

### FEAR OF WALKOUT PASSED IN OMAHA

#### All Roads Lift Embargo and Business is Put on a Normal Basis.

#### FREIGHT HOUSES EMPTIED

All fears of a strike being inaugurated by the trainmen next Monday morning have vanished. Acting on the assumption that the bill passed by the house and then in the senate would be passed by that body and signed by President Wilson, and that the strike order will be recalled, the local roads have all raised the freight embargoes and trains are again moving as usual. All classifications of freight are being handled in and out of Omaha, and by the first of next week it is predicted that business will be back at normal.

The Burlington was the first to raise the embargo, the order having gone out Friday night, almost immediately after the bill had passed the house. A short time later the Northwestern issued its orders, and yesterday at the opening of business, the Milwaukee, Illinois Central, Wabash and Missouri Pacific came along with theirs.

#### Conference at Union Pacific.

The Union Pacific held off until nearly noon before it came across with its order lifting the embargo. Conferences were held between the executive, legal, operating and traffic departments all morning, but just what turn the discussions took, was not given out. Upon the adjournment of the conference, it was passed out that there had been ordered a complete lifting of the embargo and that traffic had been ordered resumed over the entire system.

While railroad officials do not outline the policy that is to be pursued, they express the opinion that the passage of the bill by the senate will afford only a temporary relief of the present situation. They admit that a test case will be brought in federal court to determine the legality of the measure and that if it should be adjudged faulty, the strike situation will have to be gone through with again.

#### Class Legislation.

Up to this time none of the railroad lawyers will express opinions as to just where the law is faulty and weak; they assert that it is class legislation in this respect, that it fixes the hours of labor for one class of employes and ignores all others.

Around the freight yards and houses everything had the appearance of a Sunday. The men were there, but there was nothing for them to do. Anticipating the possibility of a strike, Friday and Friday night, the railroads rushed toward destination all the freight that had accumulated and there was none being received. As a result, for the first time in years, the floors of the freight houses were cleared.

In the yards there were the fewest freight cars in years. Anticipating that in the event of a strike some of the more radical might conclude to interfere with or damage property, practically all the empty cars Friday afternoon and night were made up into trains and hauled out to the country towns and distributed along the sidings. This applied with reference to the yards in Omaha, South Omaha and Council Bluffs.

#### Omaha Prepared.

Had the strike gone on it is asserted that Omaha could not have been better prepared for a siege than right now. It is said that some weeks ago jobbers and others who handle long lines of commodities took time by the forelock and began to work along a line of preparedness. They bought heavily and most of the purchases were stored prior to Friday. As a result, while shipments to country towns were enormous all during the week, warehouse here in the city are still filled to overflowing.

The coal situation was not bad. Generally there was a good stock of all kinds of coal on hand, with the bins of a large number of the consumers filled. The railroads during the week rushed in coal as fast as they could get it from the mines, the Missouri Pacific, alone having brought in 114 carloads from the Kansas and Missouri mines Friday.

Burlington officials figure that with the strike practically out of the way the crowds going to the state fair at Lincoln will be up to expectations. Going on this theory, beginning next Tuesday and continuing during the week, besides the regulars, they will daily operate thirty-nine special trains into Lincoln and from out in the state.

#### Many Strikebreakers Here.

All of the Omaha roads, with the possible exception of the Rock Island and the Missouri Pacific, now that strike prospects have faded away,

### What Is a Visiting Nurse?

Familiar as the appearance of the Visiting Nurse has become about the streets of Omaha, the question: "What is a Visiting Nurse?" is constantly asked.

A Visiting Nurse is a graduate Registered Nurse, employed by the Visiting Nurse association, to give to the poor and those of moderate means the best home nursing possible, always under the direction of a physician. They respond to all calls irrespective of color, race or creed. As this age is fast becoming an age of prevention, the Visiting Nurse finds that her greatest work lies along the line of prevention, i. e., to teach "how" and "why." She teaches patiently and untiringly the laws of sanitation and hygiene, together with her nursing care. Every visit in the home is one of demonstration and instruction, as some one in the home must be taught how to care for her patient during the nurse's absence, or until she makes her next call.

The Visiting Nurse, in her blue uniform, represents a staff of skilled public health nurses, co-operating with every charitable organization in the city and every state institution. They represent the very highest type of womanhood, and their willingness and kindness, together with their skilled work, has won them thousands of friends among the poor of Omaha.

find themselves with a lot of extra money on their hands.

For several days the Omaha roads have been hiring and bringing in large numbers of engine and other classes of railroad men. Had the strike occurred, they were to have reported for duty Monday morning for assignment to their positions. To the railroad officials they were designated as trainmen, but to the public, they were known as strikebreakers. It is estimated that there are at this time something like 1,000 of these men in the city quartered around at the cheaper hotels and boarding houses.

From whence came the so-called strikebreakers, no one knows aside from the railroad officials, but it is asserted that the majority of them came from Chicago and farther east. During one day this week, 200 of them arrived on trains from Chicago. With the possibility of a strike out of the way, the men brought in to act as strikebreakers will remain in the city until after Monday and then they will be sent back to points from which they came.

The raising of the embargo on freight automatically raised the embargo on passenger business, and now, on all of the lines, ticket purchasers are routed to such destinations as they desire and without their tickets reading, "subject to delay," as they have read ever since early in the week.

### TRAINMEN CALL OFF RAIL STRIKE SET FOR MONDAY

(Continued from Page One.)

ference with the operations of trains a misdemeanor.

The enactment into law of enough of President Wilson's program to prevent the railway strike seemed assured when the senate reassembled at 10 o'clock with a program which calls for a vote not later than 6 o'clock this evening. It was the belief of administration leaders that the Adamson bill, as it passed the house late yesterday, approved by President Wilson and formally accepted by the labor leaders as meeting their demands, would eventually be accepted by the senate, thus obviating a delay in conference to reconcile differences with the house.

As soon as the perfected bill finally is passed, a special messenger will carry it to the summer White House at Shadow Lawn, so the president may sign it at once and end the menace of a general paralysis of the country's transportation lines at 7 o'clock Monday morning.

The first amendment proposed today came from Senator Shafroth, democrat. He proposed to fix Senator Underwood's amendment empowering the Interstate Commerce commission to make wage schedules so that no employe would be compelled to work for the rate prescribed.

Senator Hardwick, democrat, declaring congress was being held up by the railroad employes, spoke for the adoption of the Underwood amendment. "We will not measure up to what is required of us," he said, "unless we not only bridge over this crisis but also provide that there never can arise again in this country an opportunity for any man or set of men, railroad managers or workers to seize this government by the throat as is now being done."

Senator Thomas also proposed an amendment to make it a misdemeanor for any person to delay or obstruct the operation of trains, punishable by a fine of not more than \$500 or imprisonment for not more than one year or both.

Petty Political Bargain. Senator Sherman, republican, assailed the efforts of the brotherhoods and of other labor organizations to prevent a compulsory arbitration law.

"It is the senate that is to be put under involuntary servitude," said he. "I have been sought to be put under involuntary servitude. If legislation has fallen so low a degree, if we are ready so servilely to abandon our

### German Veterans Are In Session at Lincoln

Between 150 and 200 members of the Deutsche Kriegerbund society of Omaha will be in Lincoln today and tomorrow for the annual convention of the western division of the order, which includes representatives from Iowa, South Dakota, Kansas and Nebraska.

Omaha is the most important center of the German veterans in this district. Ernest Koenig and George Hoffman, Omaha men, are president and vice president, respectively, of the order. The convention, which started yesterday, will be in session most of today.

Several Omaha members had intended to make the trip to Lincoln in automobiles, but on account of the muddy condition of the roads most of them have abandoned the idea and will go by train.

### Hibernians to Hold Convention Today

The state convention of the Ancient Order of Hibernians will be in session this afternoon and evening in the restaurant of the Henshaw hotel. Delegates representing six county organizations in Nebraska will be here. Following the business meeting there will be a banquet, with addresses by John Rush, M. A. Shine of Plattsmouth, state president; Mrs. Mary Rafferty, president of the ladies auxiliary, and John Keane, president of the Douglas county lodge.

P. C. Heafy, chairman of the committee on arrangements, expects that about thirty-five delegates will attend the meeting and that at least as many more will be at the banquet in the evening.

### Congressman Stephens Returns to Washington

(From a Staff Correspondent.)

Washington, Sept. 2.—(Special Telegram.)—Congressman Sloan was paired with Representative Dan Stephens of the Third district of Nebraska on yesterday's vote on the eight-hour basis day for railway employes. Members of the four brotherhoods were surprised to see Mr. Stephens appear on the floor of the house this morning. Mr. Stephens had endeavored to reach Washington in time to vote on the emergency railway legislation, but was doomed to defeat. He will remain here until adjournment.

Mr. Sloan, pairing with his fellow Nebraskan, said today he would have voted against the bill if he had been permitted. He characterized the position taken by President Wilson on the threatened strike as the greatest bluff that had ever been put over on an American congress.

"In my opinion," said Mr. Sloan, "Wilson has finished himself with his own pipe drive." Representative Reavis, believing that congress will adjourn next week and no legislation of any great movement is pending, feels that he can with entire propriety leave for Falls City on Monday. He will arrange for a pair with Mr. Lobeck on all party matters.

### Automobile Industry Takes a Big Impetus

(From a Staff Correspondent.)

Lincoln, Sept. 2.—(Special.)—Nebraska's bumper wheat crop and the bright prospects for a heavy yield of corn added an impetus to the automobile business during the month of August, as is shown by the records in the office of Secretary of State Pool. During August 6,466 automobiles licenses were issued and 159 motorcycles were licensed.

A total of 93,306 automobile numbers have been issued during 1916, but 447 of these plates were given out to replace lost numbers, and after deducting the lost numbers from the total issued, the secretary finds that there were 92,859 automobiles in operation in the state on August 31. This shows a gain of 33,919 over the entire year of 1915.

The total number of motorcycles registered up to August 31 was 3,658. The cost of operating the automobile department for the month of August was \$1,226.69.

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### MEN ARE ALL READY TO CALL OFF STRIKE

#### Brotherhood Leaders Prepare To Notify Men When Eight-Hour Law is Passed.

#### PLEASED AT THE OUTLOOK

"If we should receive word from headquarters to cancel the strike order," said Charles Bogue, general chairman of the Brotherhood of Railway Trainmen of the Union Pacific, "we can stay up all night if necessary sending out wires to all the men on the road to call the strike off."

"Yes, we are in good shape to handle that situation, if they give us any kind of a show at all. Of course, we will not do a thing until we get orders from headquarters of the brotherhoods. But we have things in such shape that we can reach the men, although it will probably mean working all night to do it."

"Judging from newspaper reports this morning, the situation looks rather favorable for averting a strike," observed D. W. Smith, general chairman of the Brotherhood of Locomotive Firemen and Engineers of the Union Pacific lines.

"From the published reports it seems likely that the senate will pass the eight-hour law some time today. 'Yes, I should like to see it settled, for no one would hate to see a strike any more than I, although I say now, as I have said before, that I do not fear a strike so far as the contentions of the men are concerned. Their contentions are just."

"I note that a number of the railroads have lifted the embargo, which would seem to indicate that they feel fairly confident that the matter will be settled without a strike."

Mr. Smith would not comment on the constitutionality of the Adamson eight-hour bill, nor would he express an opinion as to whether the railroads would be likely to carry it to the supreme court. "Anything I could say on that would be merely a personal opinion," he said, "and I cannot speak for what the railroads would do in the matter."

### NO COURT ORDER WILL BE ISSUED TO STOP STRIKE

(Continued from Page One.)

attempts to secure "snap judgment" and the request for a delay until Tuesday, the day after the date set for the calling of the strike, brought about a compromise on a delay of five hours in which to consider the attacks of attorneys for the brotherhood.

"If the brotherhood shows that our allegation that two-thirds of the members on the Union Pacific voted against the strike is incorrect, then we have no case and are willing to quit," said Judge Sullivan. "If we have been misled in our information we will start an investigation. As far as I know our information came from reliable sources."

Points emphasized by Jefferis and Tunison in attacking the application of Conductor Hamilton follow: The allegations of Conductor Hamilton's petition are untrue in that over two-thirds

of the membership of the order on the Union Pacific voted in favor of the strike. The total membership is 408; total vote in favor of strike was 361; total vote against strike was 113; per cent of total membership voting in favor of strike was 88.5; per cent of those actually voting in favor of strike was 76.93.

The petition of plaintiff is without equity. It shows no irreparable injury threatened to the plaintiff. If the strike is illegally called all the plaintiff has to do is to keep on working for the Union Pacific and thus he will preserve his position and rights with the railroad. The Order of Railway Conductors would have no right to expel him for refusal to obey an illegal order. Therefore, the plaintiff is in no danger at this time from either the railroad or the order.

It is contrary to the public policy of the United States as expressed in the Clayton act for a court to interfere by injunction to prevent strikes or to attempt to regulate the internal affairs of labor unions. The plaintiff has an adequate remedy in the order for any alleged complaining he may have regarding the legality of the strike order.

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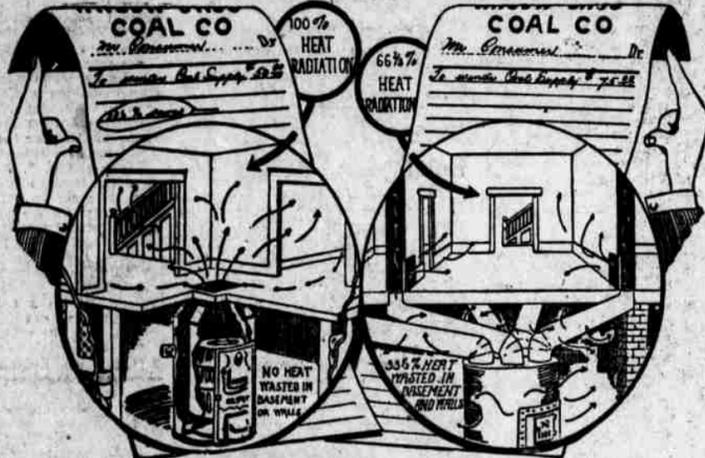
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