roads and their counter demand that certain privileges now enjoyed by their men and certain basis of payment worked out through many years of contest be reconsidered, especially in their relation to the adoption of an eight-hour day.

"The matter came some three weeks ago to a final issue and resulted in a complete deadlock. The means provided by law for the mediation of the controversy failed and the means of arbitration for which the law provides were rejected.

"The representatives of the railway executives proposed that the demands of the men be submitted in their entirety to arbitration, along with certain questions of readjustment as to pay and conditions of employment which seemed to them to be either closely associated with the demands or to call for reconsideration on their own merits; the men absolutely declined arbitration, especially if any of their established privileges were by that means to be drawn again into question. The law in the matter put no compulsion upon them.

"The 400,000 from whom the demands proceeded had voted to strike if their demands were refused; **the strike was imminent; it has since been set for the 4th of September next. It affects the men who man the freight trains on practically every railway in the country. The freight service throughout the United States must stand still until their places are filled, if, indeed, it should prove possible to fill them at all.**

COMMERCE OF THE NATION THREATENED.

"Cities will be cut off from their food supplies, the whole commerce of the nation will be paralyzed, men of every sort and occupation will be thrown out of employment, countless thousands will in all likelihood be brought, it may be, to the very point of starvation, and a tragical national calamity brought on, to be added to the other distresses of the time, because no basis of accommodation or settlement has been found.

"Just so soon as it became evident that mediation under the existing law had failed and that arbitration had been rendered impossible by the attitude of the men, I considered it my duty to confer with the representatives of both the railways and the brotherhoods, and myself offer mediation, not as an arbitrator, but merely as spokesman of the nation, in the interest of justice indeed, and as a friend of both parties, but not as judge, only as the representative of one hundred millions of men, women and children who would pay the price, the incalculable price of loss and suffering should these few men insist upon approaching and concluding the matters in controversy between them merely as employers and employees, rather than as patriotic citizens of the United States looking before and after and accepting the larger responsibility which the public would put upon them.

"It seemed to me, in considering the subject matter of the controversy, that the whole spirit of the time and the preponderant evidence of recent economic experience spoke for the eight-hour day. It has been adjudged by the thought and experience of recent years a thing upon which society is justified in insisting as in the interest of health, efficiency, contentment and a general increase of economic vigor.

"The whole presumption of modern experience would, it seemed to me, be in its favor, whether there was arbitration or not, and the debatable points to settle were those which arose out of the acceptance of the eight-hour day rather than those which affected its establishment.

"I, therefore, proposed that the eight-hour day be adopted by the railway managements and put into practice for the present as a substitute for the existing ten-hour basis of pay and service; that I should appoint, with the permission of Congress, a small commission to observe the results of the change, carefully studying not only the figures of the altered operating costs but also the conditions of labor under which the men worked and the operation of their existing agreements with the railroads, with instructions to report the facts as they found them to the Congress at the earliest possible day, but without recommendation; and that, after the facts had been thus disclosed, an adjustment should in some orderly manner be sought of all the matters now left unadjusted between the railroad managers and the men.

IN LINE WITH COURT DECISION

"These proposals were exactly in line, it is interesting to note, with the position taken by the Supreme Court of the United States when appealed to to protect certain litigants from the financial losses which they confidently expected if they should submit to the regulation of their charges and of their methods of service by public legislation.

"The court has held that it would not undertake to form a judgment upon forecasts, but could base its action only upon actual experience; that it must be supplied with facts, not with calculations and opinions, however scientifically attempted.

"To undertake to arbitrate the question of the adoption of an eight-hour day in the light of results merely estimated and protected would be to undertake an enterprise of conjecture.

"No wise man could undertake it, or if he did undertake it could feel assured of his conclusions.

"I unhesitatingly offered the friendly services of the Administration to the railway managers to see to it that justice was done the railroads in the outcome. I felt warranted in assuring them ha no obsacle of law would be suffered to stand in the way of their increasing their revenues to meet the expenses resulting from the change so far as the development of their business and of their administrative efficiency did not prove adequative to meet them.

"The public and the representativves of the public, I feel justified in assuring them, were disposed to nothing but justice in such cases and were willing to serve those who served them.

"The representatives of the brotherhoods accepted the plan, but the representatives of the railroads declined it. In the face of what I cannot but regard as the practical certainty that they will be ultimately obliged to accept the eight-hour day by the concerted action of organized labor, backed by the favorable judgment of society, the representatives of the railway management have felt justified in declining a peaceful settlement.

"The railroad managements feel the hostile influence of shippers, who would be opposed to an increase of freight rates (for which, however, of course, the public itself would pay); they apparently feel no confidence that the Interstate Commerce Commission could withstand the objection that would be made. They do not care to rely upon the friendly assurances of the Congress or the President. They have thought it best that they should be forced to yield, if they must yield, not by counsel, but by the suffering of the country.

"While my conferences with them were in progress, and when to all outward appearance those confidences had come to a standstill, the representatives of the brotherhoods suddenly acted and set the strike for Sept. 4.

STANDING FIRM FOR ARBITRATION.

"The railway managers based their decision to reject my counsel in this matter upon their conviction that they must, at any cost to themselves or to the country, stand firm for the principle of arbitration, which the men had rejected.

"I based my counsel upon the indisputable fact that there was no means of obtaining arbitration. The law supplied none; earnest efforts at mediation had failed to influence the men in the least. To stand firm for the principle of arbitration and yet not get arbitration seemed to me futile and something more than futile, because it involved incalculable distress to the country, and consequences in some respects worse than those of war and that in the midst of peace.

"I yielded to no man in firm adherence alike of conviction and of purpose to the principle in arbitration in industrial disputes, but matters have come to a sudden crisis in this particular dispute, and the country had been caught unprovided with any practicable means of enforcing that conviction in practice (by whose fault we will not now stop to inquire). A situation had to be met whose elements and fixed conditions were indisputable.

"The practical and patriotic course to pursue, as it seemed to me, was to secure immediate peace by conceding the one thing in the demands of the men which society itself and any arbitrators who represented public sentiment were most likely to approve, and immediately lay the foundations for securing arbitration with regard to everything else involved. The event has confirmed that judgment. I was seeking to compose the present in order to safeguard the future, for I wished an atmosphere of peace and friendly co-operation to which to take counsel with the representatives of the nation with regard to the best means for providing, so far as it might prove possible to provide, against the recurrence of such unhappy situations in the future—the best and most practicable means of securing calm and fair arbitration of all industrial disputes in the days to come.

BEST WAY OF VINDICATING PRINCIPLE.

"It is assuredly the best way of vindicating a principle, namely, having failed to make certain of its observance in the present, to make certain of its observance in the future.

"But I could only propose. I could not govern the will of others who took an entirely different view of the circumstances of the case; who even refused to admit the circumstances to be what they have turned out to be.

"Having failed to bring the parties to this critical controversy to an accommodation, therefore, I turn to you, deeming it clearly our duty as public servants to leave nothing undone that we can do to safeguard the life and interests of the nation. In the spirit of such a purpose, I earnestly recommend the following legislation:

FIRST—Immediate provision for the enlargement and administrative reorganization of the Interstate Commerce Commission along the lines embodied in the bill recently passed by the House of Representatives and now awaiting action by the Senate; in order that the commission may be enabled to deal with the many great and various duties now devolving upon it with a promptness and thoroughness which are with its present constitution and means of action practically impossible.

"SECOND—The establishment of an eight-hour day as the legal basis alike of work and wages in the employment of all railway employees who are actually engaged in the work of operating trains in interstate transportation.

"THIRD, The authorization of the appointment by the President of a small body of men to observe the actual results in experience of the adoption of the eight hour day in railway transportation alike for the men and for railroads; its effects in the matter of operating costs, in the application of the existing practices and agreements to the new conditions, and in all other practical aspects, with the provision that the investigators shall report their conclusions to the Congress at the earliest possible date, but without recommendation as to legislative action; in order that the public may learn from an unprejudiced source just what actual developments have ensued.

FOURTH, Explicit approval by the Congress of the consideration by the Interstate Commerce Commission of an increase of freight rates to meet such additional expenditures by the railroads as may have been rendered necessary by the adoption of the eight-hour day and which have not been offset by Administrative readjustments and economies, should the facts disclosed justify the increase.

FIFTH, An amendment of the existing Federal statute which provides for the mediation, conciliation and arbitration of such controversies as the present by adding to it a provision that in case the methods of accommodation now provided for should fail a full public investigation of the merits of every such dispute shall be instituted and completed before a strike or lock-out may lawfully be attempted.

"SIXTH, The lodgment in the hands of the Executive of the Power, in case of military necessity, to take control of such portions and such rolling stock of the railways of the country as may be required for military use and to operate them for military purposes, with authority to draft into the military service of the United States such train crews and administrative officials as the circumstances require for their safe and efficient use.

STRIKE WOULD HAMPER DEFENSE.

"This last suggestion I make because we cannot in any circumstances suffer the nation to be hampered in the essential matter of national defense.

"At the present moment circumstances render this duty particularly obvious. Almost the entire military force of the nation is stationed upon the Mexican border to guard our territory against hostile raids. It must be supplied, and steadily supplied, with whatever it needs for its maintenance and efficiency.

"If it should be necessary for purposes of national defense to transfer any portion of it upon short notice to some other part of the country, for reasons unforseen, ample means of transportation must be available, and available without delay. The power conferred in this matter should be carefully and explcitly limited in cases of limited necessity, but in all cases it should be clear and ample.

"There is one thing we should do if we are true champions of arbitration. We should make all arbitral awards judgments by record of a court or law in order that their interpretation and enforcement may lie, not with one of the parties to the arbitration, but with an impartial and authoritative tribunal.

"These things I urge upon you, not in haste or merely as a means of meeting a present emergency, but as permanent and necessary additions to the law of the land, suggested, indeed, by circumstances we had hoped never to see, but imperative as well as just, if such emergencies are to be prevented in the future.

"I feel that no extended argument is needed to command them to your favorable consideration. They demonstrate themselves. The time and the occasion only give emphasis to their importance. We need them now and we shall continue to need them."

ALL PEACE NEGOTIATIONS ENDED EARLIER IN DAY

(Special From a Staff Correspondent of The Evening World.)

WASHINGTON, Aug. 29.—All negotiations between the railroad Presidents and union leaders through President Wilson, in an effort to avert a nation-wide strike, were broken off this afternoon just before President Wilson went before the joint session of Congress.

This admission was made at the White House after the committee of eight left for the New Willard. Hale Holden delivered to the President during the brief interview the formal and final answer of the roads, which, as has been repeatedly stated in The Evening World, is a flat rejection of the President's mediation.

The statement presented to President Wilson denies that the judgment of society favors an eight-hour day and declares that arbitration is the only proper way of settling industrial disputes.

YEAR'S TIME ON EIGHT-HOUR DAY REJECTED.

The suggestion of President Wilson for a proposal including the principle of the eight-hour day, but postponing its effectiveness for a year pending investigation, was rejected.

The action of the railroad presidents, taken in connection with the strike order of the employees, left President Wilson no alternative but to go to Congress in a final effort to avert the strike by legislation.

The President instructed Secretary Tumulty to send the final reply of the roads to A. B. Garretson, which was done. As soon as these formalities had been complied with the President informed Secretary Tumulty that he was at liberty to give out the facts. Garretson just shrugged his shoulders when he got the statement from the White House.

Garretson gave the impression that the labor unions would back up the brotherhoods in their opposition to the President's bill for a commission along the line of the Canadian Industrial Disputes Act.

"That is a feature which we propose to fight to a finish," he said to-day. "It gives governments ample opportunity to make labor a slave. It is not a successful way of bringing about peace. As to the general situation, we are now satisfied that this whole affair is a year or two old. It has all the appearance of having been cut and dried and ironed out so that the Government and the corporations would seem to act at cross purposes but really have but one end in view—the forcing of a general strike. Well, it's coming."

READY TO ACCEPT OTHER SUGGESTIONS.

From expressions of brotherhood leaders to-day they are prepared to accept the other four of the five suggested legislative acts urged by the President. They will not oppose the Eight-Hour Day Law, the law to name a commission to apply the eight-hour day, the law to invest the Interstate Commerce Commission with power to consider wage increases in fixing rates and the law empowering the President to draft men into service for military operation of the railroads in case of strike.

A formal statement issued by all the railway presidents embodied their own proposal to the President and gave their reasons for refusing to accept his plan of settlement.

While President Wilson was preparing to go before Congress the brotherhood leaders rejected the latest proposition of the committee of railway presidents and actually ordered the strike to begin at 7 A. M. Labor Day, unless a settlement satisfactory to them is reached in the mean time.

Their previous order for the strike was tentative and required a secret signal to put it into effect. Unless a settlement satisfactory to the labor leaders is reached before that time, or unless President Wilson and Congress find some way to prevent it, the strike would start Labor Day without further notice.

WORKS NEARLY ALL NIGHT ON ADDRESS.

President Wilson worked nearly all night on his address to Congress. He proposed to lay before Congress a definite plan of legislation for dealing with the situation. It includes bills laid before him by Senator Newlands, after conference with Acting Attorney General Todd, Secretary Lane and several members of the Senate Interstate Commerce Committee.

ARBITRATE 8-HOUR DAY, RAILWAY HEADS INSIST

WASHINGTON, Aug. 29.—This statement to the public was issued by the committee of railway presidents:

"We are unable, after the most earnest consideration, to agree with the proposal of the President of the United States, which is that we accept without arbitration the substitution of an eight-hour day for the present ten-hour day in all of the existing practices and agreements. This is the main point in controversy and we cannot surrender it without an opportunity to be heard in some form of fair arbitration.

"We do not assent to the statement that 'the eight-hour day now undoubtedly has the sanction of the judgment of society in its favor.' We believe that society has not yet recorded its judgment upon this subject.

"We are not in this controversy, however, dealing with the conditions relating to the eight-hour day in the industrial world. The difference between the eight-hour day in business and manufacturing interests and in the railroad train service day has been fully explained. The railroad day is a basis for computing pay and overtime, the length of daily service being controlled by variable conditions.

"The demands involved 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 and yard service represented by the labor organizations in this matter."

PROPOSED LAW MAKES SLAVES, SAY THE UNIONS

WASHINGTON, Aug. 29.—The brotherhood heads, Garretson, Stone, Lee and Carter, issued the following statement explaining their opposition to any legislation along the plan of the Canadian Commission.

"Since the abolition of slavery no more effectual means has been devised for insuring the bondage of the workingman than the passage of compulsory investigation acts of the character of the Canadian Industrial Disputes Act. The writers speak from their personal experience thereunder, as these organizations are all international in their jurisdiction. To cite an actual occurrence:

"In 1910 the men upon eighty railroads in the Eastern territory of the United States presented to the railway companies of that territory a demand for increase in wages. The companies refused to deal concertedly with the proposition and it was, therefore, taken up with the individual roads. Three of the properties were Canadian and two days after negotiation was opened, on Jan. 7, on the first road in the United States, negotiation opened on the three Canadian properties. The negotiations in the United States included Federal mediation in the first instance and arbitration in the third case.

"On the ninetenth day of July following settlement was made on the last of the seventy-seven American lines involved. On the same date, at 6 P. M., a strike took place on the Grand Trunk Railway, one of the Canadian railways, settlement not yet having been effected on any of the three, this growing out of the delays which the employers were able to interpose under the Industrial Disputes Act.

"Moreover, the period of investigation is eternally utilized by the employer to intrench himself in his effort to defeat the demands of the men, no matter how just their cause may be and in a majority of instances, where a verdict by an investigating commission has been favorable to the men, it has been repudiated by the employer.

"In consequence of this attitude, disregard for and the ignoring of the provisions of that law has led to placing thousands of men in the attitude of lawbreakers and the passage of laws which induce men to open violation thereof is a deadly injury to a nation because it breeds universal contempt for law.

"In the present strife, if such an act were passed all that would be necessary would be for the power of attorney to be withdrawn from the National Conference Committee of Managers by the individual roads and then immediate necessity would arise for 250 investigating boards to be created, or if only a limited number were provided for, men would be compelled to remain for years in involuntary servitude, if they obeyed the provisions of such a law."

WESTERN RAILROADS READY TO RUN FOOD CARRYING TRAINS

CHICAGO, Aug. 29.—Officials of Western railroads, which blanket the big food producing States, speeded up their efforts to-day to be prepared for a strike.

The Santa Fe road announced it is prepared to run its trains in case of a strike. Officials of the road say they have applications from 3,500 men to fill the places of those who may strike.

H. E. Bryan, Vice President of the Chicago, Burlington and Quincy road, denied the report that railroads have joined together in one big move to operate under an agreement.

"We are all working out our own plans as far as plans have been made," he said.

A freight handlers' strike on the Burlington threatened to-day to spread to other roads and cause a tie-up of the shipping end of the railroad business in Chicago.

FOOD TO LAST ONLY WEEK OR 10 DAYS ON HAND IN CITY

Strike Would Bring Starvation Peril, Inquiry by Woods Shows.

Information obtained by Police Commissioner Woods to-day shows that in the event of a railroad strike New York City would have enough food to last only a week or ten days. The supply of milk would become exhausted within twenty-four hours.

The Commissioner expressed alarm when he learned of the situation, and at once began making arrangements so that food stuffs may be brought to the city by automobiles and steamboats in the event of railroad trouble.

When the railroad strike first was threatened Inspectors Cohen, O'Brien and Morris were appointed to canvass the packing houses and find out about the meats and then to see the wholesale flour dealers.

The commissioner sent circular letters yesterday to 500 commission merchants and wholesale dealers in food commodities and fuel asking them to give him a statement as to the amounts handled daily by them. He also circularized fourteen of the largest railroad companies and requested immediate reports on the goods they handle.

The following questions were asked in the letters to the wholesalers:

(1). How much in carloads does your company need to supply the regular trade in New York City daily?

(2). How much in your judgment is brought to New York City weekly?

(3). How much weekly in carloads would be required to supply the city?

To the railroad companies he wrote:

"Will you be good enough to let me know how many carloads of food supplies your company brings to the city weekly, specifying different kinds of foods? I want this information in view of the situation that would be created if there should be a general railroad strike."

Packing houses have on hand enough meats to last a week or ten days. This does not include the refrigerated meat stuffs. The flour and grain merchants said their supplies would not last longer than a week.

BELMONT RESULTS.

FIRST RACE.—For three-year-olds and upward; with $700 added; six furlongs straight—Leochares, 123 (Keogh), 1 to 2, 1 to 4 and out, first; Bayberry Candle, 121 (Butwell), 18 to 5, 7 to 10 and 1 to 4, second; Mont d'Or II., 116 (Notter), 7 to 1, 9 to 5 and 3 to 5, third. Time, 1.11 1-5. Rhine Maiden, Lena Mesha and Fellowship also ran.

SECOND RACE.—For maiden two-year-olds with $500 added; five and a half furlongs straight.—Skeptic, 115 (Butwell), 8 to 1, 3 to 1 and 8 to 5, first; Vivid, 115 (Notter), 9 to 10, 1 to 3 and 1 to 6, second; Kittenish, 112 (Phillips), 8 to 1, 3 to 1 and 8 to 5, third. Time, 1.06 1-5. Polonium, Glanaginty, Russian Pinion, Harvest King, Old Elders, Daddy Long Legs, Napoleon, First Ballot, Mary Powell, Pleasant Dreams, Sandale, Precise also ran.

B. R. T. RAISES PAY OF 9,216 WORKERS $650,000 A YEAR

(Continued from First Page.)

this increase, and they will, we are sure, continue loyal, for we have a good percentage of them organized already. This will not interfere with our work in the least."

A committee of B. R. T. employees whose names were kept secret met at noon to-day at the Continental Hotel and decided to appeal to the Public Service Commission to investigate alleged activities of B. R. T. officials in interfering with the men in their efforts to organize. A detailed complaint will be presented to the Commission.

Louis Fridiger, counsel for the Carmen's Union, announced at the Continental Hotel headquarters that a secret plan of organizing the B. R. T. employees was being prepared and that, when perfected, it would be possible to make the men's demands upon the company.

"The efforts of union organizers have been hampered by hired thugs in their work with the B. R. T. employees," he said. "Six men have been beaten in the last two weeks while distributing circulars among the men. Last night at Rockaway Avenue and Fulton Street twenty inspectors tore from the hands of employees circulars which had been given to them. Threats have frightened many employees, but this will not stop the work of organization."

ALL LEATHER VANITIES ARE GOING TO COST MORE

Workers Go on Strike and Milady's Handbags May Be at a Premium.

Women's handbags, vanity cases, kid gloves, boys' Indian and cowboy suits, and a great many other things will be at a premium if the 10,000 members of the Leather Novelty Workers' International Union remain long off the job. They went on strike to-day.

J. T. Luckock, organizer of the union, said that the manufacturers—sixteen of them—were willing to accede to the demands of the workers so as to avert a strike, and added that the present season is the busiest of the year. Benjamin Becker, one of the vice presidents of the union, said that he expected 12,000 workers to walk out. According to him almost the whole country looks to New York for its supply of leather novelty goods.

The workers demand a forty-nine-hour week, 10 per cent. increase for those who receive less than $18 a week and 5 per cent. for those getting more than $18 a week. Those who do piecework demand an increase of 15 per cent. One of the most important clauses of the demands, if adopted, will abolish Saturday and Sunday work at home.

FAVORITES WIN OPENING ROUND IN TENNIS PLAY

Old Stars Easy Victors Over All Comers—One Jap Loses, Other Wins.

By William Abbott.

FOREST HILLS, L. I., Aug. 29.—Opening round matches in the tennis championship for all comers on the West Side Club's turf courts here to-day provided only light exercise for the favorites. R. Norris Williams, national champion in 1914; George Church, R. Lindley Murray, Karl Behr and Johnston, McLoughlin and Griffin, who survived the first round yesterday, won their matches without getting warmed up. In most cases the favorites for the national title did not even receive a stiff practice argument.

The opening round, however, was not without its upsets. Hachishiro Mikami, one of the two Japanese who have startled American tennis galleries this summer, ceased to be a threatening factor in the tournament after meeting William Clothier of Philadelphia. The veteran ex-champion was at his best and simply toyed with his little brown opponent, winning 6—2, 6—2, 6—1.

There was nothing in the Japs' stock of strokes to combat the speedy placements that Clothier dropped, teasingly first court, then the other. The match was simply a series of sprints by Mr. Mikami.

The foreign invasion managed to get in a telling blow when A. W. Macpherson eliminated Fred Inman, one of the strongest of the West Side Club stars. Macpherson cut loose with a burst of speed that put the slower moving Inman in difficulties. The New Yorker made a strong fight in the first set, which was forced to 10—8, but after this effort he quickly weakened, the Russian easily winning the next two sets.

Elliot Binzen, one of the most prominent of the younger stars, succeeded in staying in the championship only after a hard five set match with George King.

Itchiya Kumagae, the little left-handed Jap who defeated Champion William Johnston for the Casino Cup at Newport, won new supporters when he easily disposed of Danforth Geer. The Jap took his favorite station on the base line and repeatedly sent long drives into the American's court that never came back. Kumagae, without extending himself, won in straight sets.

With sixty matches to be disposed of in the opening round, the turf courts since 10.30 o'clock this morning have been a beehive of activity. At times as many as twenty players were in action. The gallery, which reached 8,000 at 3 o'clock, strolled from one match to another, remaining the longest at the feature contests in which the draw brought the more prominent racquet wielders together.

While separate single matches were being decided, William Johnston and Clarence Griffin, both of California, stepped out from the clubhouse at 3.30 and prepared to defend their national doubles title against McLoughlin and Ward Dawson, who formed another team of star Californians. McLoughlin, with Dawson, his now partner, captured the Pacific Coast championship when they earned the right to challenge the national title holder, after defeating George Church and Willis Davis in the elimination trials early this month.

First round summaries—Philip Vandeventer defeated C. Stanley Rogers, 4—6, 2—6, 6—2, 6—1, 6—4; William Rosenbaum defeated J. T. Allen, 6—4, 6—3, 4—7; J. W. Anderson won from Charles Garland by default; Walter Roberts won from Arthur Copeland by default; Clarence Griffin beat Fred Baggs, 8—6, 6—0, 6—2; Arthur Craigin beat Richard Maynard, 6—4, 6—0, 6—0; Ralph Baggs beat B. W. Stair, 6—2, 6—2, 6—2; L. Gwynne French beat George V. Peak, 6—4, 6—3, 6—3; E. H. Whitney beat Ward Dawson, 6—2, 6—3, 6—1; Harold Harvey won from George McKearin by default; E. R. McCormick won from J. C. Nelly by default; Elliott Binzen beat George King, 1—6, 7—5, 4—6, 6—4, 6—2; C. G. Burrows beat Lloyd Hartel, 6—1, 6—0, 6—2; Harold Mixsell beat Louis Oshman, 6—2, 6—1, 6—3; William Clothier beat Hachishiro Mikami, 6—2, 6—2, 6—1; Cedric Major beat B. F. Drake, 6—0, 6—2, 6—2; R. D. Little beat Leonard Knox, 6—2, 6—2, 7—5; R. C. Vanvleit beat William Bourne, 6—0, 6—0, 6—3; A. W. Macpherson beat Fred Inman, 10—8, 6—2, 6—0; Walter Pate beat Spencer Palmer, 6—2, 6—4; 6—1; C. W. MacMullen beat Robert Nathan, 6—4, 6—2, 6—1; Francis Hunter beat Arthur Coffey, 6—2, 6—2, 6—1; William M. Johnston beat Howard Steiman, 6—1, 6—2, 6—0; Mason Kirkland won from David McNair by default; T. R. Pell beat Edmund Pearce, 6—1, 6—2, 6—2; Maurice E. McLoughlin beat R. McClure, 6—0, 6—2, 6—2; Ernest Thomas won from Arthur D. Reed by default; Frank Fall won from Roland Von Maur by default; Edwin Larned beat Donald McCord, 6—4, 6—0, 6—4; F. G. Pimpton beat Count Otto Salm, 8—6, 6—1, 6—4, 7—5; W. Merrill Hall won from T. R. Pimpton by default; Irving Biker beat Benjamin Phillips, 8—10, 6—3, 6—1, 2—6, 6—2; Harry Parker beat Paul Gibbons, 6—4, 6—1, 6—3; Lois Mahan beat J. B. Pfaffman, 1—6, 6—4, 6—2; Willis Davis beat Joseph Armstrong, 7—5, 6—3, 1—6, 6—1.

VOODOO DOCTOR CAUGHT BY POLICE MATRON

Negro Asked $100 for "Treatment" That Would Give Her "Power Over Men."

George Shelton, a negro, forty-eight years old, of No. 204 West One Hundred and Thirty-fourth Street, was convicted today in the Court of Special Sessions of having practised medicine without a license. He was sentenced to serve an indeterminate term of from one to three years.

According to Mary A. Sullivan, police matron, who was the principal witness for the prosecution, Shelton gave her a prescription which he said would give her power over men. This was as follows:

"Place in the left stocking a piece of the very rare root, planted by the Devil, and plucked on a moonlight night (which can be bought from the doctor for $5). After three hours remove the root and stocking and soak the root in water and drink the resulting brew just before retiring."

He asked $100 for the "treatment."

IRISH PAPERS SEIZED.

Three of Them Suppressed by Warrant of Sir John Maxwell.

TRALEE, Ireland, Aug. 29.—Police and soldiers to-day seized the machinery and plant where the newspapers New Banner, Kerryman and Liberator were published. The authorities acted under a warrant issued by Gen. Sir John Maxwell, commander of the forces in Ireland, charging the newspapers with publishing on Aug. 19 an article calculated to cause disaffection.

The managing director of the newspapers, named Griffin, was arrested during the Dublin rebellion last Easter but later was released.

Wheat Is on the Rise.

CHICAGO, Aug. 29. — September wheat jumped 4 1-2 to $1.45 this afternoon, recovering more than half of the loss made during the break which followed Roumania's declaration of war yesterday.

Bather's Body Washed Ashore.

The body of Oswald Walker, nineteen, an electrician of No. 846 Flatbush Avenue, who was drowned Sunday while swimming at Far Rockaway, was washed ashore today.

The advantages of obtaining the triple services of the *Oculist*—the *Optician*—and the "*eyeglass maker*" under one roof—must be very apparent to you.

We are enabled to give you this systematized, triple service, because of our patronage—the *Largest* in the world.

We assure you the *Very Best* results at the *least* expense—consistent with accuracy—dependability and safety.

Harris Glasses—if needed—are priced at $2 or more. Special lenses add a little more to the cost—the mounting is optional with you.

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442 Columbus Ave., bet. 81st & 82d Sts.
70 Nassau St., near John St.
1405 St. Nicholas Ave., bet. 180th & 181st
1007 Broadway, near Willoughby, Brooklyn.
489 Fulton St., Opposite A. & S., Brooklyn.
683 Broad St., Next to Bedell, Newark.

LOST, FOUND AND REWARDS.

Lost—between Little Neck and Queensboro Bridge, Sunday evening, a wicker dress suit case containing ladies clothes. Finder kindly return to Plaza Hotel desk and receive liberal reward.

BELL-ANS
Absolutely Removes Indigestion. One package proves it. 25c at all druggists

CANDY
PENNY A POUND PROFIT

Offering for Tuesday, August 29th

MINT SENTETTES—For the lover of Mints, here is a collection of sweets so diversified as to meet the individual taste of every one. There are Wintergreen Mints, Crystallized Peppermint Creams, Sugar Peppermints, Peppermint Drops, Spiced Dragees, Creme de Menthe Opera, Peppermint Wafers and Chocolate Covered Peppermints. POUND BOX **21c**

Special for To-Morrow, Wednesday, Aug. 30th
PINEAPPLE CREAM KISSES—Masterly blended combinations of richest Sugar Cream, luscious Pineapple and Choicest San Blas Grated Cocoanut. Try them on your sweet tooth. The only rival of a real kiss. POUND BOX **13c**

WE ARE NOW OFFERING:
SPECIAL ASSORTED CHOCOLATES—A very popular collection of Chocolate Covered Sweets, presented in unvarying variety of centres, styles and flavors. Worth fully double the price at which we make them possible to your enjoyment. POUND BOX **24c**

54 BARCLAY STREET
Closes 6.30 p.m.; Sat. 10 a.m.
29 CORTLANDT STREET
Closes 11 a.m. Daily
PARK ROW & NASSAU ST.
Closes 11 a.m. Sat. 11.30 a.m.
400 BROOME STREET
Closes 7 p.m. Sat. 7 p.m.
38 EAST 23D STREET
Closes 10 p.m. Daily
472 FULTON ST., B'KLYN
Closes 11.30 p.m. Daily

Loft New York

206 BROADWAY
Closes 7 p.m. Sat. 10 p.m.
11 EAST 42D STREET
Closes 7 p.m. Daily
266 WEST 125TH STREET
Closes 11.30 p.m. Sat. 12 p.m.
23 WEST 34TH STREET
Closes 7 p.m. Sat. 10 p.m.
149TH ST. & 3D AVE.
Closes 11.30 p.m. Sat. 12 p.m.
157 MARKET ST., Newark
Closes 11.30 p.m. Sat. 12 p.m.

1289 BROADWAY, Brooklyn, Closes 11.30 P. M.—Saturday 12 P. M.
The specified weight includes the container.