eight-hour provisions effective January 1, next, instead of December 1, and so as to exempt electric railroads.

The bill was immediately reported to the house, which met at 11 o'clock. Meantime the rules committee held a meeting and, without any changes, favorably reported the Kitchin rule

providing for two hours of general debate on the bill, and a vote on the bill and any amendments in the house, at 4:30 o'clock this afternoon. Members of the rules committee said under the rule the bill should be passed by the house shortly after 5 o'clock this afternoon.

Democratic Leader Kitchin called up the Adamson bill soon after the house met.

"I ask unanimous consent for its immediate consideration," said he. "I object," said Republican Leader Mann.

Debate on Rule Begins.

Representative Harrison, democrat, then offered the special rule and there was discussion on that. Mr. Harrison said congress, in the interest of the American people, ought to pass this bill by Saturday night and avert the strike.

Representative Bennett, republican, denounced the proposed legislation.

"There are worse things than strikes," said Bennett, "and one of those things is the destruction of the American system of government. I don't propose to cast my vote with a pistol at my head."

Representative Cooper of Ohio, republican, denied that labor was holding up congress, as Mr. Bennett charged.

Representatives Caldwell of New York, Borland of Missouri and Baker, California, democrats, urged a strong vote in favor of the bill.

Representative Lenroot of Wisconsin, republican, amid applause on the democratic side, announced he expected to vote for the bill. Many others spoke briefly on both sides.

The rule was adopted without a record vote and debate on the bill itself then began.

Greene Calls it Dures.

Opposition to the legislation was voiced by Representative Greene, republican, Vermont.

"When any body of men holds up congress and threatens a national calamity," he said, "it is time for us to fix the responsibility for the act on those men rather than yield to them under duress."

Representative Cooper, republican, of Ohio told the house that for twenty years he had worked in the engine cab and knew from personal experience what railroad conditions were.

"The men are justified," he said, "in asking their employers for better hours. The proposed legislation provides the only way to avert the strike set for Monday."

"When you say the employees have held up congress and conspired for this legislation you say what is absolutely untrue," said Representative Taggart, democrat, of Kansas.

"This bill is a makeshift, pure and simple," said Representative Browning, republican, of New Jersey.

Farm Demonstrator Resigns.

Beatrice, 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.

The Store of the Town



Knox Hats for Fall

The comfortable soft hats, in many shapes and styles, which are so popular for early fall wear, have just come in from NEW YORK.

—We have your size and the style you like best.

STIFF HATS, TOO

Our Stock of Fall STETSONS and Browning-King Specials

is complete in all the new shapes and colors.

Better stop in our store and inspect them.

Browning, King & Company

GEO. T. WILSON, Mgr.

Advertisement for Beaton's Saturday Bargains.

Advertisement for CIGAR SPECIALS.

Advertisement for Perfumes and Cosmetics.

Advertisement for PHOTO DEPT.

Advertisement for Mail Orders.

Advertisement for Beaton's Saturday Bargains.

Governor Morehead Suggests Taking Over of Railroads

Lincoln, Sept. 1.—In a telegram today to President Wilson Governor Morehead of Nebraska says that in his judgment as a last resort, should no other form of settlement be found for the strike situation, the federal authorities should take over the railroads. His telegram follows: "Hon. Woodrow Wilson, President of the United States, Washington, D. C.—Mr. President: The threatened strike of 600,000 employes would paralyze business and industry, and as I believe, should not take place. As a last resort, in my judgment, the federal authorities should take charge of the railroads, placing experienced men in control, the expenses to be paid from the earnings of the roads, at least until such time as employer and employe can adjust their differences, or federal legislation be enacted to regulate the great business and the employe."

"Railroad companies are notifying all shippers that goods will not be received for shipment within a few hours. Nebraska, with a quarter of a billion dollars of farm products ready to move, and the conditions stated to exist, the losses will be immense, besides the extent of suffering that the people will endure. A movement of this kind, I feel qualified to say, will be endorsed by a very large per cent of the citizens of Nebraska, and you will have my unequalled support as executive of Nebraska."

(Signed) "JOHN H. MOREHEAD, Governor."

Rock Island Men Expect Strike on Nebraska Lines

Fairbury, Neb., Sept. 1.—(Special Telegram.)—Local Rock Island chairmen of the four striking organizations issued a call for a mass meeting of the men in trainmen's hall at 8 o'clock tonight. Practically all engineers and trainmen at this point are members of the striking organizations and according to inside information every man expects to be loyal to his order and leave the service.

It is asserted that the Rock Island operating officials have reinstated a number of discharged trainmen with a view of operating trains. One conductor, it is known, who was discharged eleven years ago for an infraction of a rule, was recently given seniority rights on the division. Since his dismissal he has been working at various points on the Rock Island in Iowa.

Mee Named Register At Rapid City, S. D.

Washington, Sept. 1.—President Wilson today nominated James Walter Mee, register of the general land office at Rapid City, S. D.

RAILWAYS CLAIM DEMECTION OF MEN

(Continued from Page One.)

President Herbert of the St. Louis Southwestern (Cotton Belt) railroad today that a large number of the trainmen employed by that road would not strike. An approximate percentage could not be given.

Situation on Rock Island.

Des Moines, Sept. 1.—C. W. Jones, assistant general manager of the Chicago, Rock Island & Pacific railroad, late this afternoon declined to discuss the strike situation except to say that a large percentage of the employes in his division would remain at work. When asked if 25 per cent would be likely to disobey the strike order, he replied "not quite so good."

Charleston Man Accused Of Sending Threat by Mail

York, Neb., Sept. 1.—(Special Telegram.)—Will H. Warnich, who lives near Charleston, was arrested today by Deputy United States Marshal Carroll and taken to Lincoln to answer before a United States commissioner to the charge of using the mails in an illegal manner.

Warnich, it is charged, sent letters to County Attorney Gilmore. In one it was said your days are numbered. Warnich has had trouble with his family and his wife sued for divorce, which was granted. Warnich and his wife have been remarried and at this time are living together. The trouble seems to have grown out of the prosecution by County Attorney Gilmore, who acted as attorney for Mrs. Warnich in her divorce proceedings.

THOMPSON-BELDEN & CO. The Fashion Center of the Middle West Established 1886.

Store Hours Now In Effect

Store Opens 8:30 A. M. Closes, daily 6:00 P. M. Saturdays 9:00 P. M.

Basement Balcony

Wash blouses that are remarkable at these prices, 59c and 79c.

New House Dresses For Fall Are Here

Shown in the basement apparel section; attractive styles and modest prices are noticeable throughout the display.

Fibre Hose Special Saturday, 39c Pair

Women's Fibre "Silk" Hose, summer weight, in black and white, regularly sold at 59c. Saturday ONLY, they will go at 39c a pair.

Velvets Galore

A selection of foremost importance: Every new, desirable autumn shade and color. All of first quality. You will be favorably impressed with the extent of this showing.

Advance Opening Saturday of the Basement

Inexpensive Millinery Section Trimmed Hats, Untrimmed Hats, Fancy Feathers and Novelties, inexpensively priced.

Saturday we will present a wonderful collection of Smart Tailored and Dress Hats; priced, \$3.95 and \$4.95.

Untrimmed shapes in all the wanted colors.

Twenty-five New and Up-to-Date Styles, specially priced, at \$1.49, \$1.95, \$2.95, \$3.95.



Daintiest Blouses

The Store for Shirtwaists is a charming spot of delightfully new colors, materials and styles. Beautiful Georgette Crepes priced, \$5.95, \$6.50, \$7.50 NEW SWEATERS in complete variety, offering many novelties, priced to \$15.

New Wool Plaids Priced 75c a Yard

A choice selection of new plaids, especially desirable for children's and misses' school dresses; 38 to 40 inches wide, 75c yd.

Saturday the Second Day of September In the Apparel Sections

Tailored Suits

Direct from New York, made under our personal supervision, in styles that express the latest in design, and appeal to women who desire distinction and exclusiveness in dress —\$25, \$35, \$45 to \$95

Lovely Dresses

For every occasion—afternoon, street and evening wear. Creations chosen because of their correct, fashionable lines and high quality silks; prices are reasonable—\$25, \$35, \$45 to \$75.

Separate Skirts

A garment of extreme practicability, popular for autumn wear. Enhanced by the beauty of the new silks and wools, which fabrics are used extensively. Priced, \$6.50, \$8.50, \$9.75 to \$39.50.

Silk and Wool Poplins Specially Priced

A line of silk and wool poplins, in the best fall colors (40-inch), \$1.50 regularly, Saturday, \$1.19 a Yard

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.

