WASHINGTON FACES EMBARGO CUTTING OFF FOOD SUPPLIES

Southern Warns Shippers of Possible Tie-up Within Twenty-four Hours.

DEPENDS ON STRIKE ISSUE

Perishable Fruits and Vegetables First Affected Unless Crisis Clears.

Washington today faces the cutting off of a large portion of its food supply.

This situation is brought about by the imminent possibility of embargoes on perishable freight by railroads entering Washington.

One railroad, the Southern, already has sent its representatives warning that unless the strike issue clears an embargo within twenty-four hours is possible.

This telegram, dated August 29, and sent last night to the freight representatives of the Southren, follows:

"Strike order by organization train men has been issued calling for general cessation of transportation throughout the United States beginning 7 a. m. Monday September fourth. Unless favorable development today it is probable that embargo on all classes of freight will be issued within twenty-four hours. Extend this advice orally to this effect to shippers in your respective territory. L. Green."

This telegram was sent from the office of Lincoln Green, freight traffic manager, in Washington.

Perishable Goods Blocked First.

At the freight offices of the Southern it was admitted that partial embargo, to apply only to foodstuffs of a perishable sort, and live stock, would first be effected.

"Undoubtedly if a strike is apparently certain," an official of the Southern said, "The work of clearing the tracks of freight, especially of the perishable sort, would begin several days in advance."

Though the twenty-four hour period mentioned in the Southern's notice expires today, no further action was taken this morning, and today's developments, it was said, will determine whether the embargo will be put on later in the day.

At the freight offices of the Pennsylvania Railroad in Washington it was said no advices had yet been received regarding a possible embargo. All freight is being received as usual for shipment today.

The orders for an embargo on the Pennsylvania would emanate from Philadelphia.

Placing an embargo on perishable freight on the Southern would cut off a portion of the milk supply of Washington. It also would cut off shipments of fruits from Florida and the Southern States, large consignments of which are handled by the Southern.

B. & O. Has No Orders.

D. M. Fisher, freight agent of the Baltimore and Ohio, this morning said no orders to make ready or an embargo had yet been received in Washington.

"I hear a number of Western roads are placing such an embargo," he said, "but so far we are going serenely on our way here."

The placing of an embargo on the Western roads may affect Washington vitally. Most of the flour used here is from the Northwest, brought in here by the Baltimore and Ohio. California fruit shipments, oranges, grapes, and pears, also would be affected by possible embargoes.

The Baltimore and Ohio, it is estimated, brings a major proportion of the coal used here to Washington, possibly 60 or 65 per cent. This road does not bring much of the fresh vegetables or fresh fruits used here, though it handles a large share of canned goods.

Much of the produce coming here is from the wholesale markets in New York and Philadelphia, and comes also from the Eastern Shore. The Pennsylvania brings in the most of these supplies.

Milk Affected.

Washington's supply of milk would be affected in case of a strike, as might be supposed.

Though only 2 per cent of the milk used here is produced in the District, more than 75 per cent is brought in by steam railroads. These facts were gleaned at the Health Department, which has a record of all the dairy farms sending milk here.

The meat supply of Washington, in case of a strike, would be almost entirely cut off. Practically all the meat used here comes in by rail.

An embargo on perishable shipments, such as is contemplated in advance of a strike, would cut off from 75 to 85 per cent of the produce in Washington markets, according to various estimates of commission men.

The amount of vegetables brought here from nearby truck farms is negligible. Egg plants are grown around here, tomatoes, and a few potatoes. A few beans, and a few fruits are also brought in by wagon.

But onions, the major supply of white and sweet potatoes, apples, peaches, lettuce and onions, and other staple produce are brought here largely by railroad.

A strike at this time would leave the produce markets in worse shape now than in the spring, it was stated, because berries, early spring vegetables, and small fruits are grown around Washington.

Watermelons are brought up the river by boat, and so are some cantaloupes and a few onions and potatoes. But the great relief the municipal wharf would afford would be in the supply of fish and sea food, much of which comes in by boat, through this wharf.

One commission merchant said today he had made efforts to engage large quantities of potatoes from truck farmers in this vicinity. He said he could not even get quotations from most of them. He did place an order for a few loads, but the farmer would place no price on them in advance of delivery.

Coal dealers were besieged today by persons wishing to lay in extra supplies of coal. Though there is plenty of coal here for a month or two, and the householders' need for coal is a month or two away, many folk thought it better to avoid possible trouble and order coal now.

George M. Roberts, superintendent of weights, measures and markets, said he knew of no exact information compiled to show the percentage of Washington's food supply shipped here by rail. He said his observations tended to make him believe that practically all meats, at least 75 per cent of the produce and vegetables, and most of the fruit was sent here by rail.

THE WEATHER REPORT.

Forecast for District of Columbia, Maryland, and Virginia—Partly cloudy today and tomorrow; not much change in the temperature; light westerly winds.

TEMPERATURES.

8 a. m.	65
9 a. m.	70
10 a. m.	73
11 a. m.	74
12 noon	74
1 p. m.	77

TIDE TABLES.

(U. S. Coast and Geodetic Survey.)

High tides....8:54 a. m., height 2.9
9:16 p. m., height 3.0
Low tides....3:16 a. m., height 0.1
3:30 p. m., height 0.1

SUN AND MOON TABLES.

Sun rose..... 5:33 | Sun sets..... 6:42
Moon rises.7:27 a.m. | Moon sets.7:20 p.m.

Light automobile lamps at 7:22 p. m.

A DELIGHTFUL ACID DRINK.

Horsford's Acid Phosphate.
Is superior to limes or lemons—more satisfying as a Summer beverage.—Adv.

Says Strike Would Tie Up Passenger Service

New Haven President, in Statement, Declares Walkout Would Bring Freight, Mail, and Express Trains to a Standstill.

In reply to many inquiries that have been made regarding the scope of the threatened strike and to clear up any misunderstanding as to whether passenger trains will be affected, Howard Elliott, president of the New York, New Haven and Hartford, has issued the following statement showing that all classes of train service would be involved:

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

"The address of the President will be read more carefully and by more people than any other statement about this unfortunate situation. Those who have not followed the subject carefully and do not understand its complexity may assume from the President' language that a strike order will have no effect upon passenger train service. That is not the case, and included in the order to strike are all men in passenger train service who are members of the various brotherhoods.

"In the detailed instructions issued by the officers of the organizations to the members, the first paragraph says:

"'1. No man in road service involved in the strike will perform any service after the hour set for the strike (7 a. m. September 4) unless he has already begun a trip and has actually left the terminal. If the train has left the terminal he will complete the trip and deliver the engine and train at the enr of the run or tie-up point if tied up under the law (16-hour law), after which he will perform no further service until the close of the strike. Men in other than road service will leave the service at the appointed time. So far as your legal right to strike is concerned there is no difference between a mail train and a freight train. You have identically the same right to refuse to perform service on a mail train as you have to refuse to perform service on a freight train.'

"The public, the press, and the Congress should understand clearly that the strike order 'effects the men who man' the passenger, mail, milk, and express trains, just as much as those on the freight trains, and that these classes of service also must 'stand still until their places are filled.'"

ALL WESTERN ROADS PREPARE FOR STRIKE

Chicago Is Warned to Conserve Food Supply—Manufacturers Coming to Washington.

CHICAGO, Aug. 30.—The traveling public and shippers were warned by Western railroads today to prepare for a strike Monday.

Shippers were notified today by a dozen roads running out of Chicago that perishable freight that would not arrive at its destination on or before Saturday would not be accepted. The Santa Fe has already issued an order to its agents to refuse shipments of perishables and live stock at once.

Other railroads taking as sweeping action but setting their time limit to Saturday for freight deliveries, include: Burlington, Northern Pacific, Rock Island, Southern Pacific, Southern railway, Missouri, Kansas and Texas, St. Louis and San Francisco, Louisville and Nashville, Atlantic Coast line, Western of Alabama; Central of Georgia, and the Mobile and Ohio.

Remaining roads are expected to take similar action within twenty-four hours.

The Southern Pacific warned all prospective travelers they might be subjected "to perplexing delays after Sunday night." Other railroads notified their agents to give the same warning to travelers.

A strike of 6,000 freight handlers in Chicago has been called for this afternoon. The only apparent way to avert it is by submission of the roads to the men's demands—the right of business agents to collect dues from union members during certain hours of employment at the freight houses.

More than 800 are out on three roads now.

Enough meat, eggs, and vegetables are said to be in cold storage here to keep Chicagoans in food for two years in case of a strike. The main danger is ice and coal shortage. Dealers say the present coal supply would be exhausted in five days. With no coal to generate cold air for refrigerating houses, the food supplies stored in those houses would quickly spoil. Artificial ice plants would be compelled to close.

An order to quit work at 6 a. m. Monday has been given Rock Island employes. Engineers were instructed to quit their engines at terminals, or if that course violates the sixteen-hour law, to leave them at the first switch. The order issued is subject to countermand from Washington before noon Sunday.

Railroad terminals were jammed today. Business men rushed to other cities to close deals so they could get back before a strike is called. Vacationers were hurrying home.

Trans-Continental Rates Suspended

Coast to Coast Schedule Will Be Investigated by Commerce Commission.

The Interstate Commerce Commission suspended increased transcontinental rates, recently proposed by coast to coast carriers.

The proposed schedules are suspended to December 30, because "the rights and privileges of the public appear to be injuriously affected" by the increases.

During the period of suspension the commission will conduct a thorough investigation of the proposed rates.

The suspension followed hearings before the suspension board of the commission, in which more than 600 transcontinental shippers were represented.

The proposed increase inu rates grew out of the recent decision of the commission in the Intermountain rate case, removing certain "extra" relief from the long and short haul provision, following the disappearance of water competition by way of the Panama canal.

N. Y. FEELS EFFECTS OF STRIKE THREAT

Many Lines Put Embargo on Freight Which Cannot Be Delivered by September 4.

NEW YORK, Aug. 30.—First effects of the impending nation-wide railroad strike, which will tie up the commerce of the country, were being felt today, before the walk-out of the 400,000 members of the big four brotherhoods is scheduled.

Probably never in the history of railroading have the big lines of the country faced such a situation as is now presented. Many lines have already put an embargo on all freight which cannot be delivered before September 4. Shippers and buyers are making frantic efforts to move goods, or lay in an extraordinary supply before the tie-up becomes effective.

Thousands of persons on vacation, away from home on business, are cutting their trips short. Warnnig has been given by one road in the Middle West that passengers may suffer inconvenient delays once the strike is in effect, and reports here today indicate a country-wide scramble to "get back home."

The New York, New Haven, and Hartford railroad was the first to declare an embargo on freight in the Eastern district. The New York Central, Pennsylvania, Lackawanna, Erie and New York, Susquehanna and Western were expected to follow suit. The passenger departments of all lines today reported heavy demands being made upon them from all points, by the thousands of summer travelers. No attempt is made by the roads to minimize the probable effect of a strike on passenger traffic.

Announcement of an embargo on freight, which cannot of certainty be delivered by a set date, is expected from the Erie, one of the largest freight carrying roads in the country, before today is over. At the Erie offices it was stated a meeting was held during the morning, but no definite decision was reached. A second meeting is to be held later in the day, when it was said some action will probably be taken.

Not only are the railroads feeling the effects of the impending strike, but banks are also being flooded with demands from big business houses, endeavoring to purchase supplies in practically "train-load lots" in some instances.

Creates Consternation.

The embargo announced by the New Haven, and the possibility that other roads would take similar action, created the greatest consternation among shippers. Owing to the heavy traffic and car shortage under normal conditions, it is realized that the railroads may not be able to handle any more freight than is now actually on hand. This would mean business houses which failed to get in their extra orders prior to this week will probably be caught short.

All produce houses and other firms dealing in perishable goods were making frantic efforts to get shipments now en route delivered. Once the strike is in effect, the food supply in a majority of the larger cities of the country will probably not hold out more than a week unless some way is found of getting foodstuffs to them, it is estimated.

Prepare for Strike.

In the meantime Eastern roads are making preparations for the strike, endeavoring to arrange for men to operate trains. All workers not affiliated with the brotherhodos are called upon to stand by the companies. The Erie has issued a notice that employes remaining loyal will be put at the head of their serivce rosters, and will be regarded as senior employes of the company. Warning is also given that men joining the strike, leave the service of the company, and lose all rights and privileges.

Despite the orders of the four brotherhods that all employes must avoid trespass and interference with property in the strike, the New Haven road has asked sheriffs and police officials in towns along its lines to be prepared to protect the railroad property, if necessary.

Koenig Kaiser's Guest.

BERLIN (via London), Aug. 30.—The German Emperor, according to official announcement, has received Alfred Lohmann, president of the board of directors of the German Ocean Navigation Company, and Capt. Paul Koenig, commander of the super-submarine Deutschland, at main headquarters.

The Emperor had them as his guests at dinner.

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SPECIAL TRIBUNAL TO HANDLE STRIKES, URGED BY CUMMINS

Compulsory Arbitration a Myth Under Present Conditions, Says Senator.

ENFORCED LABOR ILLEGAL

Tells Senate Modern Working Man Has Emancipated Himself By Organization.

Senator Cummins today in a Senate speech suggested creation of a special tribunal to be known as a Court of Arbitration, a Commerce Court, or an Industrial Commission, as the first necessary step toward preventing disastrous industrial wars. He told the Senate that all mention in his speech of the present railroad situation was meant to apply only in the abstract.

He denounced "so-called compulsory arbitration" as an impossibility. There is no power, he said, in which Federal or State governments can force men to work when they do not want to. This, he said, would be the case under any actual compulsory arbitration law. The fifth and thirteenth amendments to the Constitution, he said, would prevent operation of such proposed laws.

"I do not doubt, however," said Cummins, "that Congress could create a tribunal, and confer upon it jurisdiction to seize upon a controversy between a co-operative body of railway workers, such for instance as the Brotherhood of Engineers, and the railway companies, call the parties in dispute before it, take evidence and render judgment, assuming, of course, that the dispute affects commerce with foreign nations or among States.

"But even this procedure would meet obstacles. Since enforcement of an award might compel men to work against their will, which is involuntary servitude. Compulsory arbitration, in the complete sense, is a myth—an idle dream. It is only possible under pure socialism, in which all relations of the human being are determined by the state or in a pure monarchy.

"If we are ready to treat the man who refuses to work, or who leaves his work because he is dissatisfied with wages or working conditions, as we do criminals or deserting soldiers, then compulsory arbitration is possible. I pray we never shall be ready to do this."

Cummins said there is some of good in both the Canadian and New England laws regarding industrial disputes, but that they are not wholly effective. Similar laws in Massachusetts and Wisconsin, he believes are better. The Erdman and Newlands acts, he said, both have proved their value.

Labor's Weapon.

Cummins warned against any legislation that would tend to make strikes against the law. Such legislation, he said, would practically prohibit unions.

"The chief object of the union," said Cummins, "is to combine the strength of all its members. The strike, through which the whole membership ceases to work, is the modern weapon of labor.

"By this weapon working men of modern times have emancipated themselves from slavery of former years. Without it in some form they soon would again be reduced to their ancient subjection. I am unalterably opposed to any such legislation unless it is accompanied with a sure relief for injustice."

Cummins recommended as deserving of consideration the contention that a modified, or partial restriction of the right to strike in a combined way would make for industrial peace.

TRAINMEN STANDING FIRM ON DEMANDS

(Continued from First Page.)

might be interpreted as showing an intention to yield at the first suggestion of postponement.

Turning to the reporters, Garretson snapped: "You can say emphatically that the question of postponement is not even under consideration."

The men's outburst came at the close of a forenoon crowded with visits in which the leaders took council from prominent labor men. Slipping out of the National Hotel headquarters early in the forenoon, and eluding newspaper men temporarily, the leaders went to Congress, and conferred with members who had asked to see them. H. E. Wills, an agent of the unions, accompanied them.

From Congress the leaders sped to the Labor Department by automobile, pausing en route at headquarters only long enough to issue a denial of persistent reports that they had been asked to postpone or had postponed a strike.

Meet Secretary Wilson.

They were closeted with Secretary Wilson for nearly an hour, getting advice from him, as a former labor leader, but refusing to reveal the nature of it.

During the afternoon the party was scheduled to call upon President Gompers, of the American Federation of Labor, who though not allied with the brotherhoods, has taken a quiet part in assisting the leaders.

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How Two Sides View Wilson's Proposals

Following is an epitome of views held by railroad managers and railroad brotherhood chiefs on the six proposals of President Wilson:

1 Brotherhoods are passive regarding any plan to enlarge membership and widen scope of the Interstate Commerce Commission.

Railroads whole-heartedly approve the suggestion.

2 Brotherhoods unanimously want establishment of an eight-hour day by law. Some think such action would prevent the strike.

Railroads have made their chief fight against this proposition. Also they believe an eight-hour railroad law unconstitutional.

3 Brotherhoods not greatly concerned over appointment of a commission to study effects of an eight-hour day on operation costs.

Railroads desire such a commission if the eight-hour day law is inevitable.

4 Brotherhoods oppose, in principle only, suggestion that Congress explicitly approve Interstate Commerce Commission consideration of increased freight rates. Believe the roads are making enough now to grant demands.

Railroads favor any move to give them increased freight rates, but are doubtful of results of such consideration.

5 Brotherhoods actively oppose as un-American, of "forcing men to work when they don't want to," which, they say, would be the result of creation of a commission to investigate labor disputes, with the proviso that to strike would be unlawful during any investigation. Railroads specifically asked for such a commission.

6 Brotherhoods do not oppose giving the President power to operate trains in event of military necessity, provided only trains needed for military purposes are thus operated. Railroads favor any measure that will keep trains running if a strike occurs.

TWO ROADS WARN 12,600 EMPLOYES

Erie and Susquehanna Issue Letter Cautioning Against a Strike on Monday.

NEW YORK, Aug. 30.—In a circular letter sent out last night to their 12,600 employes, the New York, Susquehanna and Western and the Erie Railroad companies caution against a strike and declare such action will at once mean a severance of friendly relations between the two companies and their men.

The letter was signed by F. B. Lincoln, general manager lines east; J. B. Dickson, general manager lines west, and H. O. Dunkle, general manager Chicago division. Both letters outline the following action which the companies purpose to take in case a strike is put into operation:

First—Employes who remain continuously in the service will be placed at the head of the respective service rosters in the order of their present relative position thereon, and will hereafter be considered the senior employes of the company.

Second—Employes who join in the strike do by such action leave the service of the company, and in so doing all rights and privileges as employes cease.

Third—Employes who leave the service may re-enter same only at the option of the division superintendent, and then only as new employes; their position on the roster dating from the date they are permitted to resume duty. Before again entering the service they will be required to pass the physical examination prescribed for new employes, and will also be required to pass the examination on rules as prescribed for employes of the class of service which they enter.

"You are again urged to give the matter careful consideration," the latter concludes. "Think before you strike of all that your act involves. Are your present grievances so great as to justify you in jeopardizing all you have gained while in the service of the company?"

Penfield To Care For Interests of Roumania

Ambassador Penfield, at Vienna, has been instructed, at Roumania's request, to take care of Roumania's interests in Austria during the war, the State Department announced today.

VACATIONISTS RUSH BACK TO CAPITAL

Likelihood of Railroad Strike Thought To Be Cause of Early Return.

Today marks the beginning of the rush of homewardbound Washingtonians returning from vacations at the seashores and the many inland mountain resorts.

Officials at the Union Station state today that the influx of homewardbound vacationists has begun a little early. Usually the rush begins about Labor Day and continues until the middle of September.

The threatened railroad strike has been given by certain Washington Terminal officials as the reason for the early return of those who have spent the summer out of Washington. Although slight, there is a marked increase in the number who are returning at this time of year instead of finishing the vacation period.

Although there are many returning today, there are still "lot more to come" according to an official at the station, and the gigantic task of handling the large amount of baggage incident with the return of crowds of travelers has only begun.

In Washington the handling of the home-coming throng presents a greater problem than in most cities, because, simultaneously with their return, the season starts here for fall tourists.

90,772 Stockholders to Get Pennsy Dividends

The Pennsylvania Railroad Company announces that the quarterly dividend will be paid August 31 to 90,772 stockholders.

The May dividend was paid to 84,169 stockholders, the largest number of stockholders of that company who ever received the dividend.

The decrease in the number of stockholders is due chiefly to the effects of the European war, and the recent mobilization of American securities as collateral for the new British loan. Of the 90,772 stockholders, 85,088 are Americans and owe 93¾ per cent of the stock.

In this enumeration savings and other banks, beneficial societies and building and loan associations (of which there are many) as well as life and other insurance companies are counted as one holder, although they hold the shares for the large numbers of their depositors, members and policy holders, respectively.

Four-fifths of the holders own 100 shares or less, and of these 29 per cent, or 26,000 holders, own ten shares or less.

HOUSE MARKS TIME ON R. R. LEGISLATION, WAITING ON SENATE

Leaders Skeptical Regarding President's Ability to Get Program Through.

TRY TO GET COMPROMISE

Both Adamson and Kitchin Ask Wilson to Eliminate at Least Two Requests.

Although House leaders are skeptical today regarding the ability of the President to put through all of the legislation he recommended in his strike crisis message, the lower body is awaiting the Senate's move.

An effort was made by House leaders last night to convince the President that he should be satisfied with a part of the legislative program outlined, permitting the remainder to go over pending an investigation of the strike situation.

The President returned to the Capitol last night and conferred with Speaker Clark, Congressman Kitchin, majority leader; Congressman Mann, minority leader; Chairman Adamson, of the Interstate Commerce Committee, and Congressman Sterling, one of the ranking Republicans of that committee. The conference was held in the office of Speaker Clark, and continued for more than an hour.

Further Conferences.

At its conclusion, Congressman Adamson, as spokesman for the conference, announced that no definite House program had been agreed upon and future conferences would be held. There was unanimity of opinion, he said, that a strike must be averted.

It was learned that both Mr. Adamson and Leader Kitchin suggested to the President that his program will be more quickly handled if he consents to eliminate at least two of the recommendations contained in the message.

The House is not enthusiastic over the proposal virtually to instruct the Interstate Commerce Commission to conduct a rate increase investigation, nor does it warm up to the plan for compulsory arbitration.

It was suggested to the President that for the present he should be content with legislation:

Providing an eight-hour day for trainmen.

Appointing a small commission to investigate the equity of the eight-hour day and its relation to the transportation problem.

Authorizing the President to use trains in case of military necessity.

Might Be Put Through.

These three things, the House leaders think, may be put through with reasonable expedition. A storm may break if an attempt is made to suggest to the Interstate Commerce Commission a freight rate increase. Republican members from the shipping sections of the Northwest are particularly on the warpath against this plan.

Congressmen Mann and Sterling, the Republicans at last night's conference, are understood to have been noncommital concerning the amount of minority support that may be expected for the President's plan, but did not commit themselves—except to say that the legislation proposed was of most sweeping character, and deserving of long consideration.

It was agreed that for the present the House leaders shall await developments in the Senate. The President appeared absolutely convinced that his entire program will go through the Senate without delay and on a nonpartisan vote.

It was this confidence on the President's part that temporarily blocked Mr. Kitchin and Mr. Adamson in their suggestions that a lesser amount of legislation should be attempted at this time, and that the question in its entirety should be tackled a little later.

The conference with the House leaders last night is understood to have been the direct result of a gentle hint conveyed to Senator Newlands by Chairman Adamson. Senator Newlands has been proceeding with plans for Senate legislation, after several conferences with the President, and the House appeared to have been left out of the picture.

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