WILL STRIKE TIE RAILROADS HERE?

Trainmen Hold Their Peace—Road Officials Believe Strike Order Will Be a Failure.

BUCKING ADAMSON LAW

Telegraph reports that the members of the "Big Four," representing the four brotherhoods of railroad trainmen, will call a general strike Saturday night on eastern lines and having it apply to all sections of the country by Wednesday of next week, were received with considerable surprise here by both railroad officials and employes.

Members of the brotherhoods who were approached said they knew nothing of the plans now being made by the "Big Four" committee.

Railroad officials here assert that so far as the roads are concerned everything in connection with dealing with the men has been left to a committee and that they will be governed by the action taken by that committee. However, they take the position that now would be a most inopportune time for the men to obey a strike order in the event one should go out from the "Big Four." In making this assertion they point to the fact that the question of the legality of the provisions of the Adamson law is now in the hands of the courts and that it would be bad policy to flaunt a strike order in the face of this court.

If the strike order comes, Union Pacific officials are of the opinion that not more than 5 per cent of the trainmen would respond. On the Burlington, Northwestern and Milwaukee it is asserted that 10 per cent would probably be the maximum.

Railroad officials, too, take the position that a strike order issued at this time could have no legal standing and that before one that would be obeyed would go out another vote to strike, or not to strike, would have to be taken.

RAIL EMPLOYES PLAN SERIES OF FREIGHT STRIKES

(Continued from Page One.)

than one of the local leaders here last night declared the brotherhoods had waited too long already while the supreme court deliberated on the constitutionality of the shorter basic day. They argued that if the roads decline at Thursday's conference to put an eight-hour day into effect forthwith the unions would have full justification for a strike.

Men from southwestern roads will meet in St. Louis today, those from eastern roads in New York Wednesday and those from western lines in St. Paul Wednesday.

W. G. Lee, head of the trainmen's brotherhood, said tonight that the men had made no important changes in their demands presented to the railroads last fall.

Receive Order to Strike.

Pittsburgh, Pa., March 13.—Members of the railroad brotherhoods in the Pittsburgh district are said to have received a formal order today to strike on March 17, "unless otherwise notified," the circular, which also officially instructs them as to their conduct during the strike, is signed: "Committee: B. of L. E., B. of L. F., O. R. C., B. of R. T."

The circular consists of seven numbered paragraphs, the last reading as follows:

"Your representatives have been unable to effect a satisfactory settlement and a strike under the laws of the respective organizations become effective March 17, 1917, 6 p. m., central time, 7 p. m., eastern time, unless otherwise notified.

Will Complete Trip.

The first paragraph directs that no man in road service involved in the strike will perform any service after the hour set to strike, unless he already has begun a trip and has actually left the terminal. If the train has left the terminal he will complete the trip and deliver the engine and train at the end of run or tie up point, if tied up under the law, after which he will perform no further serivce, until the close of the strike. Men in other than road service will leave the service at the appointed time. So far as your legal right to strike is concerned, there is no difference between a mail train and a freight train. You have identically the same right to perform service on a mail train as you have to refuse to perform service on a freight trian."

Other sections declare that "acts of violence of any nature will not be tolerated."

Won't Take Shipments.

Indianapolis, March 13.—E. M. Costin, general superintendent of the Big Four railroad, announced late today that "on account of certain threatening strike conditions," the Big Four railroad would not accept shipments of live stock and perishable freight after Thursday midnight, unless it could be delivered to destinations on Big Four lines before Saturday noon. Other clases of freight, the announcement says, will not be accepted after Wednesday midnight, unless the shipper signs a waiver, releasing the railroad company from any damages that might be caused by delay.

Hold Conference.

St. Louis, March 13.—Representatives of the four brotherhoods on the southwestern railways, centering in St. Louis, held a four-hour conference here today with national officers of the brotherhoods and at the end of the conference, refused to give out any information as to what had transpired.

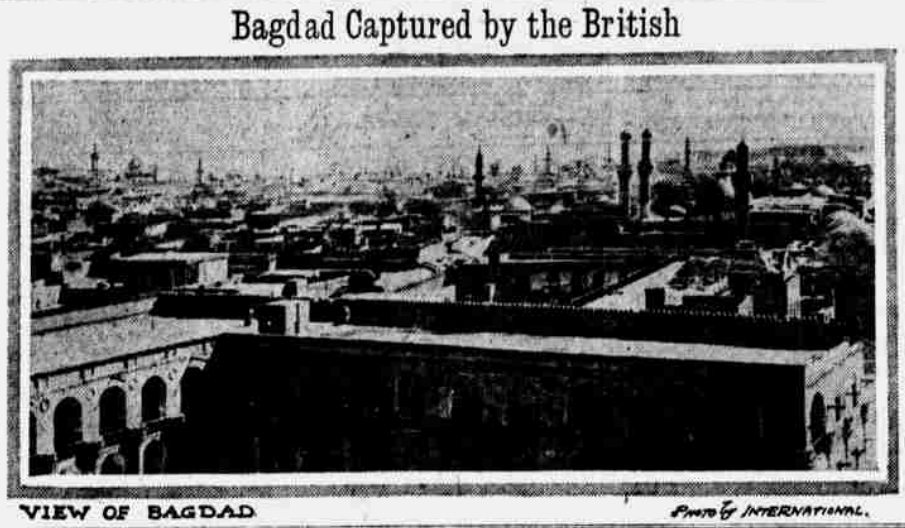
HYMENEAL

Fryer-Kobinson.

Marie Robinson and Sherman Fryer were married by Rev. Charles W. Savidge at his residence Monday evening at 9:30 o'clock. They were accompanied by Mr. Carl O. Booton and Miss Hazel James. The entire party was from Council Bluffs.

To Cure a Cold in One Day
Take LAXATIVE BROMO QUININE Tablets. Druggists refund money if it fails to cure. E. W. GROVE'S signature is on each box. 25c.—Advertisement.

Bagdad Captured by the British



VIEW OF BAGDAD — PHOTO BY INTERNATIONAL.

DIFFERENCE OF OPINION GREETS RATE DECISION

(Continued From Page One.)

ticles of west-bound trans-continental freight to Pacific coast ports.

Existing rates on a wide range of commodities from eastern cities to Pacific coast ports are found unreasonably low and adjustment would be effected under the proposed plan by raising through rates and prescribing proportional rates to intermediate points.

Present through rates on a long list of other articles, including brass, bronze or copper goods, electrical goods, certain iron products, pulp wood, lumber, wheat, rice, tea and tobacco are found to be reasonable and adjustment of rates to intermediate points would be made by reducing the present rates where they exceed through rates.

The railroads are given until April 2 to submit proposed changes in the plan. The case will be argued before the commission April 3 and 4 and will then be taken under consideration for final decision

Water Competitors Negligible.

Tentative findings reached after long and painstaking investigation, include the following:

"Existing water competition is found to be a negligible factor in affecting rates by rail between Atlantic and Pacific coast terminals.

"Rates on commodities from eastern territory to Pacific coast terminals lower than the rates on like traffic to intermediate points are not justified under existing conditions.

"Present rates on specified commodities from all eastern defined territories to Pacific coast terminals are found not unreasonably low or not to have been induced by water competition.

"The rates to Arizona, New Mexico, Nevada, Utah, Wyoming, Idaho, Colorado and Montana, as well as to California, Oregon and Washington should be adjusted at this time as fully as now can be determined. The facts do not admit of such a finding as is sought by the carriers, the coast cities and the eastern shippers, namely, that present conditions justify lower rates to the coast cities than to intermediate points. Nor do the facts altogether admit of such a finding as is sought by the representatives of the intermountain states, namely, that all of these rates to Pacific coast cities are reasonable and fully remunerative. Some of the rates are unreasonably low; many of the rates, however, are not unreasonably low.

"Rates from all eastern defined territories to all points west of the Missouri river should be so adjusted now that upon the return of water competition, which may necessitate reductions in rates to the Pacific coast, the rates to intermediate points need not be disturbed, except the point to which rates may be affected by combination on the coast.

Missouri River Rates.

"The suggestion is made to carriers that carload commodity rates from the Missouri river to the intermediate territory west thereof be graded with distance, applying rates not higher than 55, 70, 80 and 90 per cent of the present coast rates to the territory within 600, 950, 1,300 and 1,650 miles from the Missouri river cities, respectively.

"Commodity rates from points east of the Missouri river to Arizona points on all items found unreasonably low at present should not exceed the rates from the Missouri by more than 15, 25 and 35 cents from Chicago, Pittsburgh and Atlantic seaboard territories, respectively, and should not exceed certain maximum rates hereafter prescribed."

In detailing the maximum rates an opinion is given as follows:

"In our judgment the rates on these less than carload commodities from Chicago, Pittsburgh and New York to all territory more than 600 miles west of the Missouri river should not exceed the rates to the same points from the Missouri river by more than 30, 50 and 70 cents respectively on articles classified as first class and 25, 40 and 55 cents on articles classified as second, third or fourth class.

"Present less than carload commodity rates from eastern defined territories to Pacific ports which are higher than $2.50 per hundred pounds are not unreasonably low. Present less than carload commodity rates from the Missouri river to Pacific coast ports which are not higher than $2.50 per hundred pounds are not unreasonably low.

"Rates on barley, beans, canned goods, asphaltum, dried fruits and wine from Pacific coast ports via rail and water routes through Galveston to the Atlantic seaboard should be revised to accord with the requirements of the long and short haul clause."

Railroads Will Not Consider Demand For 8-Hour Day

New York, March 13.—Even should the railroads be threatened by the four brotherhoods of trainmen with a nation-wide strike, at the conference to be held here Thursday with the railroad managers their stand will be, it was learned here today, that there cannot be at this time any compromise on the question of the eight-hour working day.

This position will be based on the contention, it was stated authoritatively, that the railroads entered into a stipulation with the government to do nothing to alter the status quo pending a decision by the supreme court on the Adamson law.

A railroad representative stated that the managers were convinced that the men asked for the conference for the definite purpose of presenting an ultimatum on the eight-hour question. It was stated that it is expected this ultimatum will be based on the demands of the men made last year, on which the strike vote calling for a walkout last September was cast.

It will not be based on a demand for the enforcement of the Adamson law, the railroad representative said, as that grants less than the strike vote demanded.

Further reports reached the national conference committee of the railroads today that the plans of the men for a strike beginning Saturday night if their demands are not met were virtually complete. It was said that all that would be necessary would be to put into effect the strike called for in last year's vote, as that had merely been held in abeyance on account of the Adamson law and had not lapsed or been rescinded.

Passes Suffrage Amendment.

Albany, N. Y., March 12.—The resolution to provide for a referendum on the woman suffrage question at the state election next November was passed in the senate tonight by a vote of 29 to 7. The measure now goes to the governor.

A Daily Ration of Grape-Nuts

made of combined whole wheat and malted barley, furnishes the mineral elements so vitally necessary in food for putting the "punch" into energetic bodies and brains.

"There's a Reason"

No change in price, quality, or size of package.

MACHINE SHAKES HER WHOLE BODY

Welfare Board Inspector Finds Work Which Makes Woman Unfit for Marriage.

PIECEWORK OFTEN HARMS

While investigating working conditions of women and girls an inspector of the Board of Public Welfare became interested in an electric shoe machine whose operator invited the caller to test. This comment on the incident is included in the annual report of the Welfare board, now ready to be printed:

"The investigator was invited to sit at the machine and, after placing her foot on the pedal, she was hardly able to withdraw her foot and her entire body was badly shaken. The operator told the inspector that she did not intend to get married, because it would be a crime for anyone to get married after they had worked for several years at this kind of a machine. There is no violation of law in working at such a machine, but any line of industry that brings about a condition that is detrimental to the future generation should not be tolerated."

Piecework Censured.

The report states that the prevailing piecework system is an incentive for many women to overtax their strength.

It is reported that 34 per cent of working women and girls who are living away from their homes receive $7 or less per week.

The following groups of women and girls included in the survey use their spare time in this manner:

Assisting in home duties, 1,140; shows, 711; dances, 482; outdoor sports, 407; reading, 181; sewing and fancy work, 80; music, 63; church 61; gymnastics, 34; visiting, 18; sleeping, 11; cards, 7.

For quick and sure results use The Bee Want Ads.

HARRY K. THAW ADJUDGED INSANE

Finding of Court Prevents His Return to New York to Answer Charge of Assault.

WILL BE TAKEN TO ASYLUM

Philadelphia, March 13.—Harry K. Thaw was today adjudged a lunatic by the common pleas court of this city, and under the law cannot be taken to New York on requisition to stand trial on charges of assaulting Frederick Gump, jr., a high school student of Kansas City, Mo. Thaw will be kept in St. Mary's hospital here pending his removal to a Pennsylvania asylum.

The court's action was based on the report presented today by a lunacy commission which yesterday took the testimony of Thaw and his mother.

The Thompson Belden Store

Something to See— The New Spring Materials

If your imagination has been snowed under by winter's slush and gray weather and you have forgotten that such things as tulips and crocuses are possible, a stroll through the Section of Silks and Woolens will be just the stimulant you need. The aisles are fairly draped with Spring.

Literally hundreds of new silks in different weaves and colors and patterns of distinctiveness: Sports Silks, Dress Silks, Suiting Silks—never was there a more colorful season.

Tomorrow we are featuring a new Satin Taffeta, a fabric that tailors well, wears well and comes in all the new Spring colors; a material that's distinctively different; 36-inch, $2.25 yard.

Printed Foulards, Crepes, Radiums; scores of conservative patterns, in dots, squares and novelty designs.

Printed Georgettes, Indestructible Voiles, in light and dark grounds, for blouses to wear in combination with taffetas; $2 to $3 a yard.

BELDING'S and HASKELL'S GUARANTEED SILKS are sold exclusively by Thompson, Belden & Co., in Omaha.

Spring Woolens Are a Delight

Plain shades and novelties vie with each other for popularity; excellent weights for spring wear Suits and skirts. Coatings, Burellas, Jerseys, Mixtures and other new season qualities.

Spring Millinery

ENDLESS in design, ravishing in beauty, sounds the note of the new season with its spirit of the times—style and character.

We announce for tomorrow

The Informal Spring Opening of the Millinery Department

An Exhibition and Selling—
—Distinctive Spring Modes

New Spring Fashions

Apparel That Has Aroused Enthusiasm

Women who desire individuality in dress seek no farther than this establishment. No doubt exists in the minds of those who have viewed these comprehensive showings. We extend to you a cordial invitation to visit us Wednesday.

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SUITS FOR EVERY OCCASION

An array that for downright sparkling novelty of theme and fabric towers high above anything shown for the spring season; $25 to $125.

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DAINTY FROCKS AND GOWNS

for the avenue when the first burst of spring lures the whole world out-of-doors; Georgettes, Taffetas, Serges, Nets, Voiles and colorful French Cottons. Prices in cotton being $8.50 to $35. Prices in other fabrics, $25 to $95.

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COATS A DOMINATING NOTE IN FASHION

In view of which one finds here every new color and all the styles of worth: Chenile, Bolivia, Gunnyburl, Silk Poplin, Velour, Taffeta. Oh, so many as to be indescribable. Prices range from $16.50 to $95.

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DAINTIEST OF SEPARATE SKIRTS

In Satin Flourette, Satin Baronette, Border designs, in gayest rainbow colors, Sports Silks, in exquisite models; Porcelain Blue, Midas Yellow—colors that rival a chapter from the Arabian Nights; $16.50, $19.50, $25, $30, $35.