

EIGHT-HOUR DAY LAW PASSED BY OVERWHELMING MAJORITY IN THE HOUSE; SENATE WILL VOTE TODAY

Generally Believed the Measure Will Pass the Upper House Virtually Unchanged.

LAW EFFECTIVE JANUARY 1

With Its Ratification, Brotherhood Leaders Will Immediately Annul Strike Order.

SENATE IN NIGHT SESSION

Vote Promised Not Later Than 6 O'clock This Evening

Washington, Sept. 1.—Prevention of the threatened railroad strike through an act of Congress seemed assured tonight, after the House by an overwhelming vote had passed the Adamson 8-hour day law, and the Senate had agreed to take a final vote on the measure not later than 6 o'clock tomorrow evening.

Although it is possible that Senate amendments may make conferences necessary, it is generally believed on both sides of the Capitol that when the test comes the House bill, as it stands, will be accepted and rushed to Shadow Lawn, N. J., for President Wilson's signature. And while no formal statements were forthcoming from the employes' brotherhood heads tonight, it is authoritatively stated that this will result in immediate dispatch of code messages calling off the general strike order for Monday morning.

AM Slightly Amended. The Adamson bill, as passed in the House by a vote of 229 to 16 with minor amendments, is the same measure which the brotherhood leaders officially declared yesterday would constitute a "satisfactory settlement" and prevent the strike. The amendments, added to conform to a draft of the Senate Interstate Commerce committee, would fix the effective date at January 1, instead of December 1, 1916, and exempt railroads less than 100 miles long and electric street and interurban lines. Briefly, it provides that the eight hours shall be deemed a day's work and the standard for reckoning compensation of railroad employes operating trains in interstate commerce after January 1, 1917, shall be based on the 8-hour standard.

Day of Heated Debate. It was after a day of hot debate that the House passed the bill under an special rule brought in when Republican Leader Mann objected to its consideration. Less than half of the Republicans followed their floor leader in the opposition and when the final vote came seventy of the total vote was in favor of the measure. Just two Democrats, Representatives Steele, of Pennsylvania, and Black, of Texas, stood out against the bill, and Representative London, of New York, the only one to vote against it. Red tape was eliminated as far as possible to rush the measure over to the Senate, which after several hours of lively discussion over a bill reported by the Interstate Commerce committee, has recessed until 8 o'clock.

Senate Bill Side-Tracked. At the outset of the night session, Senator Newlands sought and obtained unanimous consent to put aside the Senate bill and take up the one sent from the House, thereby paving the way for quick final action without parliamentary formalities that otherwise would be necessary. Then Senator Underwood brought up the issue over which the Senate is divided by proposing an amendment the ratifying provision of the discarded Senate bill. Over this amendment debate was waged for three hours. Senators Newlands and Underwood advocating it, and Senator Cummins making a long speech for a while there was talk of an all night session, but early in the evening word was passed that an agreement to adjourn and vote at a certain hour to (Continued on Page Two).

RAILROAD OFFICIALS SAY THOUSANDS OF TRAINMEN WILL NOT GO ON STRIKE

Declare They Will Have Men Enough to Operate Trains Regardless of a Walk-Out—Brotherhood Officials Deny Reports of Defections From the Ranks of the Organizations—Embargoes Being Rescinded or Modified.

Chicago, Sept. 1.—Convinced that Congress will force them to surrender, presidents of important Western railroads tonight ordered rescinding or modification of the freight embargo established in preparation for a general railway strike. At the same time the railroad executives announced defections from the ranks of the railway brotherhoods and declared they had enough men to operate trains, strike or no strike. This was denied by brotherhood officials.

Hale Holden, president of the Chicago, Burlington and Quincy, spokesman for the railroads in the conferences with President Wilson, said the railroads are convinced Congress will force through the eight-hour day law before the date set for the strike, but that they are taking no chances. "It seems tonight that Congress will make us surrender," Mr. Holden said, explaining an order by his freight department to the Erie and Burlington and other roads have felt today that there is little chance for a strike now. We are revoking our embargo so as not to inconvenience the shippers at all. But we are going ahead with our plans to operate trains in event of a strike. The strike order must be actually revoked before we let up in our precautions. We have men enough to run our trains."

Deny There Are Defections. While the railroad executives were claiming the defection of thousands of brotherhood members, officials of the unions through Timothy Shea, vice president of the Brotherhood of Firemen and Enginemen, said the railroads habitually circulate such stories and they have no fears their men would not obey the strike call. "Falsely announced here by the members of the unions were practically completed and in general the roads said that they would be able to count on the loyalty of about 25 per cent of their trainmen, even if the strike order is not revoked."

Suits For Injunctions. In addition suits for injunctions against calling strikes were filed by

individual brotherhood members in various parts of the country, including a number of Santa Fe trainmen employed in Texas. The Minneapolis and St. Louis railroad, at Minneapolis, stated that "engineers of that road would remain at work to a strike, but that the vote necessary to make a strike imperative had not been taken. President Calvin, of the Union Pacific, at Omaha, announced that the engineers of that line would remain, holding themselves not to be involved in the movement. He added that a very large percentage of conductors and trainmen would remain. The general manager of the Minneapolis, St. Paul and Sault Ste. Marie road stated that assurances of loyalty had been received from 40 per cent of the trainmen and that the engineers and firemen of the road did not take the strike vote because of a three years' contract.

Conductors Refuse to Strike. One thousand conductors of the Chicago, Milwaukee and St. Paul telegraphed President Garretson, of the Brotherhood, that they would not walk out if ordered to do so, and a delegation of conductors of the Chicago and Northwestern was en route to Washington to oppose a strike before Congress and the brotherhood heads. At Louisville, Ky., 15 Louisville and Nashville conductors obtained an injunction to restrain calling of a strike on that road, asserting "that the conductors of the road voted against it, and that a strike would be contrary to the public policy."

Many Will Remain Loyal. H. E. Bryan, vice-president of the Burlington road, stated that approximately 25 per cent of brotherhood members employed on that road had given promise of remaining at work. General Manager Gordon, of the Chicago Great Western, stated that 20 per cent of his train crews would remain. "A large number" would remain with the Chicago, Rock Island and Pacific, it was stated at the headquarters of that road.

From St. Louis came reports that roads with headquarters there were preparing to run trains. These included the Missouri, Kansas and Texas, the Kansas City, Mexico and Orient railroad and the Missouri, Pacific-Iron Mountain system. From St. Paul it was announced that the Great Western, the Northern Pacific and the Chicago, St. Paul, Minneapolis and Omaha railroads, with headquarters there, would not be affected by the strike order. The strike order would not affect next Monday, run one passenger train each way daily on every division of their respective lines. In addition to passenger, the roads plan to handle milk, mail and express on these passenger trains which will run on a daylight schedule, except in the case of transcontinental trains.

SOUTHERN ROADS ISSUE STATEMENT

Contend That the Eight-Hour Day is Not the Issue of the Present Controversy

NOT "ACCEPTED" BY PUBLIC

The Statement, Designed to Explain Position of the Southern Roads, is Addressed "To the People of the South."

Washington, Sept. 1.—Advancing the contention that the 8-hour day is not the issue of the present controversy, 12 officials representing practically all Southern roads, issued a statement tonight explaining their position. It is addressed "To the people of the South."

"It has been suggested that an 8-hour day is not the proper subject of arbitration," says the statement. "To this they (the railroads) have replied that an 8-hour day is not an issue, but even if it were, there is no evidence sufficient to place the question beyond the limits of honest difference of opinion, that an 8-hour day for men engaged in train service has been finally accepted by social opinion."

"To justify this view they point to the fact that the men themselves have not demanded it, do not want it and would not accept it, if offered; that the underlying principle of an 8-hour day wherever it has been introduced, is humanitarianism for the purpose of actually shortening the hours of labor and has never justified by any law or by any social movement as a means of increasing wages for hours which shall remain unchanged; that the establishment of an 8-hour day in train service has never been favored by any political platform of any party, and, while the subject of an eight-hour day has been under consideration in party conventions, its application has been carefully limited by party opinion and has excluded employes in railroad service and generally in industrial pursuits; that it has never been recommended by executive officers in this country for adoption by any legislative body and has never been put into law either by the Congress of the United States or by any state, and that it has never been brought into prominent public discussion through the press or by the radio given to it in this wage controversy, and is now being thought of only as a means of avoiding the nation-wide disaster of interrupted transportation facilities."

"At this point we are pointing out the fact that the men had refused arbitration of all points at issue, the reason given being that no fair arbitration of such matters of difference is possible, the statement says. "It is urged that no arbitration can be fair, they indict the whole nation, for the proposition was that the President should appoint the arbitrators. They claim the right to arbitrarily put upon the railroads, and on the other hand, upon the whole public their own demands by the 'strong arm' of their irresponsible and unregulated power."

"The country is therefore confronted by the question, whether it should take any action to force upon the railroads, and upon the other men who acknowledge no limitation of force upon their obligations to the social welfare."

SECRETARY REDFIELD MAKES REPLY TO HUGHES' CHARGES

Declares Durand Was Inefficient in the Census Bureau.

Portland, Me., Sept. 1.—William C. Redfield, Secretary of Commerce, tonight answered the charges made by Durand, Secretary of the Interior, to the post of Director of Census and superintendent of the Coast and Geodetic Survey had been made for political reasons without regard to the efficiency of the service.

"The reason to 'know,' he said, 'that from within his own party the candidate has learned that he was misinformed.' 'The census work,' Mr. Redfield said, 'was found to be so much behind that many large expenditures had been wasted. 'Whoever is disposed to urge the claims of Mr. Durand as an able administrator is recommended to read the report of the committee. 'Now and here I plainly say that neither my conscience nor my business judgment would allow me to retain in office under whose administration such things existed,' the Secretary said of Durand. 'Had he not resigned unasked I should have removed him,' he added."

MORE THAN 1,000 ALREADY OUT OF WORK AT NORFOLK

Norfolk, Va., Sept. 1.—As a result of the raw material embargo more than 1,000 men employed at box factories and lumber mills near Norfolk have already been thrown out of employment and twice as many more expect to receive notice if the strike takes place Monday. The E. H. Barnes Lumber Company today laid off 500 men until Tuesday, though the lay-off will extend for a longer period if the strike develops. The other five hundred men laid off today were scattered among the smaller lumber plants. Upon application of C. I. Leper, superintendent of the new York, Philadelphia and Norfolk railway, Judge C. W. Coleman, today appointed 54 special police agents with full jurisdiction over the property of the applicant company.

New Bern, N. C., Sept. 1.—Due to the threatened trainmen's strike, the John L. Roper Lumber Company closed down its plants here and at Belhaven today and all other plants will be closed tomorrow until the situation clears. Between 3,000 and 4,000 men are affected.

GENERAL BUSINESS OF COUNTRY GOOD

None of the Reserve Districts Send Generally Discouraging Reports for August

ABOVE AVERAGE IN SOUTH

Richmond District Reports Conditions as Being Cheerful—Extracts of Reports From Each of Twelve Districts.

Washington, Sept. 1.—General business conditions through the United States continued good during August, according to summaries from the 12 Federal Reserve Districts made public tonight by the Reserve Board. Generally discouraging reports were received from no district. Extracts from the reports follow:

Richmond—"General business is much above the average, reports on conditions are cheerful, and the outlook for the future regarded at least with complacency." Atlanta—"Although future prospects in this district are largely dependent upon the developments of crops August has been a prosperous month, considering the usual midsummer dullness, and has been no marked cessation of general business activity." Rains, the report says, have retarded some crops. Dallas—"Midsummer dullness, incident to all lines of trade at this season, has been felt during thirty days. Business has, however, been normal and there is nothing unfavorable in the situation except that in some sections of the district lack of rain is causing alarm."

Boston—"There is, it would appear, less hesitancy today than last month, and buying in fair volume is again becoming evident. Business is again expanding after the past temporary lull." New York—"The general industrial condition is practically unchanged. An unusually well sustained demand for manufactured goods and raw materials has continued throughout the summer. The course of business has been steady since the reaction in commodity prices a few months ago. Collections are better." Philadelphia—"Commercial and industrial conditions have shown no essential change during recent weeks. Generally, the situation reflects more activity than at this usually dull period, and both manufacturers and merchants anticipate that it will continue during the fall and winter months."

Chicago—"Excessive heat during the past month has had retarding effect. Mercantile business appears to be actively engaged." St. Louis—"Sales and collections continue satisfactory and increases are generally reported. The outlook for fall business seems to be entirely favorable."

Minneapolis—"Wholesale and retail business is active. Industrial lines are prosperous and labor is fully employed and in brisk demand at good wages. The present outlook is favorable."

Kansas City—"Absence of rains in this district appear to have generally interfered with the previous favorable agricultural prospects. General business, however, is said to continue good."

Cleveland—"Changes repeating business and agricultural conditions, insofar as being significant, are few compared with 30 days ago. Many who a month or two ago were rather uncertain of the future now speak quite confidently."

San Francisco—"Conditions in the main seem exceptionally favorable. Favorable weather during the past month has especially benefited agricultural interests."

MAY NOT VOTE FOR THE REPUBLICAN CANDIDATES

Republican Organization Not a Party in Louisiana.

Baton Rouge, La., Sept. 1.—Candidates for presidential electors for Hughes and Fairbanks will not be placed on the ballot in Louisiana for the election next November unless a petition for that purpose containing names of 1,000 voters is filed with Secretary of State Bailey, according to that official's announcement today. Mr. Bailey seated that under the state law the Republican organization is not a party in Louisiana, having failed to cast 10 per cent of the total vote polled in the last general election as the statute required.

INDUSTRIAL PREPAREDNESS IS ALREADY ACCOMPLISHED

This Secretary Daniels Declares in Speech at Oakland, Me.

Oakland, Me., Sept. 1.—"Industrial preparedness is not a promise; it is an accomplishment," said Secretary of War Daniels in an address here tonight. "It needs only to be extended to give America a preparedness in times of peace that Europe has been forced to put into operation at enormous expense during the stress of war."

PRESIDENT WILSON SIGNS THE CHILD LABOR BILL

Law Will Become Effective on September 1, Next Year.

GREECE, ONLY BALKAN NATION NOT AT WAR, IS NOW IN A TURMOIL

Constantine Reported to Have Abdicated and Crown Prince Named as Successor

GREEK GARRISONS REVOLT

Entente Fleet of Twenty-Three Warships and Seven Transports Off Piraeus

ANOTHER RUSSIAN ADVANCE

Germans Re-Occupy Some Lost Ground in the Somme Region

Greece, the only Balkan nation not yet in the European war, is in a turmoil. It is reported that King Constantine has abdicated and that the crown prince has been named as his successor with former Premier Venizelos as the power behind the throne. The British foreign office says it has no confirmation of the king's abdication.

An Entente fleet of 23 warships and seven transports is reported off Piraeus, the port of Athens. A dispatch from Athens says it is probable that the Greek elections, set for October 8, will be postponed for a fortnight.

Revolt at Saloniki Confirmed. The Greek garrisons at Saloniki, at Vodena and at Fort Little Karaburn have surrendered to a committee which has taken over the administration of part of Greek Macedonia, according to dispatches from Saloniki. The revolt in Saloniki is confirmed by the British foreign office. Greeks, friendly to the Entente, surrounded the barracks of the Greek infantry in Saloniki and are said to have exchanged shots with them. General Sarrajl, Allied commander at Saloniki, intervened to prevent further bloodshed.

Another Russian Drive. Russian troops have begun another advance and Petrograd reports fighting in Volhynia and in Galicia. The Russians also have seized a series of heights in the Carpathians and are moving westward along the Rumanian border of Bukovina. Petrograd claims the capture of about 16,000 prisoners.

Turkey Lines Withdrawn. A withdrawal of the Austro-German lines, south of the Zlota-Lipa-Dneister section is reported by Berlin. "Progress made by the Russians west of Tarnopol is admitted but Russian attacks in the Carpathians and near Lutsk were repulsed Berlin says."

In Albania, Italian troops advancing along the Vjosca river have occupied there, reports Petrograd. The area was stormed and that prisoners were taken in the fighting along the Vjosca.

Germans Re-Occupy Lost Ground. The Germans report the re-occupation of lost ground near Longwall and the Delville wood on the Somme front. London admits a German advance but says the attackers sustained severe losses. On the rest of the front in France there has been little activity. No fighting is reported in Macedonia, and there are no late reports on the operation in Transylvania.

Turks Take 5,000 Prisoners. Petrograd claims the repulse of Turkish attacks west of Erzerum and that of Ognott in Turkish Armenia. The rout of more than two divisions of Russians by the Turkish left wing is reported by Constantinople. Prisoners to the number of 5,000 were captured by the Turks.

German Retreat in East Africa. German forces in German East Africa are in full retreat. Lieutenant General Smutz, the British commander there, reports that the German government has been occupied by the British.

MORE EDUCATION FOR THE NEGRO IS RECOMMENDED

Southern University Race Commission Concludes Sessions.

Asheville, N. C., Sept. 1.—The Southern University Race Commission, an organization of Southern college professors studying the race problem, as it exists in the South, concluded its deliberations here this morning, when it issued an open letter to the college men of the South. In this item the commission appeals for more education for the negro as the only solution for the existing problem.

"The negro is the weakest link in our civilization," says the letter, "and many means are open to college men to promote vigorous public interest in the negro's welfare." A gratifying decrease in lynching during the past 20 years is noted. Prof. E. C. Branson, of Chapel Hill, N. C., was selected chairman of the commission. The next meeting of the commission will be held in the far South, probably in Mississippi.

W. P. BYNUM ELECTED

Becomes Member of Executive Council of Bar Association.

Chicago, Sept. 1.—William P. Bynum, of Greensboro, N. C., was tonight elected a member of the executive council of the American Bar Association in session here.

LARGE ALLIED FLEET REACHES GREEK PORT

This is the Unconfirmed Report Published in London

It is Also Reported the General Elections in Greece Will be Postponed. Country May Join the Allies.

London, Sept. 1.—After two days of silence in telegraphic communication with Athens, during which sensational rumors of a revolution have gained currency, but without confirmation, comes the startling news of the arrival of an Entente Allied fleet with transports at Piraeus and that the general Greek elections likely will be postponed for a fortnight.

The brevity of the dispatches seems to indicate that something unusual is happening and developments are awaited with the greatest curiosity here. From fragmentary dispatches reaching London, it is deduced by some observers that changes of decisive character already have taken place in Athens and that the Greek de facto government has decided to abandon neutrality and align itself on the side of the Entente. Others take a more conservative view. The Times attaches small importance to Wednesday's revolutionary movement at Saloniki, declaring this is overshadowed by the news of the appearance of Entente allied ships off Piraeus. "This must be taken to indicate," it says, "that the Allies are weary of the equivocations which so long have prevailed in Athens and are resolved to battle the intrigues of their enemies." The Chronicle discusses what it terms the great difficulties former President Wilson will face if he is elected.

79 NEW LAWYERS GET LICENSE TO PRACTICE

Skidoo Number of Applicants Failed to Pass Exam.

Supreme Court Announces List of Those Who Were Successful Before Court Monday—Mr. Janius Davis Passes.

(Special Star Telegram). Raleigh, N. C., Sept. 1.—There were 79 of the 102 applicants for licenses to practice law who were successful in the examinations before the Supreme Court Monday. The court made announcement to this effect this evening, giving the names of those successful. They follow:

Arthur A. Aronson, Raleigh; William F. Midgett, Elizabeth City; Conrad W. Sandrock, Fayetteville; Alan Turner, Statesville; Peter R. Hine, Ayden; Leon G. Stevens, Smithfield; William S. Bogie, Hixson; Ellis C. Jones, Gay; Jackson county; Thomas L. Williams, Apex; Ephraim L. Brickhouse, Columbia; Herbert B. Harrell, Weixie; Benjamin McL. Covington, Wadesboro; R. E. Little, Jr., Wadesboro; George W. Craig, Asheville; John R. Manning, Henderson; Eura A. Mathews, Atkin; Samuel E. Edwards, Mars Hill; Lloyd T. Shaw, Raleigh; Elred H. Woodard, Wilson; Robert A. Wellons, Smithfield; Richard M. Lewis, Whiteville; George E. Edena, Palmerville; Samuel E. Edwards, Mars Hill; Lloyd T. Shaw, Raleigh; Hunter K. Penn, Stoneville; John A. Leitch, Salisbury; Rowland F. Mintz, Goldsboro; George Q. Brinson, Bayboro; Peyton McSwain, Shelby; Harry E. Moore, Dillon; S. C. James A. McKoy, Rowland; Walter L. Johnson, Apex; Elisha C. Harris, Elizabeth City; Enoch S. Simmons, Washington.

(Continued on Page Two).