

### EMBARGO NOW INCONVENIENCES

#### Businessmen Planning to Off- set Trouble; Passenger Traffic Heavy

New York, Aug. 31.—Although the progressive freight embargo declared by the railroads will not become operative until to-night, the prospective railroad strike already is causing widespread inconvenience and anxiety throughout the country and New England. Every branch of business depending on rail transportation is making plans to offset as far as possible the threatened loss of transportation facilities.

At all the big railroad centers here it was evident to-day that preparations are being made to keep as many trains as possible running. In New England, hood men leave their posts. All the strike-breaking companies have begun to recruit railroad workers. Day and night classes of instruction are in progress for men destined to take the places of the strikers. There is extraordinary demand in the employment agencies not only for men who have had steam railroad experience, but for trolley motormen, electricians and stationery engineers and firemen. The West Shore railroad is recruiting men by its Washawken terminal, using as a possible ferryboat at headquarters. Detective bureaus are engaging able-bodied men to act as guards in railroad yards and terminal stations.

Heavy Passenger Movement  
Railroad officers here expect to handle during the next three days the greatest volume of passenger traffic which had a deal with the roads which had planned excursions over Labor Day have either abandoned them or warned prospective travelers that tickets were purchased subject to delay in case of a strike.

After the first thrill of apprehension, fears of a food famine have somewhat abated. Railroad men and business leaders say that if a strike should occur, the residents of big cities in the East may have to do without some of their favorite dishes, but that no one need go hungry. Wholesale grocers and commission dealers report the receipt of orders from hotels, restaurants and small dealers who seem anxious to lay in reserve stocks. In most cases, these orders have not been filled, but business men believe they will be able to protect their customers from day to day.

Theatrical producers agree that their business will be affected to the first to suffer heavy loss from a railroad strike. Managers estimated that such a disaster would affect at least 20,000 members of the profession. The theatrical district would be hurt so much by the fear that their traveling companies may not be able to reach destinations as by the prospect that conditions attending a strike would cause a general decline in attendance.

Plenty of Gasoline  
Inquiry to-day regarding the amount of gasoline available for the thousands of motorists which would be pressed into service for transportation of commuters and food supplies in the event of a strike, elicited information indicating that the supply is considered sufficient.

The police department has compiled a list of commercial automobiles and the license-plate numbers of the motor vehicles which would be available.

### Strike of 35,000 Shoppers on Western Roads Will Be Averted by Compromise

Chicago, Aug. 31.—A strike of 35,000 shoppers employed on nineteen railroads of the Middle West will be averted by compromise, said W. J. Tollerton, chief of the mechanical department of the Chicago, Rock Island and Pacific Railroad, to-day, following a conference with representatives of the Rock Island shoppers, who demanded an eight-hour day and an increase of five cents an hour in wages.

"We have made a compromise offer to our shoppers which practically amounts to granting their demands," Mr. Tollerton said, "and I believe it will be accepted."

### AUTOS TO HAUL MILK

Boston, Aug. 31.—Motorcar owners will participate actively in bringing milk and other supplies into this city if the railroads are tied up by a strike. The Bay State Automobile Association has appointed a committee to determine how many motor trucks are available for such service and its members have agreed to use their pleasure cars if necessary.

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

Can't Postpone Order  
"I say on behalf of these railroad men," Garretson declared emphatically, "that the evidence to-day of a deadly danger underlying the situation 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. Frequently, the declaration of a strike would only call off the strike by reporting that a satisfactory settlement had been made."

To postpone the strike after the men had voted it, Garretson declared, would mean the disintegration of the brotherhood and "the turning over to the mob of the trains as in 1877 and 1894."

"I want to impress on the committee," said he, "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."

Not Opposed to Arbitration  
Garretson added that he wanted to assure the Senators that the brotherhoods were not opposed to arbitration. "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 unfair men on our arbitration boards. Can you imagine two men having a case passed on in court," he demanded, "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 Garretson, "we would be out of accord with all of the five oppositions. It is the hope of effecting a settlement we are willing to waive many deep-rooted principles, and we are willing to aid in passage of a legislative remedy which will make it possible to recall the order to strike September 4. The eight-hour law accompanied by a provision to assure the ten hours' pay pending inquiry into the merits of the case, the government should bring suit in case a road refuses to grant the pay as is provided in the hours of service law it would satisfy us in this matter."

### COMMITTEE HEARS ALL ARGUMENTS OF BOTH SIDES IN RAILROAD CONTROVERSY

#### Washington, D. C., Aug. 31.—Railroad officials and representatives of the trainmen's brotherhoods appeared in force to-day at the Senate Interstate Commerce Committee's hearings on President Wilson's legislative program to prevent the threatened railroad strike.

Elisha Lee, chairman of the managers' committee, headed the delegation of railroad officials which included President Underwood, of the Erie; President Willard, of the Baltimore and Ohio; Samuel Rea, president of the Pennsylvania; Fairfax Harrison, president of the Southern, and S. C. Williams, chairman of the board of the Union Pacific.

Representing the men were A. B. Garretson, W. G. Lee, W. S. Stone and W. S. Gars, the railroad brotherhood heads. Officials of the American Federation of Labor, headed by President Gompers, Assistant Attorney General Tolson, E. E. Clark, of the Interstate Commerce Commission, also were present.

At the outset of the hearing Senator Newlands, chairman of the committee, declared his purpose and said none of the proposed legislation included compulsory arbitration.

"I simply provide," he said, "in case of the failure of voluntary mediation and arbitration, that the government inquiry and the stay of the action of all the parties to the controversy until investigation and report should be made leaving them free thereafter to act as they might be advised."

Senator Newlands spoke of the short time remaining for Congress to act and said:

"This present dispute, if carried to its extremes, will involve the United States in a civil war. The question is whether we cannot find some means of bringing about a settlement of this dispute between employers and employees without resort to force."

Brotherhoods First  
The brotherhood representatives were heard first. The spokesman of Mr. Garretson, it was agreed that the brotherhood leaders should address the committee two hours in opening words, then closing between these two periods, representatives of the employers and shippers have six hours. He announced that beside the heads of the four brotherhoods, Samuel Gompers, president of the American Federation of Labor, also would speak.

Mr. Garretson then began with a general review of the circumstances which led up to the present conditions. It was the belief of labor organizations, he said, that differences between employers and employees should not be settled by legislation but rather between themselves.

"The success of any labor organization lies, to an extent, in its militancy," he said, "and we are in a grip with a greater force and it is unfortunate that this situation has arisen but I believe if a settlement can be effected by Congress, even though we are not in a position to enforce it, we are willing to waive the old-age tradition against such a settlement in this controversy which is desirable in the circumstances."

"As an ethical proposition," he said, "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."

Railroaders Wanderers  
"To-day," he said, "thousands of men are being kept from their homes and 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 insistent in demanding the human right to enjoy some of the things that other men enjoy. The railroad men, he said, "wanderers on the face of the earth."

"We believe," said Garretson, "that questions affecting society take precedence over economics. We believe that the men who are working under these conditions should be considered regardless of its effect on dividends. The obligation on the part of the railroad employer is as great as that of 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 axle."

Effect of an increased wage or dividends should not be considered when it was obvious that employees were not being paid a proper wage.

"A railroad cannot pay its cost 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 a proper wage would decrease its profit?"

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

### Jovian Order Discusses Problems at Luncheon at Municipal Port

Final plans for electrically illuminating the Susquehanna river basin on Kipona night, Monday, September 4, were practically completed this afternoon by the Jovian League at the weekly luncheon held at the "Municipal Port."

The league is acting as an advisory committee on illumination and is acting with the executive committee of the "Within a day or two the half dozen or more new type red buoys, topped with flags with black on white, will be placed on the river to mark the courses. The placing of the floats for the swimmers, boaters and fishermen will be completed by the program will probably not be necessary until Monday."

Executive committee will meet to-night at the park offices to close the entry list, appoint officials and to complete the program for the evening. Nightly practices on the river of the war canoe contestants attract hundreds of people to the Municipal Port. The Central High School candidates for the blue and gray boat have been called by Thomas S. Bogar, president of the evening in George W. Bogar's store to organize.

### ORDER TO BE RESCINDED IF 8-HOUR LAW PASSES

[Continued From First Page]

Appeals to Patriotism  
Beside 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 recommendation to Congress, and the efforts being made to act upon them.

While President Wilson will continue to insist on the entire program to be carried out, the attention of 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. These two measures include the basis of the plan of settlement proposed by the President to both sides and accepted by the brotherhoods and the government.

House leaders decided not to wait for the Senate to act as they first planned and agreed on a bill designed to carry out the President's recommendations for an eight-hour day and a commission investigation. It has some modification from the Senate drafts. It was introduced by Representative Adamson, of Georgia, chairman of the Interstate Commerce Committee and has the backing of Speaker Clark and Democratic Leader Kitchin.

Unless the Senate acts promptly on the two propositions, the only ones in the President's program, the House leaders at this time a special rule will be invoked to rush the Adamson bill through the House and over to the Senate for its consideration.

Postmaster General Burleson conferred with Chairman Adamson on movement of the mails. They discussed the old law of 1862 which allowed the President to operate in case of necessity.

Day Bill Satisfactory  
The eight-hour day bill, on which most congressional leaders agree, if enacted by Saturday night, will be sufficient justification in the opinion of brotherhood leaders for calling off the strike.

"Enactment into law of the President's eight-hour day bill as now drawn, guaranteeing the present ten-hour day," said W. G. Lee, head of the trainmen's brotherhood, "will be regarded as a satisfactory settlement of our differences with the railroads and there will be no strike. In the event of a strike, however, this bill must become a law before next Saturday night."

The Senate Interstate Commerce committee arranged its first public hearing on the eight-hour day and allowed three hours each for arguments by brotherhoods and railroads. The plan was to present the finished draft to the Senate Saturday, ready for immediate action.

The House, however, was not disposed to wait so long. Its leaders set Friday afternoon as the time when they would take the initiative if the Senate failed to act, and gave assurance that the House would pass the bill under special rule, making it effective November 1.

Eight-Hour Standard  
The measure contemplated would establish eight hours as the standard work day for railroad employees engaged in interstate commerce; it would also provide for a commission to study general conditions under the eight-hour day, and report its recommendations to Congress, the President and the Interstate Commerce Commission. The report daily wages should not be reduced below the present pay for longer hours.

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### ON A LIGHTING OF RIVER BASIN

### GRECE SOON TO ENTER CONFLICT

[Continued From First Page]

representative in Greece that the king had fled from Athens.

RUMANIANS IN BULGARIAN TOWN  
Paris, Aug. 31.—Rumanian troops, according to a report received here, have occupied the Bulgarian town of Rutchuk. Rutchuk has a population of about 35,000 and is situated on the Danube opposite the Rumanian town of Giurgevo.

GERMANS REPULSED  
Petrograd, Aug. 31.—The repulse of a German attack on Russian positions in Volynia, northward of Kovno with severe losses is officially reported to-day.

### WANT TURKISH AID

London, Aug. 31.—The Wireless Press to-day gave out a Rome dispatch saying Bulgaria has stipulated she must have the assistance of 200,000 Turks as a condition for a declaration of war on her part against Rumania.

### BAVARIANS SURRENDER

London, Aug. 31.—"In the operations south of Martinpuich (Somme) reported last night," says the British official statement issued this afternoon, "two officers and 124 soldiers of other ranks surrendered. They belonged to a Bavarian regiment and their willingness to surrender instead of returning to their lines is interesting. We discharged gas over a broad front near Arras and also near Armentieres with good results. The enemy shells Bathune last night which led to heavy retaliation from our guns."

London, Aug. 31.—The Rumanians have forced the mountain passes guarding Hungary at three points on the long battle line, and are sweeping into Transylvania. Before the onslaught, which at one place has penetrated five miles inside the border, the Austrians are retreating.

Kronstadt, an important city six miles from the border, has been captured by the Rumanians. The Rumanians have seized two heights, and are in control of another road into Transylvania.

Little Resistance Offered  
The Austrians apparently have been unable to offer little resistance to the Rumanian advance. In a somewhat cryptic statement Vienna says that "the enemy will boast of the capture of Kronstadt," and admits that the Austrian troops have retreated step by step from the frontier.

Steadily driving forward, the Rumanians have extended their offensive until now the battle rages from Orsova opposite the westernmost boundary of Rumania, all the way to Bessarabia—a front of more than 450 miles.

The piercing of the mountain passes makes it possible for the Rumanians to reach the Austrian frontiers along practically the whole border line. This will compel an Austrian retreat to a new line in Transylvania. It is extremely probable that such a retreat will be effected already.

Turkey Declares War  
In the meantime the international crisis that is expected to hurl Greece into the European conflict grows more acute. Turkey has declared war on Rumania.

So far the position of Greece is concerned, remobilization of the Greek army and the Rumanian advance along the border line have created a profound impression in Greece and the question of a ministerial reorganization has been discussed in the cabinet of former Premier Venizelos, has arisen. So far as can be ascertained no decision has been reached on the subject.

Hindenburg Appointment  
Marks End of Bitter Strife  
With Gen. Von Falkenhayn  
London, Aug. 31.—The displacement of General von Falkenhayn as German chief of staff and the appointment of Field Marshal von Hindenburg to that post are said by Reuters correspondent at Berne to mark the end of the bitter struggle between the two men. Field Marshal von Hindenburg, he says, is believed generally to favor the moderate policy of Chancellor General von Bethmann-Hollweg.

Russian losses in Rumania  
Bucharest, Aug. 31.—Official announcement was made here to-day that the passage of Russian troops through Rumania has begun.

British losses 127,945  
London, Aug. 31.—It was officially announced to-day that the British casualties, killed, wounded and missing, on all fighting fronts in the month of August totaled 4,711 officers and 122,234 men.

### Pennypacker Is Worse After Another Sinking Spell

The condition of former Governor Samuel W. Pennypacker took a turn for the worse yesterday, and last night he was suffering at his home, near Schenckville, Pa., the second and most dangerous spell since his illness began.

Dr. H. Crosby Allen, his physician, said Mr. Pennypacker's condition was grave. The former Governor was stricken with his first attack of uraemic poisoning early Sunday, and his condition was such that he was not expected to live many hours.

### Twenty-Four Dead and 78 Injured in Memphis Truck

Washington, D. C., Aug. 31.—Reports to the Navy Department from Rear Admiral Charles F. Pond convince officials here that all the officers and crew of the United States armored cruiser Memphis had a narrow escape from destruction when the ship was lifted by the swell of a tidal wave and thrown on a rock in the inner harbor of Santo Domingo City.

The Memphis, which was in the Memphis, which draws twenty-five feet of water, was driven over a stretch of water over 100 feet deep, and fell on a point under a bluff. From this it would appear that the rise of the sea was more than 70 feet.

Incomplete reports show that the casualties were not less than 100 men, including twenty-one dead, six very seriously injured, five seriously injured, sixty-seven slightly injured and probably several others drowned.

### August's New Buildings Cost More Than \$100,000

August building operations were more than ordinarily active according to the monthly tabulation of permits which was completed to-day by Chief Clerk Joseph Ibach of the building inspection department. All told there were twenty-seven permits issued at a cost of \$1,974. There is some twelve thousand dollars above July of this year and away above the same month of 1915.

The final \$2,000 post was added to-day when S. Dealham, Jr., got a permit to remodel 504 Market street. An addition and a new store front will be included in the improvements.

### TO-DAY'S REALTY TRANSFERS

To-day's realty transfers included the following: Edward Stauffer to John H. Chubb, Highspire, \$1,300; M. E. Purdy to V. F. Salerno to S. T. Purdy, Lower Paxton, \$10; C. L. Brinsler to Frank Ley, Swatara township, \$450; Harry Kaylor to Clara H. Kaylor, 1909-11 Zarker, \$2,500.

### Has Finger Amputated So He Can Join Troop

George William Ream, of Boalsburg, who had two joints on the third finger of his right hand removed in order that he could enlist in the Machine Gun Troop of the First Cavalry, at Mt. Gretna, will be discharged from the Lebanon hospital to-morrow. On his arrival at headquarters, Mr. Ream, he will be made a corporal, immediately after being mustered in. Ream was a baseball player and when being examined the surgeon found that his third finger had been "That finger will interfere with your duties," said the surgeon, "and I will have to refuse you."

"Can you get into the service if I have these two joints removed?" asked Ream. On being told that he could, the young man immediately applied for admission at the Lebanon hospital to-morrow. On his arrival at headquarters, Mr. Ream, he will be made a corporal, immediately after being mustered in. Ream was a baseball player and when being examined the surgeon found that his third finger had been "That finger will interfere with your duties," said the surgeon, "and I will have to refuse you."

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### WOMEN'S SENSE OF HUMOR IS STEADILY DEVELOPING

Ability to See Funny Side of Things Will Solve Many Vexing Problems of Sex and Abolish Many Foolish Fashions—Now Prevailing.

By Dorothy Dix  
Have women a sense of humor? Men contend that they have not. Men have frankly admitted that they do not understand woman's anatomy, physical or mental, but they've been sure of one point about her, and that is that she was made out of Adam's wishbone and not out of his funny-bone.

Tradition has it that to tell her a funny story is like scattering pearls before swine—that she had to have jokes diagrammed for her, and then laughed in the wrong place.

This is the way men, who are scintillating with abroad, who keep the table in a roar, excuse themselves for being dull and grouchy and silent at the domestic breakfast table. They hold that a wife is so lacking in a sense of humor that she is no good even to try out a new joke on.

Perhaps it has been true that the woman of the past had little sense of humor and didn't laugh much. They hadn't much to laugh about. They weren't their portion, and in our grandmothers' time when women met together they sat up and told one another mournful stories of trouble and affliction and recounted all of the painful details of sickness and death-room scenes.

Evolution of Women Bringing an Elongation of the Funny-Bone  
But the evolution of women is bringing with it an elongation of their funny-bone. Their sense of humor is beginning to develop. They laugh more and now when they meet together they exchange jokes instead of symptoms and particulars of their last surgical operation; and the difference comes pretty near to measuring the distance that women have progressed. It shows they are getting a real sense of proportion in life, and that is what a sense of humor is—in its last analysis.

Heaven knows that of all things on earth women most need this sense of humor! Perhaps it is because they haven't had it that they have made pretty near to measuring the distance that women have turned into comedians.

For instance, the other day the newspapers contained an account of a woman who had had her husband arrested for assault and battery. The next day when she appeared before the Judge with her eyes blackened, minus two teeth, and with her lip split so she could hardly speak, he said to her: "I see the desired to withdraw her charge."

"For what reason?" inquired the Judge. "You seem to me to be about as bad a wreck as ever appeared before this court. Isn't it true that your husband inflicted these bruises upon you?"

"Oh, yes, your Honor," replied the woman. "But I didn't understand when my husband beat me and I had him arrested that he was just playing a practical joke upon me. I thought he was angry and was beating me because he was mad. If I had understood it was all in fun I would never have said a word; for, your Honor, I'm not one of those women who have no sense of humor and can't take a joke."

Think if this spirit could become universal among women, how beneficent would be its results. Take the matter of the drunken husband, for instance. We all know how exorcistically amusing a drunken man is on the stage, and how gladly we give up two dollars of our hard-earned money to see a comedian give a lifelike representation of a gentleman on a spree.

Yet there are thousands of women who greet this spectacle in their own homes, not with laughter, but with tears. Is it possible that the wives of drunkards have been missing a good joke and that all they need to turn their sorrow into joy is just to cultivate a sense of humor?

And there's the unfaithful husband—also a source of infinite jest on the stage, and the very backbone of every farce. How we scream with laughter as we observe on the stage the merry antics of the gay gentleman who rushes out of one door of the restaurant to the pretty young girl with whom he has been dining and winning, while his fat wife waddles in at the other door 'till hot pursuit of him!

Sense of Humor Will Solve Many Problems, Abolish Many Foolish Fashions  
How sidesplitting are his deceptions, how killing the lies with which he blinds the confiding wife! How ridiculous her jealousy! And what a pity that the poor forsaken lady can't join in the laugh and see how funny it all is!

What an incentive to wives to cultivate a sense of humor that will enable them to see that a roving husband is a household joke instead of a subject for the divorce court!

### Distinctive Job Printing

The kind that grips and holds your attention, produced by a sales and mechanical force that is unexcelled in efficiency. Place that printing order with

The full appreciation of your merits during the war at the head of the general staff must be the late times. To me, personally, you have been a most loyal and unselfish adviser. Thankfully, my best wishes accompany you in your new position and I confer upon you the cross and star of a commander of my royal order of the House of Hohenzollern with swords.

(Signed) "WILHELM."  
In a message to Field Marshal von Hindenburg, appointing him to succeed General von Falkenhayn as chief of the general staff, the Emperor said:

"I appoint you chief of the general staff of the field army and am convinced I could not entrust this office to better hands. I confidently expect you will render the best services imaginable to my army and the fatherland."

I seize the opportunity to express to the victorious protector of the eastern front my heartfelt thanks for the close formation of the German army during the two years of the war.

SEVERE FIGHTING  
London, Aug. 31.—The fighting is very severe all along the Macedonian front, says an Athens dispatch to the Wireless Press, which adds that the Bulgarian regiments suffered a severe check at the hands of the Serbians on Sunday. The Bulgarian losses are estimated at 15,000. The Bulgarian regiments, says the dispatch, attacked the Serbians in the Balkans after the German style, near Lovoriva, and suffered severely. They were compelled to ask for reinforcements from Valbani and Katoria. The Serbians appear to be masters of the situation at Domchevo, says the Athens correspondent, and Bulgarian officers of Rumanian origin who deserted said the Bulgarians called Domchevo "another Verdun."

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