

of Hedley Hall, at Broadway and 240th Street. Mr. Shonts urged the men to elect by secret ballot a committee of subway and elevated employees...

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Oscar Straus, chairman of the Public Service Commission, endeavored to prevent an extension of the strike to other lines pending the completion of the commission's inquiry into the facts of the dispute and the merits of the disputants. He warned both sides that any action by either tending toward an increase in the number of the end of the sessions would prejudice that side's cause in the eyes of the public...

Mr. Wood of the Queens road, took similar demands to William O. Wood. His answer will be given to-day, but the meeting of the Queens employees last night indicated what his answer would be. Hedley's answer is easily predicted: The company will treat with its own employees, as such, but not with them as members of any union.

The situation on the Third Avenue system improved slightly yesterday. A few more of the former employees of the system returned to their work in Manhattan. Out of about 700 cars normally run on the company's lines in Manhattan and Bronx, approximately 170 were operated yesterday.

Large corporations in New York which employ great numbers of men are preparing to transport their men out from work on automobiles and buses as a means of conveyance. Restlessness is reported among other bodies of workmen, not alone men employed in power plants connected with railroads, but also similar workers. The police department is prepared for whatever may happen. Last night auto-trucks were ordered to stand by with their headlights on for hurrying reserves to any part of the city.

Both sides in the conflict are hoping for certain advantages to help them win. The labor leaders are waiting for funds to finance the threatened strikes from Boston and other cities in the East. The union knows that labor is scarce and that this is the psychological time to strike. The companies rely upon recent wage increases and benefits to their men, as well as police protection, and the promise of a large market for their products.

A letter which W. D. Mahon, president of the carmen's union, sent to Mr. Mitchell yesterday, predicted a "climax" to-night. The letter follows: "My Dear Mr. Mayor: I note by reading the evening press that you are saying that you have agreed to give you twenty-four hours' notice of any suspension of work that might take place by any of the street railway companies in New York in the city that have not already joined in the strike. If that was your understanding of my interview on the 1st, I must say that I am disappointed."

Mr. Shonts also read a letter signed by a hundred elevated and subway guards and motormen, declaring their loyalty to the Interborough. Both the suggestion of the committee and the letter were greeted with cheers, as was the assertion of Mr. Hedley that William D. Mahon, head of the trolley strike, was a "piker" and should be sent "back West with his carpet bag."

Other developments in the situation throughout the day, however, offered scant promise that the spread of the present strike would be prevented. Mayor Mitchell's conference with the two surface companies and with the commission yesterday, on the basis of peaceful settlement of the conflict between the employees and the New York Railways Company and the New York & Queens County road.

Shonts Refuses to Act. Mr. Shonts refused positively to recognize the union or treat with his representatives as members of the union. Will Wood, president of the Queens lines, took the same stand. Neither would say whether he would discharge men who joined the union. So the strike is still in its hands.

Seeking Employers' Views. "In view of my talks with the men," replied Mr. Shonts, "and their evident lack of desire to have outsiders take a hand in their affairs, I think it would be unwise to discuss this question until I have finished a fuller investigation of the wishes of the men."

Queens Service Promised. "I am not a boastful man," he said, "but I can say that we have been able to continue our service in spite of what may happen."

Auto Transportation Ready. Large corporations in New York which employ great numbers of men are preparing to transport their men out from work on automobiles and buses as a means of conveyance. Restlessness is reported among other bodies of workmen, not alone men employed in power plants connected with railroads, but also similar workers. The police department is prepared for whatever may happen. Last night auto-trucks were ordered to stand by with their headlights on for hurrying reserves to any part of the city.

P. S. C. Broadens Hearing. The Public Service Commission's hearings were broadened to take in the difficulties of the employees and management of the New York and Queens County and the New York Railways Company. Chairman Straus also made it plain to all concerned that the public has a paramount interest in the conduct of the strike and the interests of the employees and the company.

Having the promises I made you in view, as I understood them, I immediately notified you, on receiving the request in the evening, that I had agreed to give you twenty-four hours' notice of any suspension of work that might take place by any of the street railway companies in New York in the city that have not already joined in the strike. If that was your understanding of my interview on the 1st, I must say that I am disappointed."

Deadlock Before Mayor. It was apparent at the Mayor's conference that the meeting would not accomplish anything. Mr. Shonts read a statement on behalf of the green line company, in which he repeated the charge that alien agitators were seeking to interfere with the proper conduct of New York's transit facilities.

Hedley Offers Wm Men to-Day. Vote to Tie Up Manhattan's Surface Cars May Follow Meeting. Present Demands on 2d Avenue Line. Boston Car Men's Union Offers Its \$30,000 Treasury to Aid a Local Strike.

The question in labor circles yesterday was not would the streetcar strike spread, but how far would it spread and would it involve other transportation interests? That the disaffection might spread to the teamsters and truckmen was the belief expressed by local leaders in close touch with the situation. These men said last night that not only were the men employed in other transportation lines in thorough sympathy with the traction employees, but that a spirit of uneasiness was developing that might easily resolve itself into a sympathetic strike.

While this is going on it is probable the men of the Second Avenue system, until now outside the organization, will present their demands to the management of the company. It is expected that at a meeting early this morning in Mozart Hall, on East Eighty-sixth Street, during the day several hundred men, employed on this line and on the New York Railways system, called at the headquarters of the Third Avenue strikers and joined their ranks.

Vote for Strike Expected. These meetings failing, the committees will report to meetings in Lyceum Hall, where the green car employees will meet, and in Murray's Hall, Long Street, where the gathering place for the employees on the Queens system. At these meetings votes to strike are expected.

U. S. Conciliation Board to Try to Settle the Differences. Washington, Aug. 3.—President Wilson let it be known to-day that he would not personally intervene to avert the threatened strike of 100,000 railway men, which would tie up nearly 225 roads and bring practically the entire industry of the country to a standstill.

Shonts and Hedley Rally Workers at Lawn Party. A committee of subway and elevated employees to be the recognized representatives of the men in all dealings with the company was urged last night by Theodore P. Shonts, president of the Interborough Rapid Transit Company and the New York Railways Company, in a speech to 1,500 subway and elevated employees at a lawn party in the grounds of the Interborough at Broadway and 240th Street.

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CLOAK STRIKERS GO BACK TO WORK AT VICTORY. 45,000 Workers Who Had Starved to Win Pleased at Victory. ACCEPT AGREEMENT BY VOTE OF 10 TO 1. Action Hastened by Arrival of Mediators—Officials' O. K. Will End 14 Weeks' Strife.

Table showing maximum wages paid here and elsewhere. Columns: City, Maximum Per Hour. Rows: New York, Worcester, Mass., Detroit, Mich., East Liverpool, Ohio, Pittsburgh, Newcastle, Penn., Akron, Ohio, Ypsilanti, Mich., Troy, N. Y., Leontina, Ohio, Oakland, Cal., Wheaton, Ill., Joliet, Ill., Meriden, Conn., Sharon, Penn., Oakland, Cal., Helena, Mont., Butte, Mont., Salt Lake City, Hartford, Conn., Des Moines, Iowa, Youngstown, Ohio, Rochester, N. Y., San Francisco, Erie, Penn., Chicago, Ill., Cleveland, Ohio, Boston.

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Advertisement for J. M. Gidding & Co. offering immediate "close-out" to-day. Small groups of garments—the last of many lines. LINEN & CLOTH SUITS—Formerly to \$50—at \$15. SILK & CLOTH SUITS—Formerly to \$95—at \$28 & \$35. SUMMER DRESSES—Formerly to \$45—at \$18. SILK & SATIN WRAPS—Formerly to \$125—at \$35. LINEN, CRETONNE & PIQUE SKIRTS—Formerly to \$15—at \$6. SUMMER BLOUSES—Formerly to \$12—at \$4. COUNTRY & GARDEN HATS—Formerly to \$35—at \$10. Smart French Veilings—Parasols—Silk and Beaded Bags—Hair Ornaments—Exclusive Bathing Costumes, etc.—at Half and Less.

Advertisement for Norfolk expects Bremen to-night. Sympathizers of Germany Think She Will Be Outside Capes by Morning. DEUTSCHLAND'S CONVOY WAITING. Much Doubt Whether Warships Yet Know That U-Boat Is Gone. (By Telegram to the Tribune.) Norfolk, Va., Aug. 3.—With the Deutschland supposed to be many miles on her return journey across the Atlantic, the fact that the tug Thomas F. Timmins has elected to remain in Norfolk confirms the belief that the submarine merchantman, believed to have sailed from Bremen for Baltimore, is expected at the Capes within the next few hours, or a day or two at the outside.

Advertisement for Mansion Coffee. Best at 26c a Pound. Direct to You. One Small Profit. "More cups in a pound, more joy in a cup." Five Pounds Delivered Free. Alice Foote MacDougall, "The Only Woman Coffee Importer." 138 Front Street, John 1483. NEW YORK.

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