

BROTHERHOODS TO AID GOVERNMENT IN FIGHT FOR THE 8-HOUR LAW

Organization Heads to Address the American Federation Today for First Time in History.

CONSIDERED SIGNIFICANT

Confer With President Wilson, Attorney General Gregory and Legislative Representatives.

ADAMSON AT WHITE HOUSE

Thinks Railroads' Main Purpose is Higher Freight Rates.

Washington, Nov. 20.—Heads of the railroad employees' brotherhoods, determined that the Adamson 8-hour law shall not be broken down, conferred here today with President Wilson, Attorney General Gregory and their legislative representatives, declared their purpose to aid the government in every way in fighting injunction suits against the law, and made further plans for perfecting a working agreement with their allies, the railroad men of the American Federation of Labor.

Considered Significant.

When the government attorneys, G. Corral Todd, assistant to the Attorney General; Assistant Attorney General Underwood and Frank Hagerman, appear in the Federal court at Kansas City next Thursday to oppose the Union Pacific and Atchison, Topeka & Santa Fe suits against the Adamson law, they will be flanked by representatives of the brotherhood. It is probable that the four brotherhood heads themselves will be there. Messrs. Todd and Underwood left tonight for Kansas City.

Great significance is attached to the announcement today that the brotherhood heads will address the American Federation of Labor convention in Baltimore tomorrow. Never before in the history of the organization have any members met in joint session, but their meeting at Baltimore will be the result of a carefully worked out agreement that the two forces shall join hands in working for the general betterment of the organized railway employees.

After receiving the brotherhood heads and Chairman Adamson, author of the eight-hour law, President Wilson virtually finished his message to Congress, in which he will recommend the completion of the railway legislative program, outlined by him at the last session. These recommendations include provisions for the enlargement of the Interstate Commerce Commission and for compulsory arbitration of proposed strikes. The latter is bitterly opposed by the brotherhood leaders.

Railway Executives Incomplete. Railroad executives figured only inconspicuously in today's activities here. Their representatives appeared before the Senate Interstate Commerce committee and learned that their spokesmen would be heard Thursday. Brotherhood representatives may appear before the committee later but so far have not indicated formally their intention to do so.

Members of a committee of the Executive, Ind. chamber of commerce called during the day to tell President Wilson that there would be a middle class conference on the railroad situation in their city early in December. He told them he hoped there would be similar discussions of the problem in other sections of the United States and that he wished all business men would investigate the question in an open-minded way.

After the fifteen-minute conference with the President the brotherhood heads would admit only that they had congratulated Mr. Wilson on his re-election. Warren S. Stone, of the Engineers, declared that he could not tell now whether a strike would be called if the eight-hour law was not put into effect January 1.

Adamson Confers With Wilson. Representative Adamson went over plans for railroad legislation fully with the President. Afterwards he said that he had no doubt that the eight-hour law would be upheld by the courts as constitutional, adding that the measure was very carefully framed by lawyers familiar with the situation and with the constitution.

He has a bill prepared for additional legislation to meet the situation, which probably will introduce as soon as Congress convenes, he said. He added that he believed the Interstate Commerce Commission under existing laws already had the power to take wages into consideration in fixing freight rates. President Wilson embodied a recommendation for legislation giving this power when addressing Congress on the threatened strike, but the Georgia representative said he believed the President would agree with him in the end.

Don't Fear Strike. "I do not think there is anything in the talk that the railroad men will call a strike if the courts, said Mr. Adamson. "In doing so they would be running directly contrary to public opinion and (Continued on Page Two.)"

RAILROADS' STORY TO BE HEARD FIRST

As to What is the Matter With Them and What Legislation Might Better Conditions.

WILL BEGIN THURSDAY

Joint Congressional Committee of Investigation Meets and Gets Ready for Its Inquiry Into Public Utilities.

Washington, Nov. 20.—What is the matter with the railroads and what kind of legislation Congress might enact to better conditions will be pictured to the joint congressional committee investigating transportation problems, beginning Thursday by the executives of some of the greatest systems in the country.

The investigating committee held its first session today, heard an opening statement by its chairman, Senator Newlands, and received notice of appearance from nearly 100 public utility companies, state railway commissions, commercial and industrial organizations and shippers and individuals. Few who noted appearances seemed ready to open the hearings with testimony, and in executive session tonight the committee decided to hear the railroads first in the belief that their executives are better prepared to state their case without further delay. The railway executives' advisory committee, composed of more than a dozen heads of important systems, was advised and it is expected that most of its members will testify before the railroad side is completely told.

The committee decided to hold hearings each week day from 10 A. M. to 1:30 P. M. Only to give the official reporters time to keep the record up to date for the committee and for witnesses. No decision was reached as to what witnesses will be called when the railroads conclude. Representatives of the American Telephone & Telegraph Company, the Western Union Telegraph Company and several of the big express companies were present and will be heard before the committee reports.

The railroad phase of the investigation is expected to take most of the committee's time but under the resolution which created it, its investigation is to extend to all such public utilities.

NET AND GROSS EARNINGS FOR 15 YEARS TO BE RECORDED. Louisville, Ky., Nov. 20.—Commissioner McChord, of the Interstate Commerce Commission, announced late today at the car shortage hearings in progress here, that it was his purpose to put into the record a table of the net and gross earnings of all the railroads of the United States during the last 15 years.

His announcement followed a statement (Continued on Page Two.)

FOUR MINISTERS TO GREECE ARE EXPELLED

By Order of the Commander of the Allied Fleet

German, Austro-Hungarian, Bulgarian and Turkish Representatives at Athens Are Ordered to Depart—Espionage Charged.

London, Nov. 20.—An Athens dispatch to the Exchange Telegraph Company says the German, Austro-Hungarian, Bulgarian and Turkish ministers to Greece have been informed by Vice Admiral DuJournet, commander of the Allied fleet, that they must depart from Greece by Wednesday.

Reuter's Athens correspondent, under date of November 20, says that Vice Admiral DuJournet has notified the Austrian, German, Bulgarian and Turkish ministers to Greece that they must go aboard a steamer which will leave Athens today. The American minister, DuJournet's correspondent said, has been notified of the protection of the Allied fleet and Bulgarians in Greece while the American legation will be closed.

The Daily News of Athens correspondent says: "The immediate cause of the expulsion of the four ministers is the accusation that they were engaged in espionage work." Washington, Nov. 20.—The American minister to Greece, Mr. Clegg, has been notified that the American legation will be closed tonight. (Continued on Page Two.)

TEUTONS DRIVING EASTWARD THROUGH WEST WALLACHIA

First Stage of Franco-Serbian Campaign Ended, Interest Now Centers in Rumania.

MONASTIR NOT ENTERED

Allies Gain Victory in Macedonia; Hostilities in the Somme Region Diminished.

With the end of the first stage of the Franco-Serbian campaign, which resulted in the capitulation of Monastir by the Bulgars and Germans, and diminution of hostilities in the Somme region of France, except for bombardments and isolated infantry actions, Rumania has again become the center of interest.

Driving eastward through Western Wallachia, the Austro-German forces now are reaching out for Craiova, lying on the railroad midway between the Danube town of Orsova, Hungary, and Bucharest.

This maneuver apparently places a menace in the rear to the retreat of the Rumanians fighting in the north on Hungarian soil and disrupting with the Austro-Germans the passages of the Transylvanian Alps leading to the plains of Wallachia.

Rumanians Losing Ground. In the Jiu valley region the retirement of the Rumanians continues and in the Campulung sector Petrograd reports that further Rumanian attacks against the Teutonic allies have been unsuccessful. On the Danube front in Dobruja artillery engagements are in progress from Silistria to Oltin.

The fighting in Macedonia from the Cerna river to Lake Prespa has ended in a complete victory for the Entente Allied troops, says the Paris war office. The Serbs have not yet entered Monastir, captured Sunday, the town having been virtually destroyed. The fighting in Macedonia from the Cerna river to Lake Prespa has ended in a complete victory for the Entente Allied troops, says the Paris war office. The Serbs have not yet entered Monastir, captured Sunday, the town having been virtually destroyed. The fighting in Macedonia from the Cerna river to Lake Prespa has ended in a complete victory for the Entente Allied troops, says the Paris war office. The Serbs have not yet entered Monastir, captured Sunday, the town having been virtually destroyed.

German Artillery Active. The German artillery in the Somme front near Guecourt and on Verdun sector near Douaumont have heavily shelled British and French positions. Strong forces of Austrians in an assault on the summit of Hill 128 on the Carso front of the Italian theatre have captured Italian entrenchments.

Cold weather has set in on the Russian front and as a consequence little fighting is going on there.

Newport News, Va., Nov. 20.—Business men of Hampton, Va., today stated that the United States government has options on 2,500 acres of land near that place with an idea of taking it over as the site of the new army flying school. The owners of the land hold it for \$300,000.

W. C. T. U. WOULD CUT LIQUOR ADVERTISING

Comments 850 Newspapers Refusing to Carry Business.

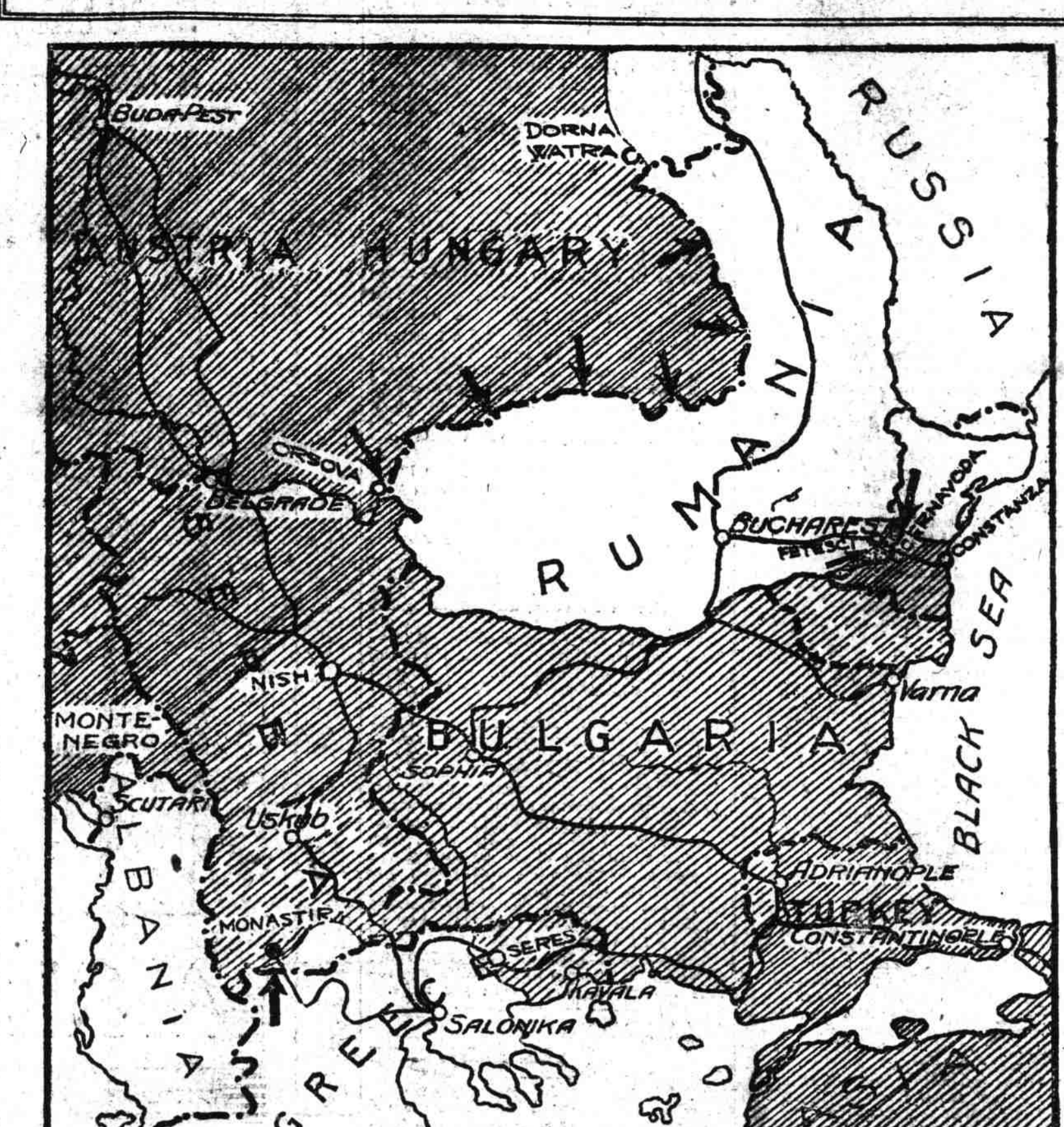
National Organization Goes on Record for Equal Political Rights for Men and Women, and Equal Pay for Same Service.

Indianapolis, Ind., Nov. 20.—The National Women's Christian Temperance Union, in annual session here today, adopted a resolution commending the 850 daily newspapers and 68 magazines in the country, known to refuse to carry liquor advertisements.

The delegates pledged themselves and each member of the organization to use her influence in every way possible in their respective communities to get newspapers now carrying such advertising matter to drop it at the expiration of existing contracts.

Other resolutions adopted included one which said the organization believes in equal political rights for women and men, and that the ballot in the hands of women is a weapon for the destruction of the liquor traffic. The Union also went on record as favoring living wages and equal pay for equal services, and as believing in justice as opposed to commercial greed. A pledge was given to continue the fight for constitutional prohibition, both state and national.

Showing the Relation of the Macedonian and the Rumanian Fronts



The relation of the Macedonian and Rumanian fronts is shown in the accompanying map. The shaded portion shows territory occupied by the Central Powers. The plan of the allies is to catch Bulgaria between two armies and to cut the Berlin-Constantinople railway, which runs through Sofia and Nish. Turkey and Bulgaria would be separated from Germany and Austro-Hungary and could be dealt with in detail. The southern army in Macedonia under General Sarail, advancing north, has pushed its left wing into Serbia to a point three miles from Monastir. The army of Serbia, French and Rumanians has reconquered the unshaded portion of Serbia south and east of Monastir. The northern army in the Rumanian province of the Dobruja is advancing south, hoping first to wrest the Constanza-Cernavoda railroad

INJUNCTION ISSUE TO BE PARAMOUNT

Organized Labor Urged to Disregard Court Decrees Based on Dictum 'Labor is Property.'

BY AMERICAN FEDERATION

"Let the Consequences be What They May." Resolution Insists That Labor Must Not be Considered Property in Contests.

Baltimore, Nov. 20.—The American Federation of Labor today recommended unanimously that any injunction dealing with the relationship of employer and employe and based on the dictum that labor is property should be disregarded, "let the consequences be what they may."

The action was taken when the Federation convention, in annual session here, adopted a report of the executive council committee dealing with a decision of the Massachusetts Supreme court classifying labor as property. The convention also adopted a resolution urging organized labor to make the injunction question "the paramount issue in all of their future political activities."

The committee report on the Massachusetts decision reads: "It seems to be a settled purpose of interests antagonistic to the freedom of men and women who labor to persuade and then use the judiciary and misconstruct constitutional guarantees and thereby nullify legislative enactments so as to leave but one remedy and we therefore recommend that any injunctions dealing with the relationship of employer and employe and based on the dictum, 'labor is property' be wholly and absolutely regarded as usurpation and disregarded, let the consequences be what they may. Such decisions as the one rendered by the Supreme court of the state of Massachusetts has its roots in class interests. It is usurpation and tyranny. Freedom came to man because he believed that resistance to tyranny is obedience to God. As it came, so it must be maintained. Kings could be and are disobeyed and sometimes deposed. In cases of this kind, judges must be disobeyed and subsequently impeached."

Against Censorship. A resolution was adopted today registering the Federation's "unrelenting opposition to any scheme or system which denies freedom of speech, press or the showing of motion picture, when they are based on facts."

ARABIA WAS SUNK BY GERMAN U-BOAT

Announcement by Semi-Official "Overseas News Agency" Surprises U. S. Officials

MAKES DEEP IMPRESSION

Suggest that Admission May Mean that Germany is Preparing to Make a Test of the "Armed Ship" Controversy With U. S.

Washington, Nov. 20.—Announcement by the semi-official Overseas News Agency that a German submarine sank the British liner Arabia has made a deep impression in official quarters here and apparently removed all possibility that this case might take its place with that of the Persia, sunk in the Mediterranean long ago in some manner never cleared up.

Officials were loath to discuss the matter in the absence of official information, which it is understood is being sought from all sources. Some of them expressed surprise however that the attack upon the Arabia had been semi-officially admitted. It was suggested that the Overseas dispatch of yesterday might mean that Germany was preparing to make a test in this of the "armed ship" controversy with the United States, or that in some way a minor official hostile to Chancellor Von Bethmann-Hollweg's submarine policy might have allowed the dispatch to get out.

The contention that the Arabia was an armed transport because she carried a 15-centimeter gun and had worked in war munitions aboard is not regarded here as justified. The ship was a Peninsular & Orient passenger liner, with many passengers aboard.

There was one American on his way to India. He has made an affidavit which has been forwarded to the State Department.

STEAMER RAPPAHANNOCK SUNK BY SUBMARINE SAYS REPORT. Halifax, N. S., Nov. 20.—Word was received from London that the overture steamer Rappahannock had been sunk by a German submarine. No word has been heard of Captain Garrett and his crew of forty men, and the fear was expressed that they had perished.

LANE HAS BACKING OF THE PRESIDENT

Will Tell Cabrera Today on Just What Terms Agreement for Withdrawal May be Reached.

BOTH SIDES YET HOPEFUL

No Evidence, However, That the Mexican Commissioners' Chairman is Prepared to Recede from His Long-Maintained Position.

Atlantic City, N. J., Nov. 20.—Luis Cabrera and his colleagues on the Mexican-American joint commission will be formally told tomorrow by Secretary of the Interior Lane, chairman of the American commission, on just what terms an agreement providing for withdrawal of the American punitive expedition and the protection of life and property along the international border may be reached.

Fortified by the assurance of President Wilson, that he will back the American representatives in their efforts to reach a settlement of the questions at issue, Secretary Lane returned here late today and immediately went into conference with the two other American commissioners.

The atmosphere of uncertainty and even hopelessness which has been apparent for many weeks was entirely lacking tonight. The Americans appeared confident that the end of the conference is in sight. Their propositions have been reduced to writing and it is understood will admit of little debate.

Mexicans Not Pessimistic. The Mexicans appeared not to take a pessimistic view of the situation, Mr. Cabrera again assuring newspaper men that he was very hopeful of an amicable adjustment. There was no evidence, however, that he was prepared to recede from his position so long maintained that agreement to the plan of the Americans was out of question.

Ignacio Bonillas and Alberto J. Pani, the other members of the Mexican commission, have been disposed of late to recede from his position so long maintained that agreement to the plan of the Americans was out of question. The question at issue is not the withdrawal (Continued on Page Two.)

NAVAL ESTIMATES FOR 1918 HEAVIER THAN EVER BEFORE

Daniels Awards Contracts for Armor Plate for Four Battleships of 1917 Programme.

SUB-COMMITTEE IS BUSY

Plans for Ammunition Ship, Last Vessel for 1917 Building, Are Approved.

Washington, Nov. 20.—While Secretary Daniels was awarding contracts today for armor plate for the four battleships authorized at the last session of Congress, and approving plans for an ammunition ship, the last vessel designed for the 1917 building program, the appropriation sub-committee of the House Naval committee began work on the 1918 estimates, the heaviest in American history, to be presented to Congress this winter.

The Navy Department's 1918 figures contemplate construction of half of the ships yet to be built in the great three-year programme and show total appropriation to the 237,151,791, or more than \$66,000,000 in excess of the record total appropriated last summer.

Contracts for the armor plate, which will go on the Colorado, Maryland, Washington and West Virginia, were awarded to the Bethlehem and Carnegie Steel companies, each receiving half the work. A statement analyzing the contracts says that despite the unprecedented European demand for plate, the prices offered were approximately the same as those paid three years ago when the Pennsylvania was being constructed.

What is Called For. The department estimates before the House sub-committee call for funds to begin construction of three battleships, one battle cruiser, three scout cruisers, 16 destroyers, four fleet submarines, 14 coast submarines, one submarine tender and one destroyer tender. It is understood that the navy general board urged that the two battle cruisers be built in the three-year program and four of the six battleships be placed on the 1918 estimate. The department decided, however, to divide the new construction equally between the 1918 and 1919 bills.

Rear Admiral Strauss, chief of ordnance, appeared before the sub-committee. Explaining an item in his estimate of \$1,500,000 for fleet ammunition, he said the cost of projectiles and other ordnance material had increased that much since Congress provided \$13,000,000 for the purpose last year.

Some Prices Down, Some Up. Prices of smaller shells, he said, were going down, indicating a decreasing demand from Europe; but large shells of the 14-inch size used by the Navy showed a per cent. increase over last year's quotations.

At another point Admiral Strauss outlined the department's scheme for storing in Navy yards guns and ammunition with which equip merchant steamers as naval auxiliaries in time of war. More than \$3,000,000 for the purchase of guns and mountings for this purpose was provided last year and this year the department seeks \$1,500,000 for ammunition.

The department also has recommended the installation of anti-aircraft guns at naval stations, magazines and radio stations, the pending estimates providing \$1,000,000 for this purpose. It will take more than 100 of the Navy's three-inch, 50-caliber guns for this purpose.

New Producing Torpedoes. Admiral Strauss said the naval gun factory was now producing torpedoes, the first deliveries, however, exceeding in cost the price quoted by private manufacturers. Large refrigeration spaces will make her easily convertible into a supply vessel.

Propelling machinery is designed for either coal or fuel oil. A defensive armament includes four 5-inch rapid fire guns and two 3-inch anti-aircraft guns. The guns are being asked from ship builders and the department hopes to be able to open them by the first of the year.

As to Submarines. Secretary Daniels said today he had arranged to confer with representatives of the Electric Boat Company in an effort to seek modification of their pending submarine bids. The company offered to construct 24 or more submarines, deliveries to begin within 23 months, and proposed at much higher cost to have the deliveries begin within 15 months. The department is determined to place the submarine construction on not more than a 22 months basis. Representatives of the Seattle Construction & Drydock Company also will confer with the department officials Wednesday. This company submitted the only proposal that came within the (Continued on Page Two.)