RUSSELL ASSAILS DIPLOMAT'S AID

Newspaper Correspondent Tells of Refusal of Help in Paris.

ASSERTS WILSON IS OVERSENSITIVE

Socialist Penalized Abroad for Criticising Act of Administration.

Charles Edward Russell, whose charge that a censorship on his news dispatches had ben established by Robert Woods Bliss, charge d'affaires at the United States Embassy in Paris, was recently brought up in Congress, told yesterday of the refusal of the embassy to aid him in reaching the Belgian front. Mr. Russell, who has several times been Socialist candidate for Governor of New York, arrived Monday on the Lafayette.

For some time he has ben the representative of an American newspaper syndicate in France. The action of Mr. Bliss in the absence of Ambassador Sharp, he said, was the result of the notion of the charge d'affaires that Russell, in criticising the principle involved in the birthday congratulations President Wilson sent to Emperor Francis Joseph, had criticised his country's President.

"I wanted to go to Fuornes, a town north of Calais, inside the Belgian lines, and applied for permission to the Belgian Legation. I was referred to the American Embassy and told that it was customary to present a letter of certification issued from there. With David L. Patterson, the representative of a Pittsburgh paper, I called on Mr. Bliss one morning and applied for my letter as correspondent for my syndicate. The charge told both of us that we could call for the letters at 4 that afternoon."

On the morning on which Mr. Russell applied for his letter of certification there had been printed in "The Paris Herald" a letter written by him in which he expressed his pleasure in the fact that so many Americans had protested against Mr. Wilson's "most strange and grotesque felicitations of the Austrian Emperor," who, he said, stood for an autocracy that was in absolute opposition to all American ideals and institutions.

The letter was not written in Mr. Russell's capacity as a newspaper representative, but as a personal protest.

Russell Fails to Get Letter.

When the two correspondents called at the embassy at the appointed time Mr. Bliss presented Mr. Patterson with his letter, but told Mr. Russell that, "in view of his letter criticising the President he did not feel he would be justified in giving him a letter to the Belgian Legation."

"Is there any difference between me and an American citizen who does not criticise an act of the President?" Mr. Russell asked.

"Put it that way if you want to," was the charge's reply.

Mr. Russell then said he had always believed that an ambassador was the servant of the people of his country and was bound to protect them, and that he did not think freedom of speech should be abolished simply because the views of a citizen did not happen to coincide with those of the President.

"If you get into trouble the embassy will protect you, but in the present circumstances I cannot help you," was Mr. Bliss's answer.

Then followed a heated colloquy, in which Mr. Russell asked if there was anything in the Constitution or statutes which forbade criticism of an act of the President, which was met by the remark that the statutes did not require that the ambassador should issue the letter requested. Mr. Bliss then presented the correspondent with a letter in which he expressed his personal sentiments in regard to the situation.

Criticises Administration.

"I consider the act as being typical of an Administration which is constantly oversensitive to criticism of its public acts, always interpreting such criticism as a personal attack. The same sort of thing has happened before, and doubtless will happen again," Mr. Russell declared.

Paris, according to Mr. Russell, is more cheerful than it was a year ago, because the French realize that now they are not bearing the burden of the war alone. He said France has beaten Germany in efficiency on five points where Germany was generally considered to excel—aviation, artillery, trench organization, supplies and bayonet fighting.

"Although France is cheerful, she is grave and thoughtful, and realizes the gravoness of the situation. Her women are wonderful. Now the Allies are gaining the upper hand, slowly, with great sacrifice, but they see the end next summer and realize the distance they have to go."

WILLIAM J. CALHOUN DIES IN CHICAGO HOME

Former Minister to China Had Been Ill for Months.

Chicago, Sept. 19.—William J. Calhoun, former Minister to China, died late to-day at his home, here. Mr. Calhoun was sixty-eight years old. He had been in ill health for some months, having been stricken with paralysis, followed by a complication of ailments.

Mr. Calhoun gained fame as a diplomat through his mission to Cuba just preceding the war with Spain and as Special Commissioner to Venezuela for President Roosevelt.

Born in Pittsburgh, Penn., he practised law at Danville, Ill., and in Chicago. He was a member of the Interstate Commerce Commission from 1896 to 1906, and from 1909 to 1913 was Minister to China.

Mr. Calhoun was twice married. His second wife survives him.

HUGHES ASSAILS EIGHT-HOUR LAW

Continued from page 1

of which will stand analysis and examination."

Mr. Hughes struck a hard blow at Democratic claims when he came to the child labor bill. The present act, he pointed out, relates to only about 150,000 children, while there remain 1,850,000 outside of its provisions still to be cared for.

But it was his talk about protection that won the crowd at Peoria and set the farmers at the Illinois State Fair to cheering his words.

"We are devoted to the doctrine of protection," he said. "We propose to protect American lives on land and sea, at home and abroad. We have no secret intrigues; no covert understanding. We propose that American rights with respect to life, property and commerce shall be protected with respect to every nation on earth in the dignity of American principles.

"We are for the protection of American peace.

"We are not militaristic, but we must be firm and unflinching and prepared in such a manner that none will mistake either our disposition or our ability to maintain our just rights.

"It has been said that we have been kept out of war. None but an inexcusable blunderer could get this nation into war. No one desires trouble with us, but they wish our friendship. It is weakness and vacillation and permitting others to misunderstand us which brings us dangerously near such an outbreak of resentment as may lead to serious trouble.

"The path of peace is the path of self-respect. We have no policies which would bring us into a struggle which cannot be dealt with through highly trained diplomatic agencies. But we must be prepared. We must be firm. We must be for America first."

"We want protection to American industry. We need to conserve our economic independence. I am not for any selfish purpose in tariff making. I am for the United States to-day and honest jobs.

"The two watchwords of the future are cooperation and efficiency. I stand against any demand for legislation in state or nation under pressure before the facts are known. Stand on principle and the American people will back you every time.

"I believe the Republican party is the agency of progress. Let us go forward, fellow citizens, to victory in state and nation.

Experienced campaigners who watched Mr. Hughes to-day are not worrying about the rest of his campaign. Mr. Hughes has warmed up to his task, and the people he talks to seem to warm up to him. Sitting through his forty-minute speech at Peoria this morning proved it. The polite hand-clapping and cheers at the start turned into stamping of feet and waving of hats as the candidate progressed.

Illinois took greedily to the Adamson bill talk. Republican and Progressive leaders who have made a canvass of the state report that the farmers are not mad—they are livid about this proposition. And when one asks about the effect on the manufacturing and laboring sections McGillicuddy's district in Maine is recalled to prove that if labor was for Wilson because of the Adamson bill McGillicuddy, a labor district Congressman, certainly would have been reelected.

Most of the big leaders of Illinois hitched several more cars on to the special early this morning and went right through the state with Mr. Hughes. These included Mayor Thompson of Chicago, Alvah T. Hert, Western chairman of the national committee; "Uncle Joe" Cannon, William B. McKinley, Senator Lawrence Y. Sherman, Colonel Frank O. Lowden, candidate for Governor; Medill McCormick and Harold L. Ickes, Progressive leaders; Fred Upham, assistant treasurer of the committee, and Fred E. Sterling, chairman of the Illinois State Central Committee.

"The fact that women will vote for President for the first time in Illinois," said Col. Lowden, thinking of about one million such voters in this state, "makes it certain we will have a majority for Hughes and the rest of the ticket at least twice as large as we otherwise would have received.

"If I told you what I actually believe the figures will be in Illinois you would not believe me. The political situation from a Republican standpoint could not be better in the middle west."

"It is just a question of how big a majority," remarked Mr. Hert. "Some say it will be 200,000 for Hughes and some say it will be much more than that."

Text of Hughes Speech Attacking Adamson Law

Analysis of Measure Riddles Democratic Claims That "National Crisis" Compelled Legislation Without Investigation.

Springfield, Ill., Sept. 19.—Following is the full text of the address delivered here to-day by Charles E. Hughes in an attack on the Adamson eight-hour law:

"The just interests of labor are the concern of all. We must have the sense of fellow workmanship if we are to make progress. I desire to see safe conditions of work, wholesome conditions of work, adequate opportunities for education and recreation, reasonable hours of work, fair wages. This is not to promote efficiency for its own sake, but to realize our ideals in betterment of the conditions of human living.

"The Adamson bill is a force bill. It was legislation without inquiry, without knowledge. The demand by the administration for such legislation as the price of peace was a humiliating spectacle. It was not only a serious misuse of official power, but a deplorable abdication of moral authority.

"The excuses presented are futile. The Adamson bill is not a bill providing for an eight-hour work day. It does not fix hours at all. It regulates wages. It's provisions do not require any employer to employ any set of men for only eight hours a day. Eight-hour day laws are to avoid fatigue and overstrain by prohibiting employment in excess of the requirement. There is nothing of that sort in this bill.

"What it does is to provide by law for an increase in wages for certain men. They may work just as long as before. They may work ten hours or more. They are simply to get more pay. The act provides that in contracts for labor and service eight hours shall be deemed a day's work and the measure or standard of a day's work for the purpose of reckoning the compensation for services of all employes of the sort described.

Fixes Rate of Pay.

"It is provided that, 'pending the report of the commission to be appointed, and for thirty days thereafter, the compensation of railway employes subject to this act for standard eight-hour workday be not reduced below the present standard paid wage and for all necessary time in excess of eight hours such employes shall be paid at a rate not less than the pro rata for such standard eight-hour workday.' Then follows the penalty for violating any provision of this act.

"In plain English, the men affected are not required to work fewer hours, but are to have ten hours' pay for eight hours' work, and additional pay for additional hours.

"The act applies a wage scale for a greater number of hours to a less number of hours, without changing the actual time of service.

"We have words which may seem to mean one thing and, in fact, mean another. The phrase 'eight-hour day' is apparently used to tickle the public ear in order to establish something quite different. If it was proposed to fix an eight-hour workday, why were not work for longer hours and all contracts for longer service prohibited under penalty save where emergencies exist?

"It is said for this bill that it will have a tendency to procure an eight-hour day. This is extremely doubtful, but we are dealing with what the bill actually enacts, and not with inconclusive suggestions of tendencies toward something else which is not enacted.

"This bill must be judged by what it provides, not by what it does not provide. It is nothing more than a measure to fix wages, and as a measure to fix wages it must be judged. If, as such a measure, its passage was justified, it needs no further excuse. If not, its passage is not to be condoned by reference to another eight-hour workday which it does not establish. Such reference can only be regarded as a subterfuge.

Society Not Consulted.

"We are, therefore, not concerned with anything that is said of the judgment of society with respect to an eight-hour workday. There is plainly no judgment of society upon the increase of wages this bill requires.

"If the asserted judgment of society inspired it, why does the act apply only to a limited number of railroad men, relatively few? Why are certain railroads less than one hundred miles in length excepted? Why are electric street railroads and electric interurban railroads excepted? Is there a failure of the judgment of society upon the eight-hour day in these cases? The obvious fact is that there was a demand for an increase in wages as to certain men, and the Administration, in advance of investigation, surrendered to this demand.

"That the subject was one requiring investigation is apparent. The bill itself concedes this in its provision for a commission.

"If there is anything that demands careful inquiry it is a proposition affecting readjustment either of rates or of expenses of carriers. The entire community depends on their efficiency; upon fair action by them and fair action toward them.

"What is fair and right must be done, but what is fair and right must first be ascertained. When railroads are required to expend additional millions this burden must ultimately fall on the public. If expenses are necessarily increased beyond what existing rates will stand the rates must be increased.

Burden Put on Shippers.

"It was proposed in substance by the Administration that increased rates should be charged to shippers so far as required to pay this increase of wages. Assurance was given that 'no obstacle of law' would be suffered to stand in the way of railroads in increasing their revenues to meet resulting increased expenses so far as development of their business and of their administrative efficiency did not prove adequate to meet them.

"We may pause to ask what is the significance of this reference to 'obstacle of law.' The law provides for 'reasonable rates' and an appropriate proceeding for fixing of reasonable rates by the Interstate Commerce Commission. Were these proceedings and the provisions of law the 'obstacles of law' to which reference was made? Were they to be overcome, if necessary, to accomplish the desired increase?

"It must be understood that the burden of increased rates is passed on to the public. It necessarily affects a host of activities, agricultural and industrial.

"Increase of wages for selected classes of men on railroads might result in restrictions on a great number of other workingmen, not only those employed by railroads, but upon those employed in industries throughout the country if the latter be required to operate under increased transportation charges.

"Again, what becomes of present adjustments and business agreements relating to the men whose services are involved in this bill if wages are fixed by law in this manner?

Investigation Needed.

"Manifestly, we have here an extremely intricate question of rates and outlays. What was the manifest duty of the Executive? Plainly to insist that investigation should precede action, and that nothing should be yielded to force. It was stated by the Executive in his address to Congress that 'the matter' had been agitated for more than a year. Why, then, was it not investigated? Could not the Administration command all necessary machinery for fair and thorough inquiry?

"Not only did the Administration fail to take proper action on its own initiative, but the business men of the country appealed in vain to the Administration for investigation. Their request won no favorable action.

"Time was allowed to run, and then came the surrender that shocked the people throughout the land. Was the 'crisis' unforeseen? Why was it permitted to arise, when the Administration was forewarned?

"I stand for the principle of arbitration in industrial disputes. Labor, least of all, can afford to have that principle surrendered. It is a civilized method, as opposed to the injurious contests of force, which impoverish labor and imperil the social order. The essence of the matter is a fair and reasonable hearing of all parties concerned and a just determination according to the facts.

"It is no answer to say that the awards of arbitration are not always just. The effort should be to improve reasonable methods, not to subvert them. Railroad companies refusing arbitration have been condemned at the bar of public opinion, and great progress has been made in the direction of the peaceful and reasonable settlement of labor disputes.

"The public judgment will not tolerate any reactionary course either by powerful groups of workingmen or by powerful groups of employers. The peace, good order and progress of society are too important to be sacrificed in this way.

"To say that fair and prompt arbitration could not have been had in this case is to indict both the Administration and the American people.

Nothing Sudden About It.

"It is said that we were suddenly caught. I find no foundation for this excuse. I see nothing sudden about the matter; but sudden or otherwise, there was no justification for the yielding of principle.

"Why not try the efficacy of standing for principle instead of giving it up in fear? Of those who seek to excuse the Administration's surrender on the ground of exigency I ask, How far do you propose to yield to force? Where will you make a stand? Do you cherish the vain hope that by surrender you will accumulate courage or ability to withstand pressure?

"Let me also say that force can unmake as well as make, that it can reject courts as well as arbitration, that it can dispense with any part of the orderly procedure of government which it may oppose.

"When force is proposed and arbitration is refused there is but one stand to take, and that is to appeal to the judgment of the country to vindicate the processes of reason. Had the Executive, when arbitration was declined, at once directed the entire force of public opinion, as he easily could, to the demand for the recognition of the principle of arbitration I have no doubt he would have won, and the nation would have been his debtor.

"Had the Executive gone at once to Congress for immediate authority to secure prompt and thorough investigation of the stated grievances in advance of action, and had he thus made instant provision for an inquiry so entirely competent as to command the respect of the country, I am satisfied there could have been no strike. We are still ruled by public opinion, and no Administration need fear results if it stands firmly for essential principle.

Legislation Under Pressure.

"I do not speak of the propriety or advisability of fixing wages by law. That is a separate matter. I am now dealing with a more fundamental question—legislation according to the facts, as opposed to legislation under pressure in the absence of inquiry. We have, undoubtedly, too much legislation without adequate consideration, but there are usually the forms and presumptions of legislative consideration on the merits of proposals. Here even those were absent.

"Within a few hours, on demand of the Administration, Congress provided a mandatory increase of wages, involving millions of dollars, without any idea whether the increase was or was not justified. And this action was taken in connection with the essential instrumenality of commerce, the arteries of our commercial life.

"Mr. Adamson said of his bill, 'It is hasty legislation, I admit, to meet an emergency.' What emergency? The emergency of force to which the Administration had capitulated.

"Mr. Underwood said, 'We have no information on which to legislate and to fix rates of wages which we are going to do and are attempting to do.'

"Contrast the action of this Administration with what Grover Cleveland in 1886 said with respect to labor legislation—'All legislation on the subject should be calmly and deliberately undertaken, with no purpose of satisfying unreasonable demands or gaining partisan advantage.'

"It is idle to excuse the action taken by the Adamson bill by a request for additional legislation with respect to the future. That legislation was not obtained. We are dealing with what was demanded and actually enacted.

Labor's Viewpoint.

"One of the foremost friends of labor in this country states the plain truth in writing to me as follows:

"'Those of us who knew the labor struggle and have helped in the fight for standardizing in our industrial life, well know that in the end laborers gain nothing by violence, unjust or arbitrary action of any kind, or the exercise of anti-social power of any description. However, some groups may be advanced in economic power by illegitimate means. The common interests of the great group of toilers can never be.

"'Such gains are always at the cost of public opinion and support, are temporary and evanescent in character and operate to lessen the coöperation of that just public sentiment for the well-being of the workers of the world so essential to their improvement of the conditions of labor.'

"We have an unjustifiable attempt to use public sentiment with respect to an eight-hour work day in order to justify a bill which does not provide an eight-hour wark day, but relates solely to an increase in wages. We have seen the choice of what seemed to be the easier way, which escaped the necessity of a determined stand for principles. We have seen what has appeared to be the consideration of immediate political expediency at the expense of public welfare.

"The issue thus presented is fundamental. The multiplying activities of the government would be intolerable if we did not proceed in accordance with judgment based on an examination of the facts. These processes of reason are the only alternative to tyranny. We are an alert and intelligent people, with every opportunity for ascertaining the facts of any situation. Our problems in the future are likely to be, in the main, economic problems, and they will severely test our capacity, but we shall find solution if we are open-minded and thorough in our investigations.

"We can stand mistakes in policies if we are sound in method, but we cannot yield reason to the rule of force. That is the path of sure disaster. I should not take first step in that path."

NAVAL ADVISORY BOARD SWORN IN

Ceremonies Mark Members' Induction as Federal Officers.

Washington, Sept. 19.—The Navy Civilian Consulting Board, composed of twenty-four of the nation's most eminent scientists and engineers, took its place to-day as a legalized bureau of the Navy Department, and the names of its members were placed on the rolls under a recent act of Congress as officers of the United States government.

The board's inauguration was attended by impressive ceremonies held in the office of Secretary Daniels. The highest officers of the department were present and welcomed their new comrades to the naval service. Secretary Daniels declared that the occasion signified a great strengthening for the nation's first line of defence and gave renewed promise for the restoration of American prestige on the seas.

The board organized by electing Thomas A. Edison chairman; William L. Saunders, of the American Institute of Mining Engineers, and Dr. Peter C. Hewitt, of the Inventors' Guild, both of New York City, vice-chairmen, and Thomas Robbins, of the Inventors' Guild, secretary.

Preliminary plans for the $1,500,000 naval laboratory to be built under the board's direction were discussed and a committee was appointed to report on a suitable site. Actual construction will be begun as soon as possible. The committee is composed of Mr. Edison, Mr. Robbins, W. R. Whitney, L. H. Baekeland, Frank J. Sprague and Lawrence Addicks.

Howard E. Coffin, of Detroit, announced that the committee which has been surveying industrial resources with a view of mobilizing them in time of war practically had completed its work and would report soon.

Secretary Daniels and most of the board members left to-night in the naval yacht Dolphin to witness target practice manœuvres of the Atlantic fleet on the Southern drill grounds. They will arrive off the Virginia Capes to-morrow morning.

THE WEATHER REPORT

Official Records and Forecast for Next Twenty-four Hours.

Washington, Sept. 19.—The barometer pressure continues high over all districts except the north plains states, where it is low and falling. This pressure distribution has resulted in generally fair weather over the country, although there have been light local rains along the middle Atlantic and New England coasts and in upper Michigan and the Florida peninsula.

Temperatures remain low for the season over all districts east of the Mississippi River, and they have risen to above the normal over the plains states and the northern Rocky Mountain and plateau regions. There were frosts Tuesday morning in the region of the Great Lakes, the Ohio Valley and the elevated regions of the middle Atlantic states.

With the exception of unsettled weather and probable showers in the upper lake region the weather will be fair Wednesday and Thursday in the states east of the Mississippi River.

The temperature will rise in nearly all districts east of the Mississippi River during the next thirty-six to forty-eight hours.

Winds for Wednesday and Thursday—North Atlantic, gentle to moderate west and fair weather; Middle Atlantic, moderate, variable and fair weather; South Atlantic, fresh north and fair weather; West Gulf, light and gentle variable and fair weather; upper lakes, lower lakes, moderate to fresh southwest and west winds and generally fair weather.

Forecasts for Special Localities.—Northern New England, partly cloudy and warmer Wednesday, Thursday fair and warmer.

East New York, fair in south and overcast in northern portion, Wednesday; warmer Wednesday, Thursday fair and warmer.

Southern New England, Eastern Pennsylvania, New Jersey, Delaware, Maryland, District of Columbia, Virginia, North and South Carolina, fair weather and rising temperature Wednesday and Thursday.

Local Official Records.—The following official record from the Weather Bureau shows the changes in the temperature for the last twenty-four hours in comparison with the corresponding date of last year:

	1915.	1916.		1915.	1916.
8 a. m.	64	52	8 p. m.	69	62
9 a. m.	63	56	9 p. m.	68	59
10 a. m.	67	59	10 p. m.	67	55
11 a. m.	64	59	11 p. m.	66	55
12 m.	64	59	12 p. m.	66	
4 p. m.	71	63			

Highest temperature yesterday, 64 degrees (at 4.40 p. m.); lowest, 49 (at 7 a. m.); average yesterday, 59; average for corresponding date last year, 68; average for corresponding date last thirty-three years, 60 degrees.

Barometer Readings.

8 a. m.	30.18	1 p. m.	30.08	8 p. m.	30.12

Humidity.

8 a. m.	69	1 p. m.	40	8 p. m.	48

Local Forecast.—Fair Wednesday and Thursday and warmer, moderate southwest winds.

WOMEN'S TRAIN ITINERARY FIXED

Hughes Alliance Boosters to Visit 26 States on Circle Swing.

WEST TO RECEIVE GREATEST ATTENTION

New Campaign Shop To Be Opened Here To-night.

The itinerary of the Hughes campaign train, which will leave New York with a cargo of women politicians on October 2, was settled yesterday by the women's committee of the National Hughes Alliance. Twenty-six states will be visited and stops will be made in fifty-two cities.

From New York the train will proceed to Albany, and thence to Utica, Syracuse, Rochester and Buffalo. Ohio will be the next state visited, with stops at Cleveland, Toledo, Columbus and Cincinnati. The train will then proceed to Michigan, stopping only at Detroit.

In Indiana the women will stop at South Bend and Indianapolis. Chicago will be the only stopping place in Illinois. In Wisconsin the women will halt at Milwaukee and Madison; in Minnesota at St. Paul and Minneapolis. The Montana pauses will be made at Miles City, Billings, Helena, Butte and Missoula. From there the train will proceed to Washington, stopping at Spokane, Seattle and Tacoma. The only stop in Oregon will be at Portland.

Four Stops in California.

Proceeding to California, the train will stop at Sacramento, San Francisco, Los Angeles and San Diego. Salt Lake City will be the only halt in Utah and Reno the only one in Nevada. In Idaho stops will be made at Nampa, Boise City and Pocatello; in Wyoming, at Cheyenne; in Colorado, at Denver and Colorado Springs. Lincoln and Omaha will be visited in Nebraska and Des Moines in Iowa. In Kansas the train will stop at Topeka; in Missouri, at Kansas City and St. Louis. The Kentucky pause will be made at Louisville and the West Virginia one at Wheeling. Pennsylvania will be visited, with stops at Pittsburgh, Harrisburg and Philadelphia. In Maryland the women will stop at Baltimore; in Delaware, at Wilmington, and in New Jersey, on the home run, they will tarry at Trenton and Newark.

Expect Many Converts.

In all these places they except to make thousands of converts to Hughes.

The second of the Hughes campaign shops will open to-night at 224 West Seventy-fourth Street, corner of Broadway. Miss Alice Carpenter, chairman of the New York City women's committee of the alliance, will preside, and Leslie M. Shaw, former Secretary of the Treasury, and Dr. Samuel Blair will speak. The exhibit of cartoons, entitled "Wilson's Blunders," will be a feature of the evening.

Rose Sanderson, the Republican trumpeter, in an automobile will tour upper Broadway, Riverside Drive and West End Avenue to proclaim the opening of the new store.

Suffrage Tableau To Be Shown in Park

Central Park will be given over to a suffrage tableau next Saturday, with babies and nursemaids, policemen and bench lovers yielding their rights to woman's rights.

The tableau will show the political status of women in the various states of the Union and will seek to impress upon the spectators the necessity for a Federal amendment to enfranchise all the women of the United States. Photographs will be made of it and sent to the presidents of the state suffrage organizations, who will model their demonstrations on the plan formulated by the National Association.

Federal amendment days are to be observed on October 7 and 21. Public meetings will be held on courthouse or city hall steps all over the United States, and the first report will be made on the canvass of the suffrage views of Congressional candidates. On the second Federal amendment day all candidates who have by that time come out for the Federal amendment will be indorsed.

Hughes Alliance Branch Formed in New Jersey

Miss Anna Tone McIntyre, state organizer, enrolled many women prominent in the social and civic life of Newark and the surrounding towns at a meeting in that city yesterday as members of the first New Jersey branch of the Hughes Alliance.

A resolution was adopted calling on all womemn interested in the candidacy of Charles E. Hughes to follow international matters as presented in the editorial and news columns of The Tribune. Miss Marion C. Smith, a poetess of East Orange, declared The Tribune's columns "are filled with nothing but the absolute truth about the qualifications of Mr. Hughes and the laxity of President Wilson in international affair."

Mrs. Jay Ten Eyck, of Newark, was elected temporary president of the new branch; Mr. E. Nelson Coe, vice-president, and Mrs. J. A. Sanford, secretary. The women will meet again next Monday to perfect permanent organization and adopt a plan of campaign.

Mrs. J. C. Fernald, wife of the Rev. J. C. Fernald, of Montclair, who recently returned from a trip to the Pacific Coast, said that wherever Mr. Mr. Hughes appeared in the West he was given a hearty reception, and that thousands of persons travelled miles to see and hear him.

DUFFYS, HAPPY, DROP SEPARATION ACTION

Wife Says She Has Forgotten Broker's Love Notes.

The curtain has been rung down on the matrimonial litigation between Mrs. Grace M. Duffy and John Francis Duffy, jr., and the two now expect to live happily ever after. Thomas D. Conroy, stock broker, whose affectionate letters to Mrs. Duffy were responsible for some of the resentment felt by the husband, and also partly caused Justice Giegerich to deny Mrs. Duffy alimony in her separation suit, is out of the perspective and—well, everything is just lovely, on the word of Mrs. Duffy.

"Those letters and everything else connected with this terrible affair have been forgotten," she said.

The letters were written by Conroy, a married man, who called Mrs. Duffy "Little Blue Eyes," "My Dear Sweet" and other affectionate names. Duffy got the letters. Conroy said in one communication that he talked in his sleep about Mrs. Duffy. The next day his clothes were hidden and he conducted his clandestine correspondence in the bathroom. Whether Mrs. Conroy also has forgotten has not been announced.

DAM BURSTS; 250 DEAD IN BOHEMIA

Waves Twenty Feet High Sweep 12 Miles Down Frontier Valley.

MANY VILLAGES ARE WIPED OUT

List of Victims Not Yet Complete—'Phone Warnings Save Some.

Berlin, Sept. 19.—Waves twenty feet high that swept over the country for twelve miles, destroying everything in their path, were liberated to-day when a dam in the mountains of Bohemia, near the German frontier, burst.

A dispatch from Hirschberg, Silesia, says that 250 bodies had been reported as recovered up to noon to-day. These included many children. The disaster came so suddenly that it was impossible to give timely warning to all localities.

The onrushing water carried away many glass-polishing factories, and it is feared that there are many victims. The bridges were not destroyed, but are in danger of collapse. The damage is very great.

Villages Inundated.

The villages of Deszendorf, Tiefenbach, Tannwald, Schumburg, Schwarow, Grosshammer and Haratz are inundated.

The dam was situated in the valley at Weissendesse, above Tannwald. Here water to the depth of two metres (six feet) swept through the neighboring villages, carrying away trees, wooden houses, parts of bridges and corpses. The number of the dead has not been ascertained. The dam was fifty-two metres wide at the base and thirteen metres high. The basin had a capacity of 400,000 cubic metres of water and was connected with another basin holding 7,000,000 cubic metres.

Built a Year Ago.

The structure was completed a year ago. As the great mass of water was released it rushed in a 20-foot high wave down the Weissendesse Valley, carrying thousands of feet of lumber on its crest and hurling it with great violence against buildings and bridges in the villages in the centre of the Bohemian glass industry, destroying them as though they were matchwood.

Ninety minutes after the break the flood had reached Tannwald and mounted six feet above the bridges, tearing through the town and carrying away virtually everything in its path. Shortly afterward similar scenes were repeated in the villages below, where the waters destroyed mills and houses and then carried them downstream.

The loss of life would have been greater if the accident had not occurred in the late afternoon, when most of the houses were empty, and if warnings had not been telephoned down the valley ahead of the rush of water.

McAdoo Gives Police Hero Medal.

Washington, Sept. 19.—Secretary McAdoo has awarded a silver medal of honor to Patrolman Arthur Henne, of the New York Police Department, for rescuing John Johnson, of Valley Stream, Long Island, who accidentally fell overboard from an East River pier in New York City last May.

Ready

To add ginger to your sales—to carry a cheery message—to serve you in every emergency

WESTERN UNION

is awake and always ready.

THE WESTERN UNION TELEGRAPH CO.

Your teeth can be only as good as you keep them—start a good habit today by asking your druggist for

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Nujol For Constipation

IF YOU LIVED *as* THE CAVE MAN LIVED

—lived the active open-air life of the savage, and ate the savage's food, you would have the savage's freedom from health worries.

Civilization, particularly for city people, means office work, not enough exercise, too concentrated food—and consequently more or less frequent trouble with constipation.

Nujol relieves constipation effectively and without disturbing the intestinal nerve centers. Laxative and aperient remedies tend to destroy the delicate nerve-muscle co-ordination of the lower bowel—hence are dangerously habit-forming.

Nujol is not a laxative. It acts in effect as an internal lubricant, preventing the contents of the intestines from becoming hard and in this way encouraging and facilitating normal movements.

All druggists carry Nujol which is manufactured only by the Standard Oil Company (New Jersey). Avoid substitutes. Write today for booklet "The Rational Treatment of Constipation."

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