

PRESIDENT SIGNS 8-HOUR BILL

Returns From Long Branch, Makes Measure Law and Hastens on Trip.

ONE MANAGER IS DEAD

(Continued from Page One.)

officials say the enactment will mean not more than an annual increase of \$20,000,000. In congress and among the railroad officials there has existed doubt as to constitutionality of the law, but what steps, if any, may be taken to test this has not been indicated.

Quick Action Follows.

Quick action by the brotherhood heads followed the action in the senate. No doubt existed in their minds that President Wilson would sign the bill as soon as it was handed to him. The measure embraces virtually all of the president's original proposals to the employees and the railroad heads, although it is only a part of the legislative program he took to congress last Tuesday, when his negotiations had failed.

Insistence of the orders of cancellation followed a meeting of the four brotherhood heads and thirteen remaining members of their committee of 640. Some opposition to acting before the president actually had affixed his signature was evidenced in the meeting, but in the end the seventeen voted unanimously to call off the strike immediately. All the code messages had been prepared in advance and as quickly as the decision was announced, clerks rushed to the telegraph offices with armloads of the messages.

No Two Are Alike.

No two of the more than 600 dispatches were alike. One of them read: "It is reported that a big fire is raging in Toronto." Another said: "There is danger of your house burning down tomorrow." Even the brotherhood heads did not know what all the messages contained, the composition of them having been left to clerks.

The original plan to wait until the president had signed the bill before calling off the strike was abandoned in order to facilitate transmission of the messages. It was thought if the order were not sent out until tomorrow many small telegraph offices probably would be closed, and the 10,000 or more local chairmen, all of whom in turn are to receive messages from the 640 general chairmen, might not be advised.

The argument also was advanced that newspaper publicity tomorrow morning throughout the country would be of great assistance in getting the word to the employees who would be affected by the strike.

To See Wilson Sign Bill.

The four brotherhood heads were invited tonight to be present tomorrow morning when President Wilson signs the bill. The president will use four pens in affixing his signature and each of the labor leaders will be given one of them as a souvenir.

Although members of congress breathed easier when their task was done, the relief was not so much a demonstration of satisfaction over the legislation enacted as over the immediate results it accomplished. It not only stopped the strike, but served to stay the soaring prices of food and necessities of life which had been going rapidly upward for several days. They also were jubilant that at last the way looked clear for adjournment of congress, but many members of both houses were convinced that with the reassembling in December, the question would come up again and that permanent legislation to be asked by the president along the line of compulsory arbitration would be pressed. In the meantime the joint sub-committee recently created by congress will get to work on problems of railroad legislation and prepare recommendations to be made as soon as possible in the session to come.

Say Congress Coerced.

Republican senators and a few of the democrats in debate on the bill declared unhesitatingly that congress was being coerced, dictated, driven under the gun to the passage of the eight-hour bill without any provisions of a permanent character. Senator Borah asserted that the railroad trainmen would not dare to order the strike if congress should abandon the bill and adopt a resolution merely to provide for a thorough consideration of the whole subject.

Senator Underwood declared the strike would be as dead on Monday morning if his amendment should be added to the eight-hour bill as it would be without. Senator Newlands insisted that congress did not dare to do what President Wilson had dared to do and enact legislation that would serve to stand as a permanent barrier against such threatened industrial disaster.

Other senators, chiefly progressive republicans, among them Cummins, Kenyon and Norris, said that that labor was getting a bad bargain, "a brassy gold brick," "a humbug," and that they were conceding to congress the right to legislate on the question of wages, a concession which in their opinion the 600,000 trainmen of the organizations affected would not approve if it should be put to them for a vote.

But champions of the Adamson bill said they reply that to amend the bill would mean that the strike would not be stopped. They recalled to the senate the declarations of the brotherhood leaders that nothing would serve to stay the strike except the passage of the bill giving them the eight-hour day and the proposed investigation.

Senator Reed, taking up cudgels for the brotherhoods, asserted that a quorum of the house was not in Washington; that it therefore would be impossible to pass the bill if amended in any particular in time to prevent the strike Monday, and congress would be blamed for the disaster if it were not stayed in accordance with the plan designed by house leaders.

This Argument Wins.

This line of argument won the day and not only prevented the adoption of the Underwood amendment, but also served to defeat an amendment by Senator Newlands to make interference with the operation of railroad trains a misdemeanor punishable by fine and imprisonment, and an

Senate on 8-Hour Bill

Table with columns for 'For the Bill-45', 'Against the Bill-25', and 'Republicans-22'. Lists names of senators such as Borah, Brandegee, Clapp, Cummins, Curtis, Dillingham, La Follette, etc.

amendment by Senator La Follette which would make certain that the new law should not be construed to repeal or modify the railroad hours of service law, which prohibits railroad men from working continuously more than sixteen hours. The majority of the senators admitted that they were afraid to change the dotting of an "i" or the crossing of a "t" in the house bill for fear it might serve to forestall what all desired, a prevention of the strike. The senate galleries were crowded to capacity when the vote was taken.

Ends Stirring Week.

The falling of the gavel on the passage of the bill in the senate tonight marked the end of a dramatic and precedent-breaking week in congress. When President Wilson, failing to bring the railroads and the brotherhoods to an agreement, turned to congress for relief, he made unannounced trips to the capitol to consult leaders about appearing before congress in person, to lay the situation before it. Hurried arrangements for the ceremony were made and the president addressed a joint session on Tuesday suggesting legislation which included the provisions of the bill to provide means of preventing future difficulties and for handling military trains in the event of a strike.

Committees of both houses went to work at once and the president paid daily visits to the capitol to see, as he put it, "that things are kept moving." They were kept moving rapidly, but not altogether to the liking of the president, in the house, which, on Friday, passed only the eight-hour bill, providing for the investigation. The senate interstate commerce committee first drafted tentative bills covering the president's whole program, but eventually abandoned all of it and substituted the house measure.

Fight Against Odds.

The bill was passed in the senate, following determined efforts by Senator Newlands' chairman of the interstate commerce committee; and several other senators to amend it. The democratic senators mentioned indicated that congress should provide, as President Wilson had urged, some measure to prevent such a crisis ever arising again. They declared congress was showing the white feather, that it was afraid to go further than merely to prevent the threatened catastrophe of the moment. They proposed that the Interstate Commerce commission should be given authority in the future to fix wages and hours of service of railroad employees, thus forever taking the question of labor disputes out of the strike danger zone. They fought vainly to the last against overwhelming odds.

The negotiations in which the agencies of the federal government were used to avert the strike began nearly a month ago, when it became apparent that the railroads and the trainmen could not agree among themselves, and the United States Board of Mediation and Conciliation undertook to adjust the differences. Several days of mediation ended without a solution of the problem and the situation narrowed down to a point where the railroads were willing to arbitrate some of the men's demands, but the employees were not. Then came the invitation, three weeks ago, to both sides to come to Washington for conferences with the president.

Come to Capital.

The four brotherhood chiefs and the twenty-four chairmen of the principal local organizations, as well as the conference committee of railway managers, which were handling the questions in issue, came here the next day. They were unable to agree on a basis of settlement and after several discussions at the White House the summons was sent out for the 640 representatives of the trainmen's organizations, who were in New York awaiting the outcome of the negotiations, and the presidents of some leading railroads, to come to Washington.

More than twenty railroad executives answered the call and at his first meeting with them President Wilson suggested as a basis of settlement, the acceptance of the principle of the eight-hour day by the railroads, with pay at present rates—for ten hours work—and that other questions, such as overtime pay, be left to an investigating commission. He put forward also the idea that the railroads might be recompensed for the additional financial burden by an increase in freight rates.

Little Progress for Days.

This proposal was accepted by the employees, but the railroad executives, holding out for arbitration, took it under advisement and the negotiations made but little progress for several days. In the meantime, the president summoned to Washington about forty more executive heads of railroads, and when the matter reached its final stages, there were more than sixty in Washington. The railroad executives considered the president's plan of settlement for a week and then notified him they could not consider endorsement of the eight-hour day with ten hours' pay. They offered a counter suggestion that a question of wages such as they considered this to be, should be arbitrated and that pending a decision by an arbitration board, the railroads would keep a fund under supervision of the Interstate Commerce commission, to pay the increased wage cost if the decision went against them and the eight-hour day was approved.

The men would not agree to this and sent out their strike call. Then the president put the case in the hands of congress.

RAILROAD CHIEFS FEELING RELIEVED

Ripley of Santa Fe, However, Is Sorry Question Not Come to a Test.

LAW WILL BE ATTACKED

Chicago, Sept. 3.—From Chicago tonight went telegrams to every division point on western railroads in forming both railway officials and trainmen that the strike is off. A general attitude of relief was expressed by minor railway officials. President E. P. Ripley of the Atchison, Topeka and Santa Fe railway said, however, that he was sorry the question had not come to a critical test.

"I am sorry it has been called off," Mr. Ripley said. "The Adamson bill doesn't become effective until January 1. Between now and then we can decide what to do."

Law Will Be Tested.

Mr. Ripley was asked if his railroad planned an immediate test of the law. "I can't say just when we will do anything," he replied, "but the law surely will be tested."

Charles H. Markham, president of the Illinois Central, said tonight he expects a conference of attorneys for all of the big railroads will be called soon to discuss action on the Adamson bill. "This conference probably will determine our course of action," he said.

Action is Planned.

New York, Sept. 3.—Action to lift freight embargoes imposed when the nation-wide railway controversy assumed a threatening aspect was expected to be taken within a few hours by the New York Central, Delaware, Lackawanna & Western, Lehigh Valley and other lines with general offices in this city, it was announced tonight by railroad officials, after they had received word that the strike order had been cancelled by the brotherhoods' officials in Washington.

Planes Exchange Radio Messages For the First Time

San Diego, Cal., Sept. 3.—What is declared to be an important advance in the field of radio telegraphy was accomplished here today when a wireless message was sent from one aeroplane in flight to another.

Captain C. C. Culver, attached to the United States signal corps training school at North Island in a seaplane, and a radio expert in an army machine piloted by Lieutenant Herbert Dargue received the message which was transmitted a distance of several miles by Lieutenant W. A. Robertson, who was in another machine guided by A. D. Smith. The message, which read "National aviation field sets new world's record," was received distinctly by Captain Culver.

According to Captain Culver, this is the first time on record in this country and perhaps in the world that a wireless message has been received by one aeroplane from another.

Many People Don't Know. A sluggish liver causes an awful lot of misery—to keep it active use Dr. King's New Life Pills. Only 50c. All druggists.—Adv.

Women at Camp Find Marching Hard Work

Lake Geneva, Wis., Sept. 3.—The women of the Second National Service School encampment found marching hard work yesterday. It took the "soldierettes" one hour to finish a three-mile hike. Several of them, including Mrs. Edward F. Swift, Mrs. Tracy Drake, and Mrs. Henry Huntington, Chicago society women, dropped out of the ranks to rest.

GOOD WORK FOR SICK WOMEN

The Woman's Medicine Has Proved Its Worth.

When Lydia E. Pinkham's remedies were first introduced, their curative powers were doubted and had to be proved. But the proof came, and gradually the use of them spread over the whole country. Now that hundreds of thousands of women have experienced the most beneficial effects from the use of these medicines, their value has become generally recognized, and Lydia E. Pinkham's Vegetable Compound is the standard medicine for women.

The following letter is only one of the thousands on file in the Pinkham office, at Lynn, Mass., proving that Lydia E. Pinkham's Vegetable Compound is an article of great merit as shown by the results it produces.

Anamosa, Iowa.—"When I began taking Lydia E. Pinkham's Vegetable Compound I suffered with a displacement, and my system was in a general run-down condition. I would have the headache for a week and my back would ache so bad when I would bend down I could hardly straighten up. My sister was sick in bed for two months and doctored, but did not get any relief. She saw an advertisement of your medicine and tried it and got better. She told me what it had done for her, and when I had taken only two bottles of Lydia E. Pinkham's Vegetable Compound my head began to feel better. I continued its use and now I don't have any of those troubles."—Mrs. L. J. HANNAN, R.F.D. 1, Anamosa, Iowa.

BELLANS Absolutely Removes Indigestion. One package proves it. 25c at all druggists.

FOR THE INFORMATION OF THE PUBLIC:

The Railroads' statement of their position on the threatened strike, as presented to the President of the United States

A strike on all the railroads of the country has been called by the Train Brotherhoods for 7 o'clock Monday morning, September 4. This strike was ordered from Washington while the President of the United States was making every effort to avert the disaster.

The Final Railroad Proposal

The final proposal made by the railroads for a peaceful settlement of the controversy, but which was rejected by the brotherhoods, was as follows:

- (a) The railroads will, effective September 1, 1916, keep the time of all men represented in this movement, upon an 8 hour basis and by separate account, monthly, with each man, maintain a record of the difference between the money actually earned by him on the present basis and the amount that would have been earned upon an 8 hour basis—overtime on each basis to be computed pro rata. The amounts so shown will be subject to the decision of the Commission, provided for in Paragraph (c) of this memorandum and payable in money, as may be directed by said Commission in its findings and decision. (b) The Interstate Commerce Commission to supervise the keeping of these accounts and report the increased cost of the 8 hour basis, after such period of actual experience as their judgment approves or the President may fix, not, however, less than three months. (c) In view of the far-reaching consequences of the declaration made by the President, accepting the 8 hour day, not only upon the railroads and the classes of labor involved directly in this controversy, but to the public and upon all industry, it seems plain that before the existing conditions are changed, the whole subject in so far as it affects the railroads and their employees, should be investigated and determined by a Commission to be appointed by the President, of such standing as to compel attention and respect to its findings. The judgment of such a Commission would be a helpful basis for adjustments with labor and such legislation as intelligent public opinion, so informed, might demand.

Statement of Executives to the President

In submitting this proposal to the President, the fifty railroad executives called to Washington and representing all the great arteries of traffic, made this statement to him of their convictions:

The demands 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 accomplishing an increase in wages of approximately One Hundred Million Dollars 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 of Managers, and among ourselves, we have reached a clear understanding of the magnitude of the questions, and of the serious consequences to the railroads and to the public, involved in the decision of them.

Trustees for the Public

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 stock of these properties, and who through the saving banks, trust companies and insurance companies, are vitally interested to the extent of millions of dollars, in the integrity and solvency of the railroads of the country, we cannot in conscience surrender without a hearing, the principle involved, nor undertake to transfer the enormous cost that will result to the transportation of the commerce of the country.

The eight-hour day without punitive overtime involves an annual increase, approximately, in the aggregate of Sixty Millions of Dollars, and an increase of more than 20 per cent. in the pay of the men, already the most highly paid in the transportation service.

The ultimate cost to the railroads of an admission in this manner of the principle under contention cannot now be estimated; the effect upon the efficiency of the transportation of the country now already under severe test under the tide of business now moving, and at a time when more, instead of less,

In good faith we have worked continuously and earnestly in a sincere effort to solve the problem in justice to all the parties at interest. These efforts were still in progress when the issuance of the strike order showed them to be unavailing.

Problem Threatens Democracy Itself

The strike, if it comes, will be forced upon the country by the best paid class of laborers in the world, at a time when the country has the greatest need for transportation efficiency.

The problem presented is not that alone of the railroad or business world, but involving democracy itself, and sharply presents the question whether any group of citizens should be allowed to possess the power to imperil the life of the country by conspiring to block the arteries of commerce.

- HALE HOLDEN, Chicago, Burlington & Quincy Railroad. R. S. LOVETT, Union Pacific System. W. W. ATTERBURY, Pennsylvania Railroad. E. P. RIPLEY, Atchison, Topeka & Santa Fe System. FAIRFAX HARRISON, Southern Railway. A. H. SMITH, New York Central Lines. FRANK TRUMBULL, Chesapeake & Ohio Railway. DANIEL WILLARD, Baltimore and Ohio Railroad.

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