SIX PARTS
Including
Star's Sunday Magazine
and
COLORED COMIC SECTION.

The Sunday Star.

WEATHER.
Fair today and tomorrow.

No. 130.—No. 17,157. WASHINGTON, D. C., SUNDAY MORNING, SEPTEMBER 15, 1907.* FIVE CENTS.

MOORS NOW AWAIT THE WINTER GALES

Count on the Weather in Crushing the French.

URGENT NEED OF POLICE

Germany's Attitude Characteristic of European Diplomacy.

THINKS SHE HOLDS THE CARDS

Will Use the Present Emergency to Force Certain Concessions From France.

Special Cablegram to The Star.

LONDON, September 14.—For those who are interested to know how the game of diplomacy is played there is a striking object lesson in the attempt now being made to secure the agreement of the European powers on a policy for dealing with the Morocco crisis. It is obvious to anybody that the limited powers given to France and Spain by the Algeciras agreement to police the coast towns without any interference with the sovereignty of the sultan are utterly inadequate for meeting the present emergency. It is clear to the meanest intelligence that extensive military action is necessary to suppress anarchy and restore some semblance of order. It seems simple enough to obtain general consent to the adoption of these measures under proper restrictions and guarantees.

The need of prompt action is pressing because the season of bad weather is close at hand, and as soon as the storms come the warships which are anchored off Casa Blanca and other points must leave, for the harbors exist in name only. That is the opportunity for which the fanatical Moors are waiting. They know that they are powerless within the range of the ships' guns, but they have little to fear from the small land forces located at most of the coast towns.

Appeal to Germany.

France and Spain, after the consultation with Great Britain, soon agreed that the only thing to be done was to send a sufficient force to each town to hold it against attack without the aid of warships. This plan was then submitted to Germany for approval, her consent being the only point in any doubt.

Now, diplomacy never gives anything for nothing. That, at least, is one of the first principles of the game as played in the old world. Germany's answer was very disappointing to France. It was not a refusal. There was indeed full approval of the proposed policy provided the situation was as represented. But Germany seriously questioned the French hypothesis, quoting her consul at Tangier and other authorities to the effect that serious danger did not exist.

What Berlin Wants.

Now Germany is on better terms with French today than at any moment since the war of 1870. Moreover, she wants to make her relations still more friendly. She has other important negotiations pending with Paris, and particularly desires to have her funds dealt in on the Paris bourse. She also wants the French assistance in certain Persian loans and in building the Bagdad railway. Why, then, should she be willing, apparently, to risk a massacre this winter in Morocco and also to offend France by her recalcitrant attitude?

Really she has no intention of doing either. She is perfectly willing that France shall have a free hand in Morocco. She is simply trying to get the most she can out of the cards she holds. German public opinion has been educated into great suspicion of French designs on Morocco, and this must be placated. Germany's quasi refusal of her consent to the Morocco program has already accomplished this.

PALMER TENNANT DEFEATED.

Lost in the District Democratic Primaries at Hagerstown.

Special Dispatch to The Star.

HAGERSTOWN, Md., September 14.—Palmer Tennant, who is a candidate for the nomination for state senator on the democratic ticket, and the democratic organization, which is backing State Senator B. Abner Betts for a renomination, locked horns in a hot fight in district No. 3, Hagerstown, in the democratic primaries tonight.

Mr. Tennant lost, the organization ticket receiving 175 votes to 65 cast for Mr. Tennant's ticket. Mr. Tennant, who was a former member of the house of delegates and one of the active workers in bringing about the election of Mr. Raynor to the United States Senate, resides in the third district. It was largely through the active work of Col. Buchanan Schley, one of the recognized democratic leaders in western Maryland, and other organization men, that Mr. Tennant was defeated tonight. They regard the result as eliminating him from the contest for the nomination for state senator, but the friends of Mr. Tennant insist that his name will go before the convention next Tuesday.

So far as known there were no other important contests in the county tonight. Ten delegates were chosen in each of the twenty-five districts to the county convention in Hagerstown next Wednesday, when a full county ticket will be nominated.

FAIRBANKS IN MICHIGAN.

Hobnobbing With Methodist Elders at State Conference—An Address.

ALBION, Mich., September 14.—Vice President Charles W. Fairbanks is today the guest of honor with Gov. F. W. Warner of the Michigan conference of the Methodist Episcopal Church, which is in session here. In addition to the Michigan conference, a special train load of members of the Detroit M. E. conference, which has been in session at Detroit, arrived here today and joined in the welcome to the guests. Mr. Fairbanks made an address to the conference in which he eulogized the devotion of the Methodist clergymen to their cause, saying in conclusion:

"As I walked up the street this morning from the depot with this great band of Methodist soldiers, marching arm in arm, I thought that if in the New Jerusalem there is any one who is entitled to be nearest the throne it is the Methodist ministers."

Vice President Fairbanks is the guest of Representative Washington Gardener during his stay in Albion.

PLANNING A DEFENDER

New Yorkers Knew That the Challenge Was Coming.

RUN FOR SOMEONE'S MONEY

Conditions Will Be Fairer Than Ever Before.

MAY SEND TWO CHALLENGERS

Four Syndicates Are Already Planning Yachts for the Home Club to Choose From.

NEW YORK, September 14.—Sir Thomas Lipton's challenge for America's cup was the chief subject of conversation among yachtsmen in New York today. Although the formal challenge will not be received here for four or five days, members of the New York Yacht Club, the holder of the trophy which the schooner America brought from England in 1851, have known for some weeks that it was to be made and have already made plans for the defense of the cup.

It is understood among members of the New York Yacht Club that Sir Thomas Lipton will add a number of conditions to his challenge. One of these is expected to be that the race shall be under the new measurement rule adopted by the New York Yacht Club. Under this rule the challenging yacht would have a much better chance of lifting the cup, and the race would be in all respects fairer, as the deed of gift of the cup provides that the challenging yacht must cross the ocean for the competition. Under the old measurement rule the yacht built to defend the cup could be purely a racing machine that after the races would go to the junk heap and that could not stand the strain of a long ocean trip. The application of the new rule to the contest would eliminate such machines and put the defender nearer on a par with the challenger in the matter of construction.

May Be Two Challengers.

It is also said that Sir Thomas will ask the privilege of challenging in the name of two yachts, the races to be sailed with the one that proves the best in the preliminary trials. It is likely that this condition will be accepted by the New York Yacht Club, as the same privilege was granted to Lord Dunraven when he challenged for the cup, although he did not avail himself of it.

Plans are already well under way looking to the building of yachts to defend the cup. Four syndicates have been formed in the New York Yacht Club, it is said, for the purpose of building yachts to contest for the honor of defending the cup, and it is believed by the club members that at least six yachts will take part in the elimination trials for the selection of the defender.

Holders Are Eager.

Sir Thomas has waited until almost the last moment in making his challenge, but the members of the New York Yacht Club have their plans well in hand. Unless there are some unexpected conditions in the challenge, such as material changes in the deed of gift, there is little doubt that it will be accepted, for New York yachtsmen are anxious for another opportunity of proving the superiority of American-built yachts, and the individual members of the club are perfectly willing to try conclusions with the Irish yacht under the new rules. It is probable that the races will be sailed in August or early in September next year.

THIEVES GROW BOLDER.

New York Species Attack Man in His Office.

Special Dispatch to The Star.

NEW YORK, September 14.—Frank Beardsley, president of a promoting concern with offices on the third floor of the building at 1286 Broadway, reported to the police today that two strangers had attacked him in his office and attempted to rob him.

Mr. Beardsley believes the attack upon him was premeditated. He declares that his assailants, who were well dressed men, had visited him two days before with the professed object of investing money in a venture which he is promoting.

When they returned and found themselves alone with Mr. Beardsley, he says, they immediately sprang at him. One tried to throttle him while the other rained blows upon his head and body. The promoter declares he managed to pick up a steavy steel paper file and used it so effectively the men were compelled to release him. They ran out of the office and disappeared.

Mr. Beardsley has supplied the police with good descriptions of his assailants and a search is being made for them.

HOW SICK IS ROGERS?

Business Men Summoned to Pass on Former's Condition.

BOSTON, Mass., September 14.—Several prominent business men of New Bedford have been summoned to appear before the supreme court here on Monday next to give testimony as to the physical condition of Henry H. Rogers of New York, who has been declared by a physician to be unable to appear in court.

The persons summoned include Walter P. Winsor, president of the First National Bank, and Rufus A. Soule, former president of the Massachusetts senate and at present the head of a number of cotton manufacturing companies. All of the persons summoned are on terms of business intimacy with Mr. Rogers.

The object of taking the testimony of the New Bedford witnesses is to determine if possible whether Mr. Rogers is physically able to appear in connection with a $50,000,000 suit brought against him by Cadwallader M. Raymond of Boston. The case came up in the supreme court this week but was continued indefinitely when Dr. Charles A. Pratt of this city testified that Mr. Rogers was physically unable to be present and would not be able to attend to business for at least three months.

Claim Standart Was Dynamited.

Special Cablegram to The Star.

COPENHAGEN, September 14.—A newspaper here which is generally well informed has received a private message from St. Petersburg stating that the stranding of the royal yacht Standart off the coast of Finland was not accidental.

It is stated that an attempt was made to sink the boat by means of a floating dynamite mine. After the explosion of the mine the commander of the royal yacht grounded her in order to save the lives of the members of the imperial family.

THE PRESIDENT IS PREPARING SIX SPEECHES FOR THE WESTERN TRIP.

CLEVELAND MORTALLY ILL

REPORTED FROM PRINCETON THAT HE CANNOT RECOVER.

Has Lost All Interest in Public Affairs and Is Prepared for the Worst.

Special Dispatch to The Star.

NEW YORK, September 14.—"We must all be prepared for bad news from Princeton," said a democrat of prominence tonight who passed through New York city on his way to his home up country, "because Mr. Cleveland's health is failing rapidly. He is troubled with gout in his feet, which is spreading to his knees, and has fallen off in weight forty pounds within three months. Mr. Cleveland does not quite appreciate his condition, but Mrs. Cleveland does.

"No communications of public or private importance are now submitted to Mr. Cleveland. Mrs. Cleveland is acting practically as his confidential adviser and secretary in all matters, and she is fully acquainted with her husband's real condition.

"Mr. Cleveland has remained at his home in Princeton all summer. The Cleveland children have been at Mr. Cleveland's New Hampshire home with their grandmother. Mrs. Cleveland has believed it to be necessary to remain with her husband at Princeton.

Suffers From Gout.

"His recovery is not looked for. He may live for a number of weeks, but he will never return to his offices in the Equitable Life building. Not only is he afflicted with gout in his feet and knees, but he is subject to frequent attacks of acute indigestion.

"This great democratic President," went on the friend who told of Mr. Cleveland's real physical condition, "is a perfect exemplification of the old French saying, 'It is not so much the entrance to life as the exit,'" and he went on to say that after all the battles, all the heartburnings and factional differences, ex-President Cleveland is now, in these radical days, the idol of the real democracy of the country.

From other sources it was learned that Mr. Cleveland has given up all interest in public affairs, and is prepared for the worst.

PENNSYLVANIA'S OUTPUT.

Interesting Figures on the Production of Iron and Tin.

HARRISBURG, Pa., September 14.—John L. Rockey, chief of the state bureau of industrial statistics, today completed his report for 1906, in which he gives interesting figures concerning pig iron, iron and steel and tin plate products in Pennsylvania.

The tonnage of the pig iron product last year was 11,244,292 tons, a gain of 673,000 tons over the previous year. The capital invested in the industry is $132,255,799, a gain of $87,000,000 in ten years. The wage earners employed numbered 18,637, an increase of 7,000 in ten years. The daily wage averages $1.93, an increase in ten years of 40 per cent. In the iron and steel business there are 11,044 wage earners producing steel to the amount of $25,000,000 and earning in wages $7,500,000.

There were produced during the year 97,800,000 pounds of black tin plate and 682,200,000 pounds of dipped plate. There were 8,685 wage earners who were paid $6,000,000, an increase of $4,000,000 over 1896.

STATEMENT BY BURTON.

Candidate for Cleveland Mayoralty Talks Plainly.

CLEVELAND, Ohio, September 14.—Representative T. E. Burton, republican candidate for mayor of Cleveland, issued the following statement today:

"I shall accept no contribution for use in the republican campaign from any public service corporation in Cleveland or outside. No funds shall be accepted from any company enjoying privileges at the hands of the city, nor any others which might at this or any future time hope to profit by dealings with the city government."

THE STAR TODAY.

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Will Investigate Condtions.

OTTAWA, Ontario, September 14.—W. D. Scott, superintendent of immigration, left Ottawa today for Vancouver to look into the whole question of oriental immigration. He will deal with the matter on the spot and will deport any that are or likely to be public charges. This step has been taken in accordance with Premier Laurier's telegram to the mayor of Vancouver.

KNAPP RATES SHERMAN ACT

CALLS IT A MISCHIEVOUS PIECE OF LEGISLATION.

President Finley Says Railroads Do Not Fear the Light of Publicity. Other Speakers.

CHICAGO, September 14.—"I believe the most mischievous piece of legislation in the history of the country is the Sherman anti-trust law, as interpreted by the United States Supreme Court. It is intolerable, and strikes a blow at development and progress."

This statement by Chairman Martin A. Knapp of the interstate commerce commission was warmly applauded by 200 railway officials today at the annual meeting of the American Association of Freight Traffic Managers. Nearly all the large railways of the United States, Canada and Mexico were represented.

Chairman Knapp addressed the assemblage, advocating combination, co-operation and central control of transportation lines.

"The axiom, 'competition is the life of trade,' must be discarded if we are to progress," he said. "The obvious tendency of the age is to combine, and I think that this tendency is to become more pronounced as we grow older and as industrial and commercial civilization is perfected. The ultimate result, I think, will be the central control and regulation of all transportation lines with diffused ownership. Let us not denounce, but discriminate, in bringing about the desired reforms. The constant friction of unbridled competition has become irksome. We are drifting toward a world-wide financial federation."

Attitude of Roosevelt.

In further reference to the Sherman law, he said:

"The one public man who has dared fearlessly to express his opinion on the injustice of the Supreme Court's interpretation of this act is the President of the United States."

W. W. Finley, president of the Southern railway, told his hearers that the railways have no fear of the light of publicity.

"There should be no secrets in the operation of a railway," he said. "We do not object to government regulation, but we insist that no drastic action should be taken without the most careful investigation and consideration.

The following officers were elected:

President, R. C. Wright, Philadelphia; first vice president, T. W. Galleher, Baltimore; second vice president, W. B. Groseclose, St. Louis; third vice president, E. O. McCormick, Chicago; fourth vice president, C. R. Capps, Norfolk, Va.; secretary and treasurer, J. F. Auch, Philadelphia.

ROOSEVELT TO CATHOLICS.

President Sends a Characteristic Letter to New York Veterans' Legion.

NEW YORK, September 14.—In reply to an invitation by the Catholic War Veterans' Benevolent and Memorial Legion to attend the celebration on Antietam day, September 17, of a solemn requiem mass to be offered at the Pro-Cathedral in Brooklyn for the souls of soldiers of all wars in this country President Roosevelt has sent the following letter to J. D. McHenry, president of the association:

"I feel a sincere sympathy in the movement which you have inaugurated with the help of the Rt. Rev. Charles E. McDonnell to secure an adequate Christian celebration of Memorial day through the Catholic War Veterans' Benevolent and Memorial Legion. This legion is composed chiefly of Americans of Roman Catholic faith who served their country as soldiers or sailors during the civil war and also of those who served in like capacity in the later war with Spain.

"With these younger veterans I can myself claim companionship. The object of the society is to render assistance to such of the member as need it and to properly honor those who die by appropriate memorial service. Every good citizen must sympathize with these aims and I extend to you my hearty good wishes for your success."

BOILERMEN KNOCK OFF

General Strike on Big Western Railroads.

DEMANDED BIG RAISE IN PAY

Officials Offered a Compromise, Which Was Rejected.

HELPERS GO OUT IN SYMPATHY

Strike Is Spreading Rapidly and Work Will Be Seriously Interfered With Very Shortly.

ST. PAUL, Minn., September 14.—A general strike of boilermakers on the Chicago Great Western, Great Northern, Omaha, Northern Pacific and the Soo railroads was called today. The boilermakers are aided in their fight by their helpers, and in the case of the Great Western the machinists in the big shops at Oelwein went out in sympathy.

The strike of the boilermakers on the five railroads followed a refusal of the railroads of a demand for 45 cents an hour east of the Missouri river and 47½ cents per hour west of the Missouri river. This the railroads considered to be the heaviest demand ever made by any of their shop employes. As a compromise the railroads offered a nine-hour day and 41½ cents an hour east of the Missouri river and a nine-hour day and 43½ cents west of the Missouri river. This increase would have been equal to a 1½-cent differential above the wages paid machinists in the shops.

Machinists Go, Too.

The Great Western situation is complicated by an alliance between the machinists and the boilermakers, and the machinists in the big shops at Oelwein, Iowa, went out in sympathy. On the other lines only the boilermakers and their helpers went out.

Of the entire number of men out the boilermakers represent about one-third, while the rest are boilermakers' helpers, who had no grievances, but quit purely in sympathy with the boilermakers. Up to the present time reports received at headquarters of the roads here show that there are out at the Great Western, 225 men; Great Northern, 360; Omaha, 169; Northern Pacific, 338, and the line at Shoreham, 225.

Railroad officials expect that the strike will spread rapidly, and that the shops will be seriously handicapped, if not tied up, by night.

Strike in Superior.

SUPERIOR, Wis., September 14.—The entire force of boilermakers, numbering sixty, employed in the Great Northern shops here, went on strike today. The machinists are still at work.

Longshoremen Tie Up Steamer.

NEW ORLEANS, September 14.—Owing to a strike of the longshoremen here the Austro-American line steamer Sofia Hohenberg is being held at this port indefinitely without being able to discharge her cargo. An effort was made to send the steamer to New York and unload her cargo there, but the collector of the port today informed the steamship officials that the regulations required the unloading of a cargo at the port to which it is consigned and that no variation of this rule could be allowed.

The Sofia Hohenberg has a cargo principally made up of magnesite for a Pittsburg firm. It will probably have to remain in the hold of the vessel until local labor troubles are settled.

WESTINGHOUSE STATEMENT.

Proposition for Increased Stock to Be Submitted to Shareholders.

PITTSBURG, Pa., September 14.—Announcement was made today that at the meeting of the directors of the Westinghouse Air Brake Company held last Wednesday a resolution was passed submitting to the stockholders at the next annual meeting, October 1, a propostion to increase the capital stock from $11,000,000 to $14,000,000 and also to declare a stock dividend of 25 per cent. The regular quarterly dividend of 2½ per cent and an extra dividend of 2½ per cent were also declared.

According to the financial statement submitted by the board the company has just closed the most prosperous year in its history. Its net profits for the year were $4,245,082.43.

THE HAKODATE FIRE.

Steamer Brings Further News of Great Calamity in Japan.

VICTORIA, B. C., September 14.—The steamer Shawmut, which arrived last night from Manila via Japan and China, brought further news of the great fire at Hakodate. The big conflagration originated in a soap factory near the Higashagews School and spread with great rapidity, sweeping away hundreds of bamboo houses.

During the fire a powder magazine at Kishoma exploded.

Three hundred lives were lost and 13,000 houses burned.

KILLED BY BURSTING WHEEL.

One Dead, Two Fatally Injured, Four Badly Hurt.

WHEELING, W. Va., September 14.—One man was killed and six others seriously injured today when a large flywheel in the Riverside tube mill of the National Tube Company at Benwood burst near a force of 200 men.

The dead:

John Beddorp, foreigner.

The injured:

William Scheel, injuries fatal; George Smith, fatal; John Venman, Warren Davis, George Ulge, Lawrence Ennis.

The property damage will amount to several thousand dollars.

STENOGRAPHER'S SUICIDE.

Columbus Woman Surprises Her Friends With Fatal Act.

COLUMBUS, Ohio, September 14.—Mrs. M. F. Shedd, a stenographer in the employ of Thomas E. Knauss, a well-known Columbus capitalist and mine owner, committed suicide at noon today by shooting herself through the left temple in the office where she had been at work a few minutes before, apparently in excellent spirits. She left no note and friends are at a loss to explain her act, beyond the intimation that she has had love troubles which threatened to cost her employment.

Mrs. Shedd was the widow of a former leading business man, who died ten years ago while they were on their honeymoon journey.

AS WELLMAN TELLS OF BALLOON WRECK

His Account of the Brief Airship Experiment.

CALLS IT PERFECT SUCCESS

Was Up Three and a Quarter Hours. Covered Fifteen Miles.

DEFEATED BY SNOW AND WIND

He Insists, However That the Plan Is Feasible and Will Try Again Next Year.

BERLIN, September 14.—Walter Wellman, head of the Wellman-Chicago Record-Herald polar expedition has sent the following cablegram to the Lokal Anzeiger from Tromsoe:

"After the steamer Express cast off the cable the balloon America did excellently, but an increasing wind soon gave us a hard struggle, and the storm drove us toward some high, jagged mountains near the coast, where the airship would have been destroyed if she struck. There then ensued a hard fight between the storm and the motor. The latter triumphed, and we slowly rounded the north end of Foul Island in the teeth of the wind. Our confidence in the America had so increased in the meanwhile that I gave the order to start for the north pole.

"The wind, however, increased to twelve miles an hour, and the snow fell so thickly that we could not see a quarter of a mile. Just then the compass failed to act, owing to defective construction. We were completely lost in a snowstorm above the polar sea, and threatened with destruction. After a brief deliberation we decided to try to get back to the Express to rectify our compass and start again. It was impossible, however, to keep in one direction, and we were again carried into dangerous proximity of the mountains.

Made for the Land.

"Vaniman, the engineer, then made the motor run at top speed, and the America moved a second time against the wind, which probably was blowing fifteen miles an hour. She circled three times in the teeth of the wind. We saw the Express for a moment, but immediately lost her again. We could have returned to the Express if we could have seen where to steer, but under the circumstances the only thing possible was to try to land. With this idea we stopped the motor and let the America drift over the glacier. At the end of Foul bay we used a trailer filled with provisions and a brake rope. Both acted well and dragged over an ice wall 100 feet high without damaging the provisions.

"After crossing the glacier we opened the valve and landed on the upper glacier, half a mile in shore. The landing was effected so successfully that material weighing nine tons descended 900 feet and touched the ice with no shock or damage whatever, excepting several bent tubes and broken wires. The numerous delicate instruments were not injured. The self-registering barographs, meteorographs and manometers continued running after the landing. The mantle of the balloon can easily be repaired.

All Back Safe.

"The America was in the air for three hours and fifteen minutes, and covered about fifteen miles with her own machinery. She made three loops against the wind, proving her power and capability of being steered. The ascent was successful in every respect. The America is from every standpoint the strongest airship and the most durable for a long journey that ever has been built. She held the gas splendidly.

"Later in the same day the Express found us, and fetched the steamer Frithjof, with men and sledges, from the camp. The crew of the America lived for three days comfortably in the gondola while the work of rescuing the balloon was in progress. They could have lived there for nine months had it been necessary. The entire airship, including even a part of the gasoline, was returned to camp in three days.

"The balloon hall and the entire outfit has been made ready for the winter and three men have been left on guard.

"After this successful attempt we are all convinced that the America, in normal summer weather, can make her way to the pole. We all regard this plan as rational, practicable and feasible. The thing can be done, and what can be done shall be done."

Maj. Horsey Back.

TROMSOE, Norway, September 14.—Maj. H. B. Hersey of the United States weather bureau, Washington, who was a member of the Wellman Chicago Record-Herald arctic expedition, arrived here today from Spitzbergen, on board the fishing boat Gotfried. Walter Wellman sailed today for Germany, whence he will go to France, and begin preparations for another attempt to reach the north pole in 1908.

OFF FOR MAIDEN VOYAGE.

New Hamburg-American Liner President Grant Sailed for New York.

HAMBURG, September 14.—The new Hamburg-American line steamer President Grant, of 18,000 tons and sister ship of the President Lincoln, started on her maiden voyage to New York today with a full complement of passengers. Large throngs of people witnessed her departure.

The President Grant, which was built by Harland & Wolff of Belfast, is 616 feet long, has 68 feet beam, is fitted with twin propellers and has six steel masts. She carries four classes of passengers, over 400 first class, about 1,250 second class and 1,000 third class, when all her cabins are full.

She can also accommodate over 2,300 persons in the steerage.

MULE SPINNERS' CONVENTION.

Annual Meeting at Boston Closed With Election of Officers.

BOSTON, September 14.—The International Mule Spinners' convention closed today after an election which resulted in the choice of the following officers: President, Urban Fleming, Holyoke, Mass.; vice president, Charles E. Wade, Lewiston, Maine; secretary, Samuel Ross, New Bedford, Mass.; treasurer, Thomas O'Donnell, Fall River, Mass.

The union voted to ask the locals to urge an eight-hour day through legislative action. The movement for an August shutdown of mills was decided to be one to be settled by the local unions.