



BIG STRIKE OF RAILROADERS IS AVERTED

Brotherhoods Accept Proffer of the United States Board of Mediation and Conciliation to Mediate Differences With Railway Managers of Country; 400,000 Affected

OFFER ACCEPTED BY HEAD OF CONDUCTORS ON CONDITION THAT SETTLEMENT IS MADE SOON

Federal Boards Ready to Begin Conferences at Once; Will Meet Each Side Separately, Learn Views and Attempt to Obtain Concessions From Each as Basis to Settle

New York, Aug. 9.—The threatened strike of the 400,000 railway employes of the United States was averted today when the railroad brotherhoods accepted a proffer of the United States Board of Mediation and Conciliation to mediate their differences with the railroads.

Announcement of the acceptance of the offer was made by A. B. Garretson, head of the Conductors' Brotherhood, after it had been delivered by G. W. W. Hanger, a member of the board, following an appeal to that body to intervene made today by the national conference of railroad managers.

Mr. Garretson said he had informed the board that the offer was accepted on the condition that "its good offices are promptly exercised."

The national conference of railroad managers today rejected the men's demands and proposed that they be mediated by the Federal tribunal. The brotherhoods refusing to join in an appeal to the tribunal, at first and the railroads made an individual appeal. The Federal Board, which is in session here, then offered its services to the brotherhoods and were at noon awaiting the reply. The indications were at this time that the reply would be favorable.

Begin Conferences at Once

The Federal board, which is composed of Mr. Hanger, Martin A. Knapp and Judge W. L. Chambers, was prepared to begin conferences with the respective sides to the controversy before night. It was understood, although at the time of Mr. Garretson's announcement the board had not been officially informed of the acceptance.

"The Board of Mediation and Conciliation has notified us," read Mr. Garretson's statement, "that it has received the request of the managers' conference to exercise its friendly offices in an effort to bring about an amicable settlement of the questions that exist between the conference committee of the managers and ourselves. Our answer was to the effect that we would accept the mediators' proffer of their friendly offices provided it was promptly exercised."

The procedure of the Federal board is to meet each side separately, learn their views and attempt to obtain concessions from each as a basis on which settlement can be reached, when they are again brought together.

Elisha Lee, chairman of the railroad conference, in proposing that their differences be mediated by the Federal Board called attention to the fact that the brotherhoods had previously declined arbitration under the Newlands Act, providing for six arbitrators, but that the railroads had not their way out of their difficulties than through mediation.

Mr. Garretson explained to newspapermen that the unions had not declined mediation unequivocally, but had refused to join with the railroads in asking for it because they did not believe in it at this time.

The brotherhoods, together with his colleagues, Warren S. Stone, reiterated that their position was that they had not yet exhausted all the possibilities by dealing directly with the railroad managers.

"However," said Mr. Garretson, "our position is something like Barkus, 'we are waiting and willing.'"

Lee Makes Statement
Chairman Lee, in rejecting the brotherhoods' demands and proposing mediation, made a statement, in part as follows:

"After much consideration it is our judgment that the proposals which the men have supported by their vote, involve such extraordinary radical changes in operating methods and such a revision in established bases of compensation as to make it apparent that there is little probability of our being able to reach such common ground of opinion unless this result can be brought about through the Federal Board of Mediation and Conciliation which was created to assist the parties in just such circumstances as now confront us.

"The national conference committee of the railroads is as sincerely anxious as your committee is to reach some amicable adjustment of the matters involved in the present controversy but we are convinced that in the end we shall have to invoke the friendly offices of the Federal Board of Mediation.

"It is not open to question that whatever we can do by direct negotiations—we can also do just as quickly and as effectively through mediation; and experience has demonstrated that a common ground could be reached by the mediators in cases where the parties have been wholly unable to reach such common ground through direct negotiations."

Wilson in Touch
Washington, Aug. 9.—President Wilson was advised today by Secretary Wilson of developments in the threatened railroad strike. Secretary Wilson, it was said, at the White House will remain for the present in the friendly offices of the Federal Board of Mediation.

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OUR OWN STATE HIGHWAYS BETTER THAN NEIGHBORS'

Pennsylvania Roads Compare Splendidly With New Jersey and New York

NOT MAIN ARTERIES

President Jennings, of William Penn Highway Association, Tells of Trip

Pennsylvania roads as a rule are better than New Jersey highways and equally as good as New York's arteries of travel according to President William Jennings of the William Penn Highway Association.

President Jennings has just returned from an automobile "swing round the circle" that included many of the sections which are somewhat of the beaten path of tourists so that he had ample opportunity to make the comparisons under all conditions.

The trip covered something over 950 miles and included the eastern sections of Pennsylvania western New Jersey southern and eastern New York and back again through northern Pennsylvania.

"All of Pennsylvania's roads as a rule, I found are better than New Jersey's," said President Jennings, "and it's hard surface highways are as good as New York's although not so numerous perhaps. New York's dirt roads, I think are better. Certainly Pennsylvania's State Highway Department is to be congratulated on the work it has done for the roads of the Keystone State thus far. My trip took in the mountainous districts of Pennsylvania, too, so that I didn't follow the beaten lines of the main arteries of travel."

President Jennings said he has had assurance from the State Highway Department that the work of filling in along the Northern Central Railroad south of Clark's Ferry in accordance with the contract entered into with the railroad company, will be started in the near future. To date however there has been nothing done on the job. The new William Penn highway is to follow this route.

Amendments on Barring Child Labor Products From Commerce Holding Bill

Washington, Aug. 9.—An agreement between the House and Senate on one amendment was all that stood in the way today of the enactment of the child labor bill. The measure passed the Senate last night by a vote of 52 to 12. It now goes to the House where it already has been passed.

The Senate was spurred to final action on the bill by President Wilson's insistence on its passage. Opposition to the measure came chiefly from Southern Democrats who contended that it was unconstitutional and would interfere with State's rights.

The House is expected to concur in the only amendment adopted by the Senate. It would bar all products of establishments employing the children from interstate commerce. The House bill was directed against those productions on which child labor actually had been employed.

House Opposition to Big Naval Program of Senate Is Rapidly Dwindling

Washington, Aug. 9.—Effective opposition in the House to the Senate's big naval building program, including four dreadnaughts and four battlecruisers for 1917, has given way, those who administer the program, favoring the more extensive plan believed today.

Chairman Padgett of the House naval committee has decided to withdraw his opposition to the Senate's naval increases. Majority Leader Clegg announced yesterday after Mr. Padgett had discussed the subject with President Wilson. Senator Swanson, ranking Democrat of the Senate Naval Committee, declared the canvass of the situation removed all doubt that the House would accede to the large building program, the three-year continuing program, and the increased personnel provision.

The House was expected to adopt today the conference committee's report on the army appropriation bill and the measure then will go to the President. The Senate approved the report yesterday.

MAJOR EVERETT WARREN LEAVES \$408,000 ESTATE

Scranton, Pa., Aug. 8.—By the will of Major Everett Warren, lawyer, probated today St. Luke's Episcopal Church is to receive a bequest of \$3,000 to be used in parish work.

The remainder of the estate, estimated at \$400,000, goes to the widow and family of three children.

ROBERT GRAU DIES

Mount Vernon, N. Y., Aug. 9.—Robert Grau, formerly a theatrical and concert manager and one of the best known figures in dramatic and musical circles years ago died yesterday at his home here of heart disease. He conducted the tours of some of the most famous concert stars, including Adelina Patti, for whom he was manager for many years. He was the author of several books dealing with art and the drama and was a brother of the late Maurice Grau, formerly manager of the Metropolitan Opera House.

TETANUS VICTIM MAY DIE
William Himes, six-year-old son of Mr. and Mrs. Raymond Himes, 33 North Summit street, is in the Harrisburg hospital in a critical condition suffering from tetanus. The child while playing several days ago, ran a large splinter into his right foot. Later it was removed, but tetanus developed and the child was taken to the hospital this afternoon in convulsions.

BORDER CAMP AS FOUND BY LOCAL TROOPS AND AFTER TENTS WERE UP



The upper picture shows Camp Stewart, in Texas, where the Harrisburg infantry is at present stationed. The lower view is of the camp site as it looked when the soldiers arrived. They have transformed a cactus and sage brush desert into a well-regulated military town, clear of scrub growth and as comfortable as the situation will permit. The etchings were made from photographs sent by friends at the border to C. H. Hoffman and J. M. Dailley, of the Harrisburg Post Office.

STRIKING CARMEN STICK TO UNION

No Additional Ones Heed Company's Ultimatum; File Jinney Petition; Parade Tonight

At noon today it was announced at the Harrisburg Railways Company offices that no additional strikers had applied for their old positions in response to the company's ultimatum and that no more applications will be received from the men.

Forty-eight of the strikers, according to the officials, have left the union and returned to work since the agreement made with loyal employees and the increase in wages.

Strike leaders said that final arrangements had been made for filing the petition starting the initiative and referendum to have Council amend the

plan provides for the filling in

Full permission to proceed with the proposed plans for permanently treating the river front slopes north of Harrisburg was granted this afternoon to the City Park Department by the State Water Supply Commission of Pennsylvania.

Because the plan provides for a rearrangement of the entire slope line, the State's permission was first necessary, and at a hearing before the commission this afternoon the Park Department's request was granted without demur. No objection was raised to the scheme.

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CANDIDATE SEES REVIVAL OF TRUE AMERICAN SPIRIT

Hughes Finds Hopeful Signs; Strain of Campaign Beginning to Tell on Him

PLATFORM SPEECHES

Dedicates Himself to Cause of U. S. Government; Talks at St. Paul Tonight

St. Paul, Minn., Aug. 9.—The strain of unaccustomed campaigning has told upon Charles E. Hughes when he reached here today. He was fatigued and his voice was hoarse. The throat specialist accompanying him urged him to save his voice for the twin-city meetings and Mr. Hughes consequently refrained except in one instance from making back platform speeches at five scheduled stops in Minnesota before reaching this city.

Sees Hopeful Sign
At Winona, Minn., Mr. Hughes made a three-minute talk with his

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Now Seek to Get Subway and Elevated Men to Strike

Washington, Aug. 9.—All the street car strikes in this city were over today and the customary service was resumed on the lines in all boroughs. Organizers of the Amalgamated Association of Street and Electric Railway Employees hastened their efforts to induce all the employes of the subway lines, the elevated and the Brooklyn Rapid Transit Systems to join the union. Union officials refused to say what plans they have made to present demands to these companies, but said they did not expect to have to call another strike.

It was estimated that the strikes on the various lines had cost the companies \$600,000.

ONLY 169,061 IMMIGRANTS

Washington, Aug. 9.—Increase in population by immigration amounted to only 169,061 during the fiscal year of 1916. Statistics announced today by the Immigration Bureau show the influx of aliens was lower than it has been in 18 years.

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GORIZIA TAKEN BY ITALIANS AS RUSS CAPTURE ANOTHER TOWN

10,000 Austrian Prisoners Taken in Fall of City; Forces of Gen. Letchitzky in Tysmienitza

FORCES OF CZAR NOW ON BANKS OF DNIESTER

Right Flank of Enemy in Desperate Position; Stanislaw on Verge of Falling

Gorizia is now entirely in Italian hands, according to announcement in London this afternoon. Capture of the bridge head before the city by the Italians was officially announced yesterday. The capture of 10,000 Austrians in the fall of Gorizia is reported. The scope of the Russians south of the Dniester in Galicia is being enlarged, important progress for General Letchitzky's offensive being announced today.

Tysmienitza, eight miles east of Stanislaw on the Kolome-Lemberg line, has been captured by the Russians, and Berlin admits Teutonic withdrawal along the 25-mile front from Nizhny, on the Dniester, through Tysmienitza to Otynia, on the main line railway fifteen miles south of Stanislaw.

The northwestern thrust of the Russians has brought them to the banks of Dniester, on the right flank of the Austrian line along the Stripa, which can hardly hold much longer without counter attacks by the Germans further in their present direction. Occupation of Stanislaw, which now seems on the verge of falling, would give the Russians also an important railway station junction point and facilitate their advance on Lemberg from the southeast.

The northwestern Zeppelin raid on the English and Scotch coasts was carried out by seven to ten airships, which dropped 160 bombs. London reports twenty-three casualties as a result of the raid.

The new gains of the allies on the Somme front in Northern France are being held firmly in the face of heavy counter attacks by the Germans according to the Paris official statement today.

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