

CAR STRIKE SPIES USED DICTAGRAPH

Claws Show Machine Was Installed Above Union's Hotel Counsel Room.

WOMAN DISCOVERS HOLE CUT IN FLOOR

Continental Management Hires Detective to Learn Who Eavesdropped on Meetings.

A woman's foot, a hole in a deep, red carpet and an indignant hotel manager have brought out the latest tale of the dictagraph and tucked it neatly into the closing chapter of the surface car strike.

At the Continental Hotel, where the union organizers held their sessions, a wealthy woman, whose name is withheld, yesterday moved into room number 742, exactly over the room on the floor below used as a secret council chamber by the carmen. As she walked across the room her foot sank in a depression in the center of the room. She called the manager, and an inspection showed a square had been cut out of the carpet.

Underneath a hole had been cut through the floor to the plaster of the room beneath. There was a puncture

big enough for wires to pass through in the plaster. The house electrician and the house detective agreed it was a first rate dictagraph plant, although no instruments were found. H. P. Duncan, son of the proprietor, then remembered two men had occupied the room during the deliberations of the strike committee in the room beneath. Who the men were or why they wanted to listen in on the union conferences is not known. Mr. Duncan hired a private detective to trace the men.

Union Men Ignore Spying.

The union leaders were still busy in the room below yesterday, working out the detailed demands they will present to the employers. Monday, they showed no concern over the dictagraph discovery, saying the public now knows everything that transpired in the council chambers, although they said advance information might have been sought by the companies through detectives during the progress of negotiations.

It was suggested that names of men active in union organizing might have been obtained and that men thus discovered were marked for discharge. The unionists scouted this idea, saying the few men who have been discharged suffered from a misunderstanding, and that although their names were marked for discharge, the unionists would not be made an issue in the final settlement agreements.

The Public Service Commission yesterday gave out its memorandum covering the strike, which was sent to the Governor. Among its tentative recommendations for legislation regarding labor troubles the commission suggested an increase of its power in handling strike situations and that agreements to arbitrate between public service corporations and their employees be recorded with the commission and be made binding.

Move to Check Strikes.

The question is raised in the report as to whether the employees on the city rapid transit lines, in which the city is in a position of ownership and to an extent in partnership in operation, occupy a different position toward the

public than do the employees of other public utility corporations.

Another question raised in the report is whether public service corporation employees are not analogous to policemen and firemen, who may not jeopardize public interest by throwing up their jobs while on duty. It is suggested the matter of quitting public service jobs without notice might be subject to state regulation.

BRITISH UNIONS PLAN TO PROTECT CHILDREN

Presence in Industry Will Be Problem After War Ends.

London, Aug. 2.—Child labor is one of the subjects touched upon in the annual report of the General Federation of Trade Unions dealing with problems to be solved after the war. The report says:

"The management committee has never ceased to emphasize the gravity of the industrial problems with which the country will be faced at the end of the war, and the presence of children in agriculture and industry creates one of the first difficulties which will require attention.

"It will be monstrous if the trade unionist soldier returns to find his children placed as a barrier between him and opportunities of employment. To prevent such a catastrophe it may be necessary to provide measures for returning employed children to school, for raising the leaving age, and for making this age uniform throughout the country.

"Such a policy will meet violent opposition from employers who seek juvenile labor because it is cheap to them although it may be dear to the child and to the state."

Reports from Adirondacks.

Durree & Co. and Worthington Whitehouse, Inc., have rented North Point Camp, on Raquette Lake, to Walpole, of New York, and Pearl Island Camp, on Upper St. Regis Lake, to John A. McVickar, of New Rochelle, N. Y.

ADAMSON LAUDS FIRE DRILL SQUAD

"None Has Done More to Protect Human Life," Commissioner Says.

EFFICIENCY TAUGHT TO FACTORY OWNERS

System in Escape from Flames Effected in 801 Buildings in City.

Substitution of motor tractors for horses is not the only setback romance has received in the Fire Department recently. On October 16 Commissioner Adamson assigned Lieutenant Walter J. Dugan and a squad of twenty-five firemen to the duty of standardizing fire drills in New York. From that day to this those men have not had to count the strokes of the gong; they could snooze through the clanging alarm with a clear conscience; they hardly smelled smoke.

They have been the consulting engineers of the public. Instead of groping along narrow corridors to a thrilling rescue they have spent their days advising and arguing with factory owners and workers and their evenings in tabulating their results and planning the next day's campaign.

Concerning these unromantic figures Commissioner Adamson said yesterday: "No other body of men has done more to protect human life than this particular squad."

Before their appointment, even with the utmost good will on the part of manufacturers and workers, fire drills in New York were chaotic. Most factory buildings harbored several shops. Each shop had its own fire drill. The drills were frequently practiced at different times, so that no one had the slightest conception of what might occur when the 2,000 or 3,000 lers sought the exits at the same moment in the event of a real fire.

Up to July 6 fire drills had been systematized in 801 of the 1,058 buildings in which the Fire Department rules require such precautions. The work done by the new squad touched the lives of nearly 500,000 persons, of whom not more than one in five hundred ever heard of the existence of the squad.

In standardizing the drills care was taken to emphasize such features as were common to drills in every type of building, so that workers who drifted from one employment to another would at least have the fundamentals in mind, however short the time of their employment.

Regulations Drawn Up.

For the guidance of employers and employees and to perfect the work begun by Lieutenant Dugan's squad Commissioner Adamson has promulgated regulations based on the result of its nine months' work. These will be issued to any one seeking information on the subject of fire drills.

The duties of the floor captains, the watchmen, the searchers, the exit guards, the squad monitors and the city fire alarm runner are set forth in detail. Strange to say, it was found perversion some employers completely overlooked the need of sending in a fire alarm. An alert and well trained city fire alarm runner is held by the department to be one of the most necessary adjuncts of the fire drill.

PRESIDENT MAY ACT TO AVERT STRIKE

Continued from page 1

they would try to secure such a proposition for us by 10 o'clock to-morrow morning."

Mr. Garretson explained that the counter proposals of the railroads involved compensation rights and privileges which the railroad employees had won by a series of strikes, arbitrations and concessions extending over thirty years.

"It is just as though you owned a house and somebody wanted you to arbitrate the question whether or not you owned it," said Mr. Garretson. "The railroad managers want us to submit to arbitration things we have had to fight for for thirty years."

Confer with Managers.

The members of the mediation board, Chairman Knapp, Judge William L. Chambers and G. W. W. Hanger, held an extended meeting with the railroad managers at the Biltmore in the afternoon, but the managers refused to recede from their position. It was announced by the board last night that they would try to get the men to agree this morning to arbitration of their own demands and then try to bring about arbitration of the whole controversy on that basis.

As for the counter-proposals themselves, the railroads' attitude is this: They maintain that they were certain things in the schedules which were eminently fair to the men and the roads on a ten hour working basis and pro rata overtime. They contend, however, that under an eight hour rule and time and a half overtime, these concessions would not be fair to the railroads. Therefore they desire that an arbitration board shall consider these things, too.

Even if the railroads recede from their stand it is extremely doubtful whether the brotherhoods will accept arbitration. That is the question that will be decided this morning, and the 600 adjustment chairmen are not one on the subject. It will be submitted to a vote, and the majority will rule.

Will Obey Wilson's Request.

When Mr. Garretson was asked about the President's message to the mediators he said:

"Nothing of that kind has arrived at this end of the line; but an invitation from the President of the United States is tantamount to a command that any American citizen would obey at once. Personally, I see no indication of a change of temper on the part of the men in their attitude toward arbitration as it has been proposed to them. The railroads must make some definite proposition, which they have not done. It should be understood, however, that the President has no more power than you have. If he calls us to Washington, though, we will go."

Twenty-four Hours' Strike Notice.

"What will you do if the President asks you to arbitrate?" he was asked. "The answer we make to him," continued Mr. Garretson, "depends on what the President says to us."

In the event that the "Big Four" chiefs of the railway brotherhoods decide to exercise the authority they have to order a general strike, it was said yesterday that the railroads would

get only twenty-four hours' notice. The announcement of the strike date and hour would be telegraphed to the local chairmen at once.

It is predicted that ten hours after the expiration of the twenty-four hours' grace, 20,000 railway men in the East would have quit their trains. It would require a much longer period to get the whole 400,000 brotherhood members on, but as soon as they all struck, 250,000 miles of railways would be tied up and 1,800,000 men would be involved in the strike.

Reports from Washington yesterday stated that the President spent most of the day at the White House so that he might be on hand for any crisis in the railroad strike situation. He also received a petition from representatives of unorganized railroad employees urging that Congress pass legislation preventing a railroad paralysis threatening at the hands of the four brotherhoods, who, it is claimed, represent only 20 per cent of all railroad employees. Yesterday's petition had 6,000 signatures and others are on the way to the White House.

Judge Chambers, one of the Mediation Board, said last night that he would probably communicate with former Ambassador Henry Morgenthau, who has an appointment with the President this morning, to ask Mr. Morgenthau to give the President a summary of the situation which it was impossible to give over the telephone.

LOSES LIFE TRYING TO SAVE YOUNG GIRL

Rescuer Vanishes While Cramp Victim Is Brought Safely Ashore.

An attempt of Walter Post to save Henrietta Keiser, twelve, of 126 Beach Forty-third Street, Edgemere, Long Island, from drowning, off Edgemere Beach, cost him his own life yesterday.

Post, who was twenty-five years old, with Harry Graham, of 11 Halsey Street, Brooklyn, and Edward Wynthout, of Broad Channel, went to the girl's rescue when she was seized with cramps. Post disappeared after plunging into the water. The girl was rescued and taken to St. Joseph's Hospital, at Far Rockaway. Post lived at Beach Forty-fourth Street, Edgemere. His body has not been recovered.

NEEDS FUND FOR FAMILY

Brooklyn Bureau of Charities Asks \$100 for Mother and Sons.

After George Seaton died Mrs. Seaton sold the little store that had supported the family. Realizing that she could not run the store and care for the five youngsters, the oldest thirteen and the youngest three, she was going to put the money in the bank. But it was stolen.

She went bravely to work, but it was more than one woman could do. John is fifteen and just starting to work, but he and the mother cannot earn enough for rent, food and clothing. A weekly allowance must be continued until Ernest, the thirteen-year-old, can do his share. To do this a fund of \$100 is needed. Large and small contributions may be sent to the Brooklyn Bureau of Charities, 69 Schermerhorn Street, Brooklyn, marked "for 0279 TR."

The bureau acknowledges with thanks the following contributors who could not be reached by mail: Appeal 0277 TR, cash anon., \$1; W. E. S., \$1; 0277 S. A. A., \$1; 0278 W. M. B., 20c; 0277 TR, L. H., \$1; 0278 W. A. Christian, \$1.

LONG BRANCH HOTEL SALE

The Lenox To Be Offered to Highest Bidder Next Saturday.

The Lenox Hotel, at Long Branch, N. J., is to be sold at public auction by Bryan L. Kennelly on Saturday, August 25. The sale will be held on the premises at 3 p. m. The property is at the northwest corner of Ocean av. and Broadway, facing the Atlantic Ocean and Boardwalk. The hotel is a three story imitation stone building and has about sixty-seven rooms. There are nine stores on the premises and an unobstructed right of way to the ocean.

COLLAPSED TRUST CO.'S DEBTS TOTAL \$620,000

Bank Examiners Find New Liability of \$314,000.

The liabilities of the Mutual Trust Company, of Orange, N. J., aggregate \$620,000, according to figures issued yesterday by the banking examiners. This includes the \$206,000 in capitalization certificates issued by Edwin E. Hatch, which he used as collateral for obtaining loans from New York banks. The new liability of \$314,000 is secured by collateral of an estimated minimum value of \$174,000. The nature of the \$314,000 additional liability is not disclosed.

Casement Called a Washington

Roger Casement is placed on a plane with George Washington, the British government is assailed in bitter terms and the attention of Americans is drawn to British acts on the sea against United States merchandise as to the British commercial blacklist and lengthy resolutions adopted yesterday at a special meeting of the United Irish-American Societies of New York in the Irish-American Athletic Club, at 159 East Sixtieth Street.

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FALL FASHIONS For Women and Misses

Fur Trimmed Jersey Cloth Coats—New Fall Models

For Women and Misses

Genet Fur Trimmed Jersey Cloth Coats

New shirred belted seven-eighth length model, in rose, gold, Copen or purple, also heather mixtures in blue, green, brown or grey colorings. New long shoulder sleeves, large convertible collar and bottom of coat banded with blue Genet fur. **Special 29.50**

Mole Fur Trimmed Jersey Cloth Coats

New shirred belted seven-eighth length model, in French rose, sapphire blue, white, Nile green, purple, dull gold, taupe, Burgundy or bottle green, fitted raglan shoulder, large convertible collar with deep band of real Scotch mole. **Special 24.50**

Women's Gowns—New Fall Models

29.50 to 145.00

Exclusive new Fall models of French satin, crepe meteor, satin charmeuse, Georgette, chiffon velvet, serge or serge and satin combined. Many new straight line models with pleated skirts and worsted embroidery. Smart one-piece frocks or Redingote models are fur or braid trimmed.

New Fall Models

Women's Tailored Suits

Made in our own workroom

Exclusive models of wool velour, duvet de laine, duvetyne, broadcloth, Callot checks and velour plaids; tailored or dressy fur trimmed models. **29.50 to 145.00**

New Fall Models

Women's Waists

Of Georgette, Silk Chiffon or Crepe de Chine.

In black, white, flesh or new Fall shades; many are tucked, beaded or embroidered in self or contrasting colors, some are combined with satin. **5.75 to 39.50**

Women's New Fall Shoes

Showing the new and correct height

In keeping with the Fall fashion prediction a new height in Boots slightly lower than the former styles, shown in the newest Fall colors—Paris Brown and Field Mouse, of highest quality kidskin, exclusive lasts, light soles, Spanish heels. **Special 8.50**

NEW FALL FASHIONS FOR MISSES

"Betty Wales" Dresses

Styles Registered by Franklin Simon & Co.

Six exclusive Misses' models of navy blue or black French serge, also Scotch wool plaids in rich colorings. 14 to 20 years. **14.50 to 16.75**

Misses' Afternoon Gowns

Exclusive models of French satin, charmeuse, crepe meteor or Georgette crepe, also serge and satin combinations. 14 to 20 years. **18.50 to 89.50**

Specials for Monday

Washable White Skirts

For Women and Misses

Full flare models of white plique cord or gabardine, slash or set-in pockets. **Special 3.75**

Wool Jersey Sport Skirts

For Women and Misses

In white, gold, Copen or green wool Jersey, shirred top, wide crushed belt, flap pockets. **Special 7.50**

Misses' Tailored Suits

Made in our own workroom

Exclusive models of wool velour, duvet de laine, duvetyne, broadcloth or Callot checks; tailored or dressy fur trimmed models. **29.50 to 125.00**

Misses' Evening Gowns

Exclusive models of French satin, chiffon taffeta, French net, flowered Georgette or cloth of silver with net draperies. 14 to 20 years. **29.50 to 98.50**

Monday at Reduced Prices

Silk Bathing Dresses

For Women and Misses

Taffeta silk or satin slip-on, smocked or waist line models, in black or navy, self color or white silk collar. **Heretofore \$7.95 to \$12.75 5.00**

Women's Fibre Silk Sweaters

With Wool Back

In white, Copen, canary, rose, also black and white; V neck, slash and patch pockets or with sailor collar, button over belt. **Heretofore \$9.75 and \$12.75 7.95**

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This is what we mean by IMMEDIATE DELIVERY:

The Manufacturers have kept the factory on full time to make this possible. You can place your order TODAY for the Oldsmobile Light Eight De Luxe, \$1195, and you can drive the finest car on the road on your next week-end or vacation tour.

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Because—You will find the Oldsmobile's body surfaces rich and satiny, in royal green and black. You will find its radiator finished in German Silver; all its cabinet work, the cowl dash, the steering wheel, made of imported Circassian walnut.

Because—You will find the Oldsmobile upholstery of high quality French leather, deep and soft. Every detail bespeaks the fashion and luxury. When you are at the wheel of the Oldsmobile you have the satisfaction of knowing that no car is superior to yours.

Because—"Economy of operation is its Backbone." The Olds "8" is proving daily in the hands of thousands of owners that the multi-cylinder car has no drawbacks. Fully equipped and weighing but 2800 pounds, it gives long tire service and is low on fuel expense. Think of this fine eight cylinder 40 hp car averaging better than 15 miles to the gallon of gasoline.

Because—Economical in price (\$1195), you pay for the light weight De Luxe what you might expect to pay for even a good "four." Month in and month out your Oldsmobile will save you dollars that a heavier car of the same power would require for equal service.

Because—Right now too is the ideal time to own the Oldsmobile. Best time for good road conditions, and long months of touring weather ahead.

Because—By exercise of forethought the manufacturers have been able to secure enough material to guarantee IMMEDIATE DELIVERY. Here is your opportunity to get the right car and without waiting.

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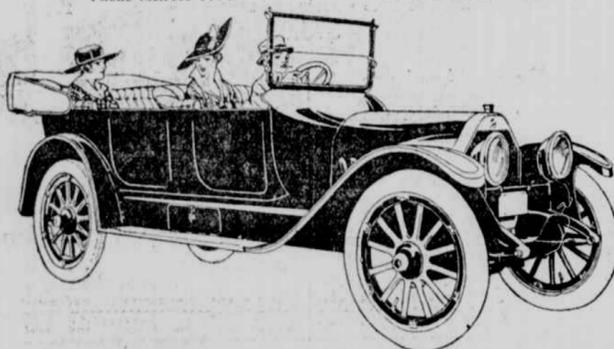
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