we can say," said Senator Pomerene. "I cannot believe that there will be a strike. I cannot believe that any set of men will paralyze the industry of the country."

After the senator's departure Majority Leader Kitchin, Representative Adamson and Postmaster General Burleson went into conference with the President.

Adamson Bill Held Up.

Postmaster General Burleson and Representatives Kitchin, Adamson and Harrison, the latter a member of the rules committee, had been closeted in the majority leader's office in the House going over the Adamson bill. They discussed the situation, and meantime Mr. Adamson, who had planned to introduce his bill immediately, held up that measure pending their conference with the President.

Representative Adamson, chairman of the interstate commerce committee, said:

"We will pass the eight-hour bill introduced today in the House tomorrow. That will include the provision for an investigation of the effect of the eight-hour day on the railroads. That, we believe, will prevent the strike."

Following the conference the President returned to the White House.

"I have just been keeping in touch with things to see that they keep moving and they are moving," said the President as he left the conference with congressional leaders. The President's face beamed with a broad smile.

President's Expectations.

The President expects that the action of the railroads in issuing embargo orders against perishable freight, thus affecting food, will have some effect in quickening action by Congress.

Statements of brotherhood leaders that if the eight-hour law is passed by Saturday night the strike order will be rescinded led the President to redouble his efforts to have the measure rushed.

Besides that, the President takes the position that it is the patriotic duty of the brotherhood leaders to rescind or postpone the strike order in view of his recommendations to Congress and the efforts being made to act upon them.

Will Insist on Whole Program.

While President Wilson will continue to insist on his entire program, there were indications today that the attention of the administration leaders in Congress, first, will be concentrated on the eight-hour day bill and on the bill to create a commission to investigate the situation.

Those two measures include the basis of the plan of settlement proposed by the President to both sides and accepted by the employes. He takes the position that if these bills are passed the men will have no justification for striking.

Penalties Are Provided.

At a conference in Majority Leader Kitchin's office a penalizing clause was added to the Adamson bill. It provided for violation of the proposed law a minimum fine of $100 and maximum of $1,000 fine and three months' imprisonment, or both.

Another change made was to provide that the commission should report to Congress within not less than three months nor more than six months after its creation. Messrs. Burleson, Kitchin and Adamson then submitted the bill to the President for his views.

The House leaders arranged at the conference for expedition of the bill through the House. The rules committee, anticipating a probable lack of quorum of the interstate commerce committee, will report a special rule to discharge that committee from consideration of the bill, so that it may be taken up and passed by the House Saturday afternoon at the latest.

Brotherhood Chiefs to See It.

Majority Leader Kitchin immediately after the conference with the President directed that the House eight-hour bill as drawn should be carefully revised and gone over and that it be submitted to the brotherhoods for approval and assurances before it is passed.

"We are not going to pass anything unless it will stop the strike," said Kitchin. "Mr. Garretson told the Senate committee that they wanted a penalty provision put in the bill.

"All we propose is an eight-hour day and for an investigation of the effect, pending which there shall be no interference with present wages. We want to see if the brotherhoods will agree to that."

President is Acquiescent.

From some of the democratic leaders it was learned that the President favors some other plan, and more effective legislation, but that if he cannot get it at once he would accept the House proposal if it is put through.

"The House ought and will take prompt action," said Representative Harrison of Mississippi, following the conference. "The indications are that the Senate may not be able to act before Monday.

"The matter is of such grave importance that it demands quick and drastic action by Congress, without parley and without delay. I favor reporting a rule to put the bill through the House, allowing a reasonable time for debate but without unnecessary delay.

"The responsibility is on the House and on Congress. Congress will act at once."

Attitude of the Senate.

While the assurances given on the attitude of the Senate were not so definite, the President was told that the prospects were bright for action on at least part of the program.

The portions of the President's recommendations providing for a bill similar to the Canadian industrial disputes act, for making arbitral awards court records, and for empowering the interstate commerce commission to grant freight rate increases if necessary, are to be taken up separately.

Although considerable opposition developed to that part of the President's program providing for the military operation of the railroads in case of necessity, he insisted it be included.

Senators Discuss Crisis; Denounce Freight Embargo and Criticise Operators

Regular business in the Senate was displaced today by a general discussion of the impending railroad strike. From the time the Senate commenced a cross-fire of debate among the senators, democratic and republican, began and continued without interruption.

Senator Thomas of Colorado was the first speaker. He denounced the railroads for placing embargoes on shipments of foodstuffs "at a time when," he said, "they should be concentrating all resources to moving such commodities to the city markets."

A deluge of telegrams from shippers, chambers of commerce and other commercial organizations throughout the country protesting against freight embargo, asking for enactment of relief legislation immediately and for a postponement of the date fixed for the strike was read by various senators.

One telegram, introduced by Senator Phelan of California, said that a five-million-dollar fruit shipment had been refused transportation, and was decaying in a California depot. Similar complaints were voiced by Senators Smoot of Utah, Vardaman of Mississippi, Jones of Washington, Thomas of Colorado, and others.

Reed Scores Railway Heads.

Senator Reed of Missouri spoke at length, criticising the railroad managers and presidents for taking the action they knew would bring on the strike when they had the assurances of President Wilson that they would be given increased rates if the operating expenses under an eight-hour day warranted such.

"There are great financial powers in this country," Senator Reed continued, "that want the strike and want it at this time. There are a half dozen men in New York city who can prevent the strike. The only thing necessary for them to grant is the eight-hour day. They can do it without the loss of a dollar to themselves.

"Congress has the power to keep the great lines of interstate commerce open. If the management cannot do it, a legal power will."

Vardaman Wants Strike Delay.

Senator Vardaman of Mississippi took the position that hasty legislation at this time would do more harm than the result of tying up the roads.

"We cannot afford to legislate in the heat of passion," he said, "nor let our resentment at the stubborn and selfish conduct of railroad owners, who have nothing but dollars and cents to lose, to becloud our judgment."

Senator Vardaman said he believed a simple resolution asking the brotherhoods to delay the strike, would be complied with and give Congress time to legislate soundly and intelligently.

Measure to Avert Strike Introduced in House With Backing of Party Leaders

House leaders took strike matters in their own hands today and introduced a bill designed to carry out President Wilson's recommendations as to an eight-hour day and a commission investigation, with substantial modification of the provisions of the tentative drafts pending in the Senate.

This bill, introduced at the outset of today's session of the House by Representative Adamson of Georgia, chairman of the interstate and foreign commerce committee, had the backing of Speaker Clark and Democratic Leader Kitchin.

Unless the Senate acts immediately to put these two propositions, the only ones in the President's program favored by the House leaders at this time, into effect in time to head off the threatened strike, a special rule will be invoked to rush the Adamson bill through the House and over to the Senate by Saturday at the latest.

"My bill," said Chairman Adamson, as he introduced it, "has the backing of Speaker Clark and Democratic Leader Kitchin. If the Senate does not adopt it in the same form, it will be put through the House with the aid of a special rule. There will be no delay on this side."

Following is the text of the Adamson bill:

"First, beginning November 1, 1916, eight hours shall be deemed the measure or standard of a day's work at the existing wage for a ten-hour day, for the purpose of reckoning the compensation for services of all employes who are now or may hereafter be employed by any common carrier by railroad subject to the provisions of the act of February 4, 1887, entitled 'An act to regulate commerce,' as amended, and who are now or may hereafter be actually engaged in any capacity in train service operation, or in the service of transportation of persons or property on railroads, from any state or territory of the United States or the District of Columbia to any other state or territory of the United States or the District of Columbia, or from one place in a territory to another place in the same territory, nor from any place in the United States to an adjacent foreign country, or from any place in the United States through a foreign country to any other place in the United States.

"In case of accident or misfortune or in any emergency, or in cases where existing divisions may require more than eight hours to make the run operating at a safe and reasonable rate of speed, and in all cases where without fault of the employes more than eight hours are required to make a run or change crews, employes may work the overtime necessary to complete the run and be paid at the rate of time and one-half time for the overtime worked.

"But no carrier shall lengthen any existing division which can be run in eight hours, so as to require more time than eight hours, but when new divisions are created or old divisions reorganized care shall be had to make them conform in length to the eight-hour day.

"Second. The President shall appoint a commission of three, one of which shall be recommended by the carriers and one by their employes, the four brotherhoods. The commission shall observe the administrative and financial effects of the institution of the eight-hour workday as above defined, and all facts, circumstances, contracts and conditions affecting relations between the carriers and their employes during a period of not less than three months nor more than six months, in the discretion of the commission, and within thirty days thereafter shall report its findings of fact to the President and Congress without any recommendation for legislation."

Prospects of a Strike Now Being Discounted by Men in Congress

With the promise of the special legislation, backed by the President, providing for an eight-hour day and a commission of investigation, the men in Congress closest to the labor organizations are wagering there will be no strike.

The best efforts of the best men in the House are today directed to averting a possible tie-up of the railroads of the country. Those who have been in conference with the brotherhoods for forty-eight hours have the appearance today of men who are assured that the worst is over, although there is no definite promise on that score as yet.

Will Stand Pat on Strike Order.

On the other hand, democrats and republicans alike say they will not be driven by the labor unions, and that it is unreasonable to ask that legislation of this character can be rushed through the Senate and House by Saturday night. Labor men reply that no matter what Congress says, it still is possible to pass the needed legislation, and that they will stand pat on their strike order unless the legislation is actually enacted.

Congress believes that the brotherhoods have a strong hand and are playing it as strongly as they know how, but it does not believe the brotherhoods will be unyielding when they see what Congress is trying to do for them.

Makes Short, Bitter Speech.

Representative Buchanan of Illinois today made a short and bitter speech on the railroad subject in the House. He said:

"The great transportation facilities of this country are about to be tied up, due to the fact that the big business crooks of the country who control the railways are striving to bring about legislation which will give them the opportunity to further increase their freight rates to an abnormal price before they accede to the very moderate and reasonable requests or demands of the employes who are operating the railroads of the country.

"It seems to me that before we should consider bills that these criminal rich are seeking in the way of revising the trust laws and the Clayton act, for the benefit of exporters the members of both houses should do their duty by the citizens of the country and pass legislation which would now provide for the President to take hold of these railroads and operate them, and guarantee to the people that the transportation facilities would not be tied up."

Senate Asks Postponement of Strike Pending Action on President's Suggestion

One dominant thought in the minds of members of Congress generally resulted in the introduction late yesterday of a resolution by Senator Blair Lee of Maryland calling upon officials of the railroad brotherhoods to postpone execution of the strike order for one week to give Congress sufficient time for intelligent consideration of legislation suggested in President Wilson's message. The resolution was referred to the interstate commerce committee without discussion.

Opinion in the Senate, after the general debate concentrated on the urgent necessity for emergency action, first was proposals for permanent legislation to be considered thoroughly after danger of an immediate tie-up had been passed.

Word came from the House side that Representative Adamson, chairman of the commerce committee, and Majority Leader Kitchin had concluded that the eight-hour-day law could be passed through the House.

Tentative drafts of measures submitted to the Senate committee were communicated to all parties to the controversy.

Calls It Unconstitutional.

Immediately after the tentative legislation had been made public general debate was begun in the Senate on the controversy, Senator Cummins opening the discussion. The Iowa senator asserted that compulsory arbitration was impracticable and unconstitutional; that any attempt to fix maximum wages by law, although within the power of Congress, was doomed to failure, and that legislation to prevent strikes by force of law would mean a practical prohibition of labor unions. He suggested tht a modified or partial restriction of the right to strike in a combined way might make for industrial peace.

In the course of the debate Senator Simmons brought the emergency legislation to the forefront in a speech urging immediate action to prohibit the strike pending an investigation of the differences. He asked Senator Hughes if such action would not forestall the strike.

"If you ask my opinion," Senator Hughes replied, "I do not think Congress has any authority to pass such a law; we might just as well pass a law to compel man to work. The senator is assuming a great deal if he thinks such a law will stop a strike."

Would Give Power to Courts.

Senator Simmons retorted vehemently, declaring that Congress should go a step farther and "confer upon the courts drastic powers to prevent men who have gone on strike after such a proposed investigation and decision from conspiring or acting in concert to prevent other men from taking their places."

Senator Hoke Smith of Georgia declared that railroad workmen always had been his friends, but that "for the first time in my life they will lose my sympathies if they carry out this strike; the men should postpone the strike set for Monday; if they do not I don't believe two weeks will pass before they are forced to do it."

Senator Thomas said if the government failed to protect the public in such a crisis it had no right to call itself a government. Senator Hardwick asserted that Congress should strengthen government control of railroads or conceded government ownership at once and that it should forthwith empower the interstate commerce commission to fix wages, hours of service and working conditions. This, Senator Borah argued, would constitute a step close to government ownership and would force railroad employes into politics to look out for their own welfare.

Government Ownership Urged.

Senator Martine urged government ownership as a solution of the problem, and Senator Reed advocated federal receivership for railroads having government contracts whenever they failed to execute such contracts.

While the Senate was deliberating what to do House leaders were becoming restive over the prospects and the danger of a great industrial civil war. It was practically determined by them that unless some decisive action is taken in the Senate within forty-eight hours the House would undertake initiative action. Otherwise, the lower branch proposes to wait on Senate legislation.

Senator Nelson of Minnesota said there were thousands of railroad employes more worthy of assistance than those who now demanded aid by threat of strike. He asked that Congress consider the plight of the switchmen, telegraph operators and station agents when it legislates for the enginemen and firemen.

Senator Nelson read a telegram protesting against enactment of the proposed eight-hour bill, which he declared represented the sentiment of 5,000 Minnesota business men. The message said if the bill was passed it would mean an increase of freight rates and work an injustice to shippers.

BOTH SIDES SPEAK ON "STRIKE" BILLS

(Continued from First Page.)

liberation and temperance which the importance of the question involved demands.

May Lead to Civil War.

"The world is now suffering from a gigantic war as a result of the application of force. The world has apparently found no other way to settle international differences. This present dispute, if carried to its extremes, will involve the United States in a civil war.

"The question is if we cannot find some means of bringing about a settlement of this dispute between employers and employes without resort to force."

The senator then announced that the brotherhood representatives would be heard first.

At the request of Mr. Garretson it was agreed that the brotherhood should address the committee for two hours in opening and an hour in closing. Between those two periods representatives of the employers and shippers were to be allowed six hours.

Mr. Garretson said that besides the heads of the four brotherhoods, Samuel Gompers, president of the American Federation of Labor, also would speak. Mr. Garretson then began for the employes with a general review of the circumstances which led up to the present conditions.

Would Settle Own Differences.

"It is the belief of labor organizations," he said, "that differences between employers and employes should not be settled by legislation, but rather between themselves.

"The success of any labor organization lies, to an extent, in its militancy," he added. "We are in the grip of a power greater than we, and it is unfortunate that this situation has arisen, but I believe if a settlement can be effected by Congress, even though we are opposed to legislative settlements, we are willing to waive the age-old tradition against it, and to accept a legislative settlement. Such a settlement in this controversy will be desirable, in the circumstances."

The problem of overtime labor, Garretson declared, is largely controllable.

"As an ethical proposition," he continued, "there is no more reason why a man should be worked more than eight hours than there is that he should be worked twenty-four. In the application of principle a different situation arises."

Mr. Garretson then reviewed agitation that led to the enactment of the sixteen-hour law, declaring that prior to the passage of that law that men were worked just as long as they could keep their eyes open. But with the establishment of the sixteen-hour law, he said, the reduction in hours was met by the roads.

Thousands Work Long Hours.

"Today," Garretson continued, "thousands of men throughout this country are working from twelve to sixteen hours, of which there is no complete record."

These conditions, Garretson declared, were responsible for the united appearance of the brotherhoods today insistently demanding the human right to enjoy some of the things that other men enjoy. The railroad men, he said, are wanderers on the face of the earth.

"We believe," said Garretson, "that questions affecting society take precedence over economics. We believe that the obligation on the part of the railroad employer is as great to keep the human element in good condition as the wooden and iron property of the road. Humanity is just as much a part of the system as the engine or the lathe."

Mr. Garretson insisted that the effect of an increased wage or dividend should not be considered when it was obvious that employes were not being paid a proper wage.

"A bankrupt road cannot buy its coal any cheaper than one that is paying 33 per cent, then why should any road buy its labor for less than it is worth because by a proper wage would decrease its profits?"

Attacks Plea for Arbitration.

Attacking the railways' plea for arbitration as insincere, Mr. Garretson insisted that it was not offered to men who were so poorly organized that they could not enforce demands.

"I say on behalf of these railroad men," Garretson declared emphatically, "that there is evidence today of a deadly danger underlying the social crust and that it is liable to be brought to the surface unless means are found to settle this difficulty before it can reach the danger stage."

He repeated the frequently made declaration that the brotherhood officials could call off the strike only by reporting that a satisfactory settlement had been made.

"As to the question of authority," he said, "I can do it. If we have a satisfactory settlement there will be no question about that feature."

Would Not Disrupt Brotherhood.

He also spoke of the trying situation in which he was placed when confronted by the President with a request that he postpone the strike after his men had voted it. To take such a step, he said, would have meant the death of the effort to which he had devoted himself for twenty-seven years, the disintegration of the brotherhood and "the turning over to the mob of the trains, as in 1877 and 1894."

Mr. Garretson also emphasized the fact that on some railroads the men already had the eight-hour day, and that in this proposition they were asked to arbitrate whether they should be permitted to hold that. "Men, if they are human," he said, "won't arbitrate a proposition that might result in taking away from them something they already have."

"I want to impress on the committee that since the beginning of these negotiations no definite proposal ever has been made to us by the other side. They have said but one thing; they have offered to leave the whole matter to the interstate commerce commission. We promptly refused."

Mr. Garretson added that he wished to disabuse the committee's mind of the idea that the brotherhoods were opposed to arbitration.

Would Not Arbitrate to Lose.

"We believe in the principle of arbitration," he said, "but not in arbitration where we stand only to lose. The experience of our men with arbitration has not made them in love with its practical results. There have been many unfair men on our arbitration boards."

Interpretation of arbitration awards by the railroads so that the employes would gain nothing has discouraged the brotherhoods with arbitration, he said.

"Can you imagine two men having a case passed on in court," he said, "and then after the litigants had left the courtroom one of them arrogating to himself the right to interpret the verdict?"

"Under ordinary processes of our policies," said Mr. Garretson, "we would be out of accord with all of the five propositions made by the President. But in the hope of effecting a settlement we are willing to waive many deep-rooted principles, and are willing to aid in the passage of a legislative remedy that will make it possible to recall the order to strike September 4. Given the eight-hour law, accompanied by a provision to assure the ten-hours' pay pending inquiry, and, I suggest, a provision that the government should bring suit in case the road refuses to grant the pay as is provided in the hours of service law, would satisfy us in this emergency."

Against Compulsory Arbitration.

"As now proposed, the only remedy left the worker is to bring suit himself. That would be about as valuable to the individual as compulsory arbitration.

"As for compulsory arbitration, no influence that ever can be brought to bear can induce our organization to accept it."

Reviewing the Canadian compulsory arbitration act, Mr. Garretson cited several concrete cases to show that it had not worked out fairly to the workers. The New Zealand act had been successful, he said, due to the fact that all of the government officials were pro-labor.

"You can readily see the difference that would exist in this country and Canada and New Zealand under those conditions," he said. "I want to go on record here as protesting against anything that savors of making men stay at work during any investigation."

Here Senator Newlands interrupted Mr. Garretson to say that it was his understanding that the proposed bill would not prevent any man from leaving his employment during investigation. Concerted action, he said, was what it was designed to prevent.

"Quite true," Mr. Garretson said; "but if only men individually now threatened to strike on the railroads we would not be here now discussing this proposed legislation."

For Military Purposes Only.

The brotherhoods, Mr. Garretson said, would not oppose the conscription act as long as it was only for military purposes.

"As long as it is merely for the purpose of defending the flag we men of these organizations are ready to do our part. Though we oppose the principle of conscription we are not spoiling to go beyond these borders to fight."

Asked the attitude of the brotherhoods on Senator Lee's resolution to have the strike postponed a week, Mr. Garretson said he would like to discuss that later. So far as could be learned, however, there was no chance of the brotherhoods acceding to the request. They still insist that they are powerless to postpone the strike.

Garretson said that in accepting the President's proposal which the railroads refused the men had yielded 50 per cent of their demands. Senator Cummins asked what he meant. Garretson explained that the railroad managers declared that the original demand of the men for eight hours a day and time and a half for overtime would cost them $100,000,000 a year, and after we accepted the President's proposal for eight hours and pro rata pay for overtime the railroads reduced this estimate to $50,000,000.

"While the railroads only pay pro rata for overtime," Garretson said, "there is no incentive to them for shortening hours, because a true eight-hour day is impossible on railroads. As long as the railroads can pay pro rata for overtime, it makes no difference to them. But, assured the eight-hour basis with ten hours' pay, and pro rata for overtime, the men yielded in order to reach a settlement."

Views of Samuel Gompers.

Samuel Gompers, president of the American Federation of Labor, who followed Mr. Garretson, said that the federation had adopted resolutions supporting the fight by the brotherhoods and protesting against compulsory [illegible] or any compulsory award that would take away railroad men's rightful ownership of themselves. He said the American Federation of Labor believed they realized in view of existing conditions that there was little time for Congress to act in the present emergency.

He attacked the proposed legislation to give the government authority to operate the roads for military purposes if a strike comes. He called it conscription and said it was indefensible in times of peace.

Senator Newlands denied his assertion that the legislation denied the right of the worker to quit his job. Senator Newlands said it meant only to affect the right to quit in concert.

Mr. Gompers said he believed he had contributed as much as anybody in America to avoidance of strikes.

Things Worse Than Strikes.

"But, gentlemen," he said, "there are things worse than strikes.

"We have got to live when that strike is over and is history. And then, I ask you, will we find upon the statute books a law that says that men are criminals if they strike in concert? Such a condition is intolerable. I trust this legislation will not be enacted by the Congress of the United States."

Senator Newlands asked Mr. Gompers to give the committee the solution of the problem.

"On Monday," said Senator Newlands, "the railroads of the country will be tied up and transportation, except for humanitarian and government purposes, will cease. It is unnecessary to describe the conditions that will follow; they may exceed the horrors of the war abroad.

"I think the members of this committee agree with me that compulsory arbitration and compulsory service are both impossible and inadvisable. The suggestion, therefore, is made that the government make an investigation and there be mediation, and that pending an inquiry into the facts the parties maintain the status quo.

Gompers Asked for Remedy.

"Now if this remedy is not right and is wholly wrong what is the remedy?"

Mr. Gompers replied that under the circumstances the employes should be left free to strike whenever they saw fit and not forced to "unfold their arms" by law. The question of bringing about peace now, he insisted, should devolve upon the railroad heads, he declared, and that they should be expected to agree to some sort of satisfactory settlement.

"It is more essential," he said, "that the liberties of the employes should be safeguarded than that some suffering which is certain to follow a strike be avoided."

Mr. Gompers concluded by saying that the men could not further delay the strike, because the managers would be given more time to take measures to defeat it.

W. G. Lee Testifies.

W. G. Lee, head of the trainmen, reviewed negotiations between the railroad heads and went into details regarding why the employes had refused to arbitrate the eight-hour day.

"In many parts of the south and southwest," he said, "we could not arbitrate whether we should live in a house which we had bought and paid for."

Mr. Lee insisted that the strike was not called hastily. For eleven days after the brotherhoods accepted President Wilson's proposal they waited futilely for an answer from the railroad heads as to their attitude toward it, and then called a strike.

"We standy ready," he said, "to accept the President's proposition, "though we believe it embraces less than 50 per cent of our original proposition. We shall stand ready to arbitrate all other issues as soon as the President's eight-hour day proposal is enacted into law.

"It is beyond us four, if we ever hope to remain officers of these organizations, if we ever expect to retain the respect of those men, to stop this strike by any other method than to send our general chairmen code messages meaning 'Satisfactory settlement effected.' That message only can be sent if we get the eight-hour day."

Another Proposition Acceptable.

Mr. Lee said that a settlement might have been reached if the President had proposed to the brotherhoods that they no longer demand an eight-hour day, but that they be given time and a half for overtime.

"But," said he, "no such proposal was made."

Replying to Senator Pomerene, Mr. Lee said that if it were possible to reach all the brotherhood men and explain the present legislative situation he thought they would vote to delay the strike. But this, he added, was impossible now.

He laid the blame for this at the railroads' door. Had they answered the President's proposal promptly, he insisted, the present shortage of time for legislative consideration would not exist.

The railroads, he insisted, are preparing to work non-union men in the event of a walkout. Any delay in starting a strike now would be utilized by them in making further preparations for fighting the brotherhoods.

Representatives of Railroads.

A. P. Thew, general counsel for the railway executives' advisory committee, said Judge R. S. Lovett of the Union Pacific and Elisha Lee, chairman of the managers' conference committee, would present the side of the railroads.

Judge Lovett said that if the public was not involved in the present controversy, and if there were not thousands of railway employes not allied with the trainmen, the parties involved should be allowed to settle the matter themselves.

Stock Widely Distributed.

He said the railroads are no longer owned by the bankers, but their stock is widely distributed.

"The bankers of the country," said Judge Lovett, "have not attempted to dictate the position of the roads in this controversy. I myself have only received one message from a banker, urging that we accept the President's proposal.

"It is my deliberate judgment that there is no class of labor in the United States working under better conditions than the railroad men. It is hard work and there is some danger, but that is all."

Judge Lovett said the railroad officials regard the present problem as one that should be settled by arbitration. It was clear, he said, that the proposed legislation would put the burden of increased wages for the men on the people of the country.

Public Must Pay the Bill.

"Just as certain as the sun sets, the public will pay the bill," he said. "Railroads have no income except what they earn. That depends on the rates they can get."

To put in effect the eight-hour day would cost the roads about $60,000,000 a year and the overtime demands of the brotherhoods about $40,000,000, said Judge Lovett.

"It is a prime public question who is entitled to that $60,000,000, these men or the public," he said.

"My understanding of this matter is that what the men want is an increase in wages. If Congress proposed to enact a law to make them work only eight hours, they would be up in arms."

Responsibility on Congress.

The position of the roads was declared by Judge Lovett to be that the matters in dispute should be arbitrated by the interstate commerce commission, or any impartial tribunal. He said the men say now they cannot wait and cannot call off the strike order while Congress investigates and prepares legislation.

"If this burden of $60,000,000 is put on the public because of this legislation now proposed the responsibility will be on Congress, not on the railroads," said Judge Lovett. "We have done our utmost to settle this dispute, except to surrender what we think a vital principle," he continued. "If this demand is successful, if they can under duress force out this $60,000,000, Congress will be called upon to pass a law providing for overtime and the other burden of $40,000,000 in turn will be passed on to the public."

Will Abide by Law.

"The issue here," said Judge Lovett, "is whether the one hundred million people in this country are to be put at the feet of 350,000 workmen. Personally and as a railroad officer, I propose to run railroads according to law. If the judgment of the country is that there is nothing for us to do but submit, we will abide by it. The responsibility is no longer mine.

"The railroads will struggle on and meet the additional expense imposed on us in the best way we can, knowing that ultimately it will be passed on to the public. But I don't believe that the people of this country will endure any system, whether it is Wall street or elsewhere, whereby the power is lodged in a few men to paralyze the nation's life, and say, as Mr. Garretson will say to you, that they will not abide by the resolution read by the chairman (to postpone the strike date), whether it is enacted or not.

"If you put this burden upon us we must abide by it, but I think it would be the greatest injustice that ever happened in the history of this country to force this upon us with the hands of four men on our throats."

How Impending Strike Is Being Felt by Washington

Flour went up 5 cents a sack today.

Meats and poultry advanced 2 and 3 cents a pound.

Potatoes are selling at $4.50 a barrel, an increase of $1.75 in two days.

Increased prices are in effect on all vegetables.

HOW HIGH OFFICIALS ARE STRIVING TODAY TO AVERT STRIKE OF RAILWAY TRAINMEN

President Wilson goes to Capitol to consult leaders in both houses regarding legislation.

Renewing his efforts to have strike postponed, the President summons the four brotherhood heads to the White House at 2 o'clock.

Should President's personal appeal to brotherhood chiefs prove in vain, he is prepared to issue a statement calling publicly on members of the brotherhoods to bring about recall of its strike order.

Labor leaders in Congress tell brotherhood chiefs they will do labor lasting injury and provoke public wrath by persisting in their determination to strike unless Congress passes proposed legislation before Saturday midnight.

Leaders in both houses agree, and President assures brotherhood officials, that prospects are an eight-hour law and provision for a commission to investigate wages will be enacted by Congress before Sunday.

Railroad managers and presidents, brotherhood chiefs, President Gompers of the A. F. of L., Assistant Attorney General Todd and members of the interstate commerce commission attend hearing before Senate interstate commerce committee.

Postmaster General Burleson confers with President and insists mails be carried on every train moved if strike comes. If employes offer to run mail trains he will insist that railroads furnish equipment.

Embargoes by railroads against perishable food supplies prove spur on Congress to hurry strike legislation.

Recall of 15,000 militiamen from duty on Mexican border is believed to be precautionary measure in connection with impending strike, as these troops are from states that are important railroad centers.

House took strike legislation into its own hands. Chairman Adamson of the interstate commerce committee, supported by Speaker Clark and Majority Leader Kitchin, introduced a bill for eight-hour day and investigating commission, proposing under special rule to rush it through House and to Senate by Saturday.

Conference of administration officials at Capitol considered law of 1862 as authority for President to operate trains, especially for carriage of mails. No authority has yet found a repeal of this statute.

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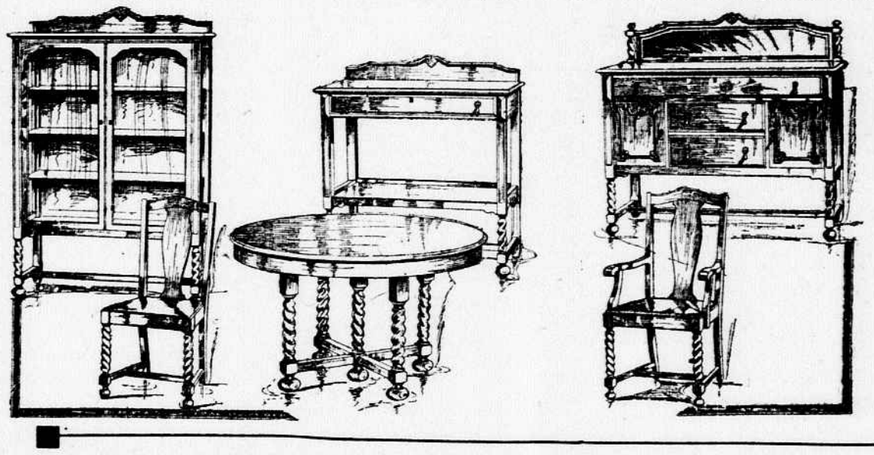

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