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RALEIGH, N. C., WEDNESDAY MORNING, NOVEMBER 22, 1916.

PRICE FIVE CENTS

FRANCIS JOSEPH, RULER OF AUSTRIA, YIELDS TO DEATH

PASSED AWAY AT NINE LAST NIGHT AT SCHOENBRUNN

Had Been Suffering For Some Days From Slight Catarrhal Affection

REPORTS INDICATED CHANGE FOR WORSE

But None Stated Illness Threatened to Reach Critical Stage. Had Been Giving Audiences To Ministers; Plans For Giving Power To Archduke Charles Led To Suspicion

London, Nov. 22.—Emperor Francis Joseph died last night at nine o'clock at Schoenbrunn Castle, according to a Reuter dispatch from Vienna, by way of Amsterdam.

The first intimation received here that Emperor Francis Joseph's health was again the subject of solicitude was contained in a dispatch dated Nov. 12, emanating from a Vienna news agency, which reported that the Emperor had been suffering for some days from a slight catarrhal affection. Subsequent reports from various sources, more or less conflicting, represented that his condition was becoming worse, but none of them indicated that his illness threatened to reach a critical state, and from Vienna came assurances that he was still able to give audiences to one or more ministers daily.

What gave some credence to the suspicion that his condition was much graver than the official bulletins indicated was the report, which still lacks official confirmation, that it had been decided to associate the heir to the throne Archduke Charles Francis, in the government of the country and that he was to assume the position on December 2, on the sixty-eighth anniversary of the Emperor's ascension to the throne.

So far as is known here Archduke Charles is still at the front in command of the army.

Death Climax of Tragedies.

The death of Francis Joseph is a remarkable climax to the long list of tragedies in the Hapsburg family—a list unparalleled in any other reigning house in Europe. He dies in the midst of the world's greatest war, which he himself largely brought about by his determination to avenge the act of assassination of his heir, the Archduke Francis Ferdinand, as the result of an alleged Serbian conspiracy, while on a state visit to Bosnia on June 28, 1914.

Francis Joseph was 86 years old at the time of his death. He was born August 18, 1830. He was only nineteen years of age when he succeeded the throne of Austria, upon the abdication of his uncle, Ferdinand I, December 2, 1848, making his active reign extend over a period of — years, all but the first twenty of which he was also Apostolic King of Hungary. It is doubtful that if in all history there has been an active, authenticated reign that was longer. Tradition says a Pharaoh ruled for 99 years and there is the more credible instance of Bunese II, Scestrus of the Greeks, whose reign is reputed to have covered 75 years. But in recorded history there certainly has been no reign of equal duration to that of Francis Joseph. Louis XIV, of France, was nominally King for 72 years. He actually occupied the throne for little more than half a century. A closer rival, and the only one of modern times, was Queen Victoria who reigned for 64 years.

The aged monarch, although he had suffered serious inroads upon his health for many years past, was strong enough to keep a firm grip on affairs of state almost to the last. There were repeated reports of a serious illness from a bronchial affection, and frequently rumors of his death, which were proven unfounded, when official announcements were made from Vienna.

Some of the reports asserted that his mind had become affected through worry over the great war, but the truth of these rumors was not admitted.

In November, 1915, on the occasion of a visit of Emperor William of Germany,

WITHDRAWAL PLAN IS PLACED BEFORE MEXICAN ENVOYS

American Troops To Be Called Back Within Sixty or Ninety Days

BUT A CONDITION ALSO IS LAID DOWN

Withdrawal Will Depend On Carranza Having Demonstrated Ability To Prevent Raids; This Country Insists On Its Right To Pursue Raiders Into Mexico

Atlantic City, N. J., Nov. 21.—Whether the long conference of the Mexican-American joint commission will end with an amicable adjustment of the problems faced by Mexico and the United States or by a disagreement which may result in still more serious differences depended tonight upon General Carranza's representations.

The American commissioners placed before the Mexicans today a plan involving the withdrawal of the American troops from Mexico and the future protection of life and property along the international frontier. The Mexicans have offered a few counter suggestions to gain further time.

That the close of the conference will not come much before the end of the month is expected.

WITHERS ENTHUSIASTIC OVER STATE'S OUTLOOK

North Carolina Growing Rapidly and Improving in Many Respects, He Says

News and Observer Bureau, 406 District National Bank Building, By H. E. C. BRYANT.

(Special Licensed Wire.)

Washington, Nov. 21.—Professor Withers, of the A. and M. College, who is attending a meeting of agricultural chemists here, is very enthusiastic about the development of North Carolina.

"Our State," said he, "is growing rapidly. It is improving in many respects.

"The drainage law is working well, and that means the reclamation of many acres of valuable land and better sanitary conditions.

"The building of good roads keeps up in all sections of the State.

"The educational institutions have more pupils than ever before. The record of a new public school house a day is maintained; it has kept going for several years.

"The A. and M. College has 675 students this year—more than in any previous year. We have decided to establish a summer school.

"There are many other signs of progress. The prospect for the future of the State is very bright."

C. B. Williams, of Raleigh, read a paper before the chemists. His subject was "Basic Slag."

Professor Withers was one of a committee that made a report on the revision and compilation of methods of analysis.

Mr. Williams has done a great deal to encourage the soy bean industry in North Carolina. The soy bean has an oil that is something like linseed oil, and the cotton-seed oil mills of the State can handle it when the cotton-seed season is over.

Professor Withers said that North Carolina is working hard for a Federal Loan Bank. He thinks that one will be established in the State.

TO CONFER WITH DANIELS ON DREADNAUGHT MACHINERY

(By the Associated Press.)

Washington, Nov. 21.—Representatives of the Newport News Shipbuilding and Dry Dock Company, which is to be awarded contracts for two of the four super-dreadnaughts of the 1917 building program, will confer again tomorrow with Secretary Daniels as to questions concerning electrical machinery for the vessels. Secretary Daniels has taken the position that the department will deal only with the builders, who will have to reach their own agreements with the electrical companies for delivery of material. Details of this policy will be discussed tomorrow.

Mallory Liner Dies.

Brunswick, Ga., Nov. 21.—The Mallory Liner steamer Tampa, which went ashore of St. Simon's Island early today in a heavy fog, was floated late today and is expected to reach here tomorrow morning. Part of the vessel's cargo was lighted. It was said tonight no damage had been done to the vessel during the twelve hours she was ashore. The Tampa, a vessel of 2,236 tons, left New York last Saturday bound for this port with freight.

U. S. MOVES FOR A QUICK DECISION ON EIGHT-HOUR LAW

Asks For Immediate Action On Case Brought By Missouri, Oklahoma and Gulf Road

CONTENDS PETITION SHOULD BE DISMISSED

If Law Is Held Unconstitutional Asks For Instruction To Railroad To Join in Move For Advance of Case On Supreme Court Calendar; Motion Under Adjudication

Kansas City, Mo., Nov. 21.—Legal skirmishing in the fight of the railroads of the United States against the Adamson 8-hour law was brought to a sudden issue today by a motion filed by the government in the United States district court here, which it is expected will result in a decision on the constitutionality of the law by the Supreme Court before January 1, when the law is to go into effect.

"Prolonged, unnecessary and scattered litigation should if possible be avoided, otherwise injury may result to the public and the railroads and their employees," the government says in its motion as a reason for its action.

The government's motion which was directed against Alexander New and Henry C. Ferriss, receivers for the Missouri, Oklahoma and Gulf Railroad embodied two distinct requests of the court, as follows:

"1.—The government asks an immediate decision on the injunction petition filed by the receivers for the Missouri, Oklahoma and Gulf, in which the Adamson law was attacked as unconstitutional and an order required forbidding its enforcement. The government contends that the injunction petition should be dismissed because the law is constitutional, therefore leaving the railroad in equity for its action.

"2. Should the law be held unconstitutional, the government asks that the court direct the receivers for the railroad to join the government in getting the case advanced immediately to the Supreme Court of the United States for final decision."

Judge William C. Hook, sitting in the case, took the motion under advisement and announced that he will render a decision tomorrow. He stated from the bench that if the motion were granted

BERNARD GRANTED LEAVE OF ABSENCE

Raleigh Officer To Be Off Duty Thirty Days; Two Privates Face Charges

By A. L. FLETCHER.

Camp Stewart, El Paso, Texas, Nov. 21.—Major Joseph J. Bernard was today granted leave of absence for a period of thirty days, beginning Friday.

Privates George A. Jones, of Raleigh, and Claude Sears, of Rockingham, both charged with desertion from Company B, Third Regiment, have been delivered to Captain Albert Cox here and are held for trial by general courtmartial. Jones is alleged to have deserted at Camp Glenn and Sears near Hamilton way to border.

It is very cold here today. There was rain last night which changed to

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To Expel Millions In Baltimore.

Baltimore, Md., Nov. 21.—Charles N. Schwab, of the Baltimore Steel Company, who was a guest of the city at a testimonial dinner tonight, announced that plans call for an expenditure of about \$50,000,000 in plant and equipment here. From 15,000 to 20,000 men ultimately will be employed. The building and construction program for the company as a whole, Mr. Schwab said, will involve the expenditure of fully \$100,000,000.

NO POSSIBILITY OF WILSON LOSING CALIFORNIA VOTE

San Francisco, Cal., Nov. 21.—Careful checking of all precincts in California shows there is no possibility of President Wilson losing California according to the announcement today by the Democratic State central committee. The committee's checking shows the closest Democratic elector to have 1,200 votes more than the highest Republican elector and gives the highest Democratic elector a lead of 3,500 over the highest Republican.

DECIDED IMPETUS GIVEN EFFORTS FOR GREAT LABOR BODY

Federation Warmly Receives Speeches For Affiliation With Brotherhoods

TO FIGHT FOR BETTER WORKING CONDITIONS

Move Also Against Compulsory Arbitration Measures; Brotherhood Leaders Undetermined As To Next Step With Reference To Efforts of Railroads To Evade 8-Hour Law

Haltimore, Md., Nov. 21.—Efforts to effect an affiliation between the American Federation of Labor and the four big railway brotherhoods received a decided impetus today when the Federation convention here enthusiastically received speeches by the four representatives of the different brotherhoods and President Gompers, favoring such action.

Leaders of the two organizations tonight were preparing to inaugurate a joint fight for better working conditions, particularly for railway workers of all classes, and against all compulsory arbitration measures. Both sides entertain high hopes that they will be able to gain favorable legislation during the coming session of Congress and expect to prevent the annulment of present favorable labor laws. They believe that official affiliation only awaits certain formal steps to be taken by the brotherhoods at their next convention to be held next year.

Other than to say that they would oppose all sorts of compulsory arbitration bills in Congress, the speakers were rather indefinite today as to what they expected to do for the great mass of railway workers. Federation leaders, however, said frankly that the primary object of the proposed affiliation is to bring about a universal eight-hour day.

Conference Before Strike.

Brotherhood leaders left here after the meeting undetermined as to what their next step would be. If they should decide to call a strike because the railroads do not put the Adamson law into effect on January 1, they probably

(By the Associated Press.)

New London, Conn., Nov. 21.—The German merchant submarine Deutschland with a 40,000,000 cargo and official mail for Emperor William aboard, made another dash last Friday being frustrated when she sank a convoying tug, necessitating a return to port for minor repairs.

Her skipper, Paul Koenig, instead of stalling out to sea under the cover of darkness as last week, boldly steered down the harbor in broad day light and without convoy. Local mariners were surprised when he again elected to send his craft through the dangerous waters of the Race, where the collision occurred

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STEEL TRUST WILL ADD TEN PER CENT TO WAGES

Announcement Made Last Night; Increase Effective On December 15

(By the Associated Press.)

New York, Nov. 21.—The United States Steel Corporation tonight announced an increase of 10 per cent in the wages of the employees of its steel and iron companies, effective December 15 next. Wages, salary advances in other departments of the corporation also will be equitably adjusted, it was stated. The increase affects in all about 200,000 employees and probably adds nearly \$20,000,000 to the corporation's pay-roll.

"Ordinarily the question of wages would not come up for consideration or decision at this time of the year," said Chairman Elbert H. Gary, in making the announcement, "but in consequence of the abnormal conditions now existing it has been decided to increase the wage rates of our iron and steel companies about 10 per cent, to take effect December 15. As to other departments, increases will be equitably proportioned."

Another official of the corporation said the action of the directors was taken "with due regard for the higher prices prevailing for necessities in all parts of the country."

Total salaries and wages paid to the company's 191,126 employees in 1915 aggregated \$176,960,864. Since that time the number of employees has greatly increased and several wage advances have been made.

The average wage or salary per employee in 1915 was \$2.92 a day, an increase of four cents daily over the previous year.

RECORD BREAKING COLD CAUSES GREAT DAMAGE

(By the Associated Press.)

Washington, Nov. 21.—Widespread and severe damage to crops in the West and South was done by the record-breaking cold wave of November 10-17. The weather bureau announced today in a special bulletin that damage to cotton was slight, but truck farms suffered heavily.

The cold wave spread southward from Alaska on November 10, driving temperatures in the Rocky Mountain states down to new low marks, and during the week following causing freezing weather and frosts all the way south and east to Southern Florida.

"While a large part of the sweet potato yield had been harvested in Mississippi," says the bulletin, "there was much injury to the unharvested, and vines were reported killed in some other sections of the South."

"Truck in Northern South Carolina was killed and most tender truck in Northern and Western Florida, Louisiana, Texas and other Southern States was killed. Beans and lettuce were somewhat damaged in the coastal plain portion of South Carolina and Georgia."

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NAVY DEPARTMENT PLANS GREATER SHIPS AND GUNS, COMMITTEE IS INFORMED

Designers Figuring On Vessels One Hundred Feet Longer Than Those Already Provided For and Experts Working On The Most Powerful Naval Gun in World

(By the Associated Press.)

Washington, Nov. 21.—Naval designers are planning battleships which have a length of 700 feet—100 feet longer than ships already provided for—and ordnance experts are working on a 16-inch 50-calibre rifle for new battleships, which will be the most powerful naval gun in the world, according to statements made today at the hearing by the House Naval Committee on the new naval appropriation bill. Rear Admiral Strauss, chief of ordnance, told the committee that it was the purpose to arm the ships contracted for this year with twelve of the new guns.

That the department is proposing a far greater size in future dreadnaughts developed during the testimony of Rear Admiral Frederick R. Harris, chief of the Bureau of Yards and Docks. His testimony dealt largely with the increased cost of equipping government yards for the building of capital ships and he expressed doubt that it would be possible to construct at the Philadelphia yard within the estimate the 1,000 foot dry-dock for which Congress has appropriated \$3,000,000. A similar dock at Norfolk, he said, apparently could be finished at that price. Bids for building the Philadelphia dock will be asked next January.

Building Program Doubly Expensive.

Explaining his estimates for the fiscal year 1918, Admiral Harris said in

creasing prices of material and labor were rendering the huge navy building program on which the country has embarked doubly expensive.

Submitting an estimate of \$2,000,000 for shore station maintenance as against \$1,800,000 last year, he warned the committee that the actual sum needed would be nearer \$3,000,000, which would be no more than the \$1,800,000 did last year. He explained that structural steel had gone up from \$55 to \$102, and that last quotations on locomotive cranes ran as high as \$24,000 for machines that cost \$10,000 last year.

The Admiral said Secretary Daniels had not yet decided which of the four yards—Norfolk, Boston, Philadelphia and Bremerton—designated for capital ship construction were to be equipped out of the \$6,000,000 fund appropriated last year. Complete studies have been made of all four plants, he added, and there will be no delay with construction work when the Secretary decides.

Admiral Strauss said rapid progress was being made in completing the navy's supply of anchored mines along the lines mapped out by the General Board. When the appropriation asked for this year had been expended, he said, there will be enough mines on hand to provide against any emergency, the estimates of the number required having been based on lessons taken from the European war.

DEUTSCHLAND PUTS OUT TO SEA AGAIN

Moves Boldly Down The Harbor at New London in Broad Daylight

SAILS WITHOUT CONVOY

Tug Half Mile Astern at First Later Returns To Pier; U. S. Boat Passed Watch H. I. R. L. Moving Eastward; In Neutral Waters Up To Time Last Heard From

(By the Associated Press.)

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BISHOP WILSON TAKEN BY DEATH

Aged Methodist Divine Expires Few Hours After Return From Southern Tour

(By the Associated Press.)

Baltimore, Md., Nov. 21.—A few hours after he had returned from a month's tour of the South Bishop Alpheus W. Wilson of the Methodist Episcopal Church, South, died at his home here today. He was 82 years old and was appointed bishop in 1882.

Accompanied only by a chauffeur Rusch Wilson came from Richmond to Baltimore late yesterday. He was ill when he arrived, and went to bed immediately. He rested comfortably, but became unconscious early today and his death followed shortly.

Bishop Wilson was educated at Columbian, now George Washington University, and in 1857 married Susan B. Lipscomb of Baltimore. He was received on trial by the Baltimore Conference

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HAMMETT GIVEN YEAR IN PRISON, SENTENCE WAITS

(Special to The News and Observer.)

Richmond, Va., Nov. 21.—One year in the penitentiary was the penalty which a jury today gave W. F. Hammett, a young white man from Durham, charged with stealing an automobile here and trying to dispose of it in Raleigh where he was arrested. Sentence was suspended pending argument on motion for a new trial.

Though a signed statement was produced in court indicating that Hammett confessed after his arrest in Raleigh, efforts were made to prove that associates of his actually stole the car here and that Hammett knew nothing of the theft until after he reached North Carolina in the machine. In court with him today was the Rev. Frank T. McFadden of the First Presbyterian church, who came through sympathy for his mother, the widow of a Presbyterian preacher.

MR. BRITT OFFERS MANY AFFIDAVITS

Claims That If Any Unmarked Ballots Are Counted, All Should Be

(By the Associated Press.)

Ashville, Nov. 21.—An entire afternoon was spent by attorneys for James J. Britt, the Republican Congressman from this—the Tenth—district, who claims re-election by thirteen votes, in reading affidavits through which he says that if unmarked ballots from five precincts in Buncombe county should be counted for Zebulon Weaver, the Democratic candidate, unmarked ballots from all the precincts of the county would show a majority for Mr. Britt and reverse the action of the county board of canvassers in declaring Mr. Weaver elected.

Just before court adjourned until 9 o'clock tomorrow morning counsel for Mr. Britt made the charge that the chairman of the county canvassers' board had failed to sign the abstract of the election returns forwarded to

ADVISE NOT TO SELL COTTON IN THE SEED

Great Losses Are Sustained By Those Who Market That Way, Says Specialists

(Continued on Page Seven.)

News and Observer Bureau, 406 District National Bank Building, By H. E. C. BRYANT.

(Special Licensed Wire.)

Washington, Nov. 21.—Because of the great losses that are being sustained in the sale of cotton in the seed in some parts of the country, market specialists of the United States Department of Agriculture recommend that farmers discontinue sales of seed cotton and encourage custom ginning in their neighborhoods. The many factors entering into the value of cotton cannot be estimated accurately before ginning. It is pointed out, while by marketing the lint and seed separately the grower may have a knowledge of the value of his product and may sell on its merits, the recommendations are based on a study made in Oklahoma in 1915 and reported in Farmers' Bulletin No. 775 recently published.

In the transactions observed in Oklahoma an average of \$4.61 per bale was lost by selling cotton in the seed, while in one case the loss was as high as \$21.30 a bale.

In addition to cash losses from receiving lower prices than would have been received from the sale of ginned cotton and seed, farmers selling cotton in the seed and their communities lose from the mixture of seed in the gins, many of the farmers having to depend on this seed for planting. The mixture of varieties and different-length of staple results in a less valuable crop of cotton the next season and, if continued, will bring about progressive deterioration.

DEMOCRATIC ELECTOR UNDER INDICTMENT

(By the Associated Press.)

Montgomery, Ala., Nov. 21.—Y. M. Quinn, of Franklin County, who was chosen at the general election November 7, as a Democratic elector from Alabama, was indicted today by the Franklin county grand jury on a charge of embezzling about \$45,000 from a bank at Russellville, Ala., in which he was employed. Quinn was said to have made good all but about \$14,000 of the alleged shortage.

State officials pointed out today that should Quinn be convicted before January 2, when the electors of the State are to meet to cast their vote for President Wilson, Alabama would lose one of its 12 electoral votes. Court officials, however, expressed doubt that Quinn's case would be reached on the court calendar before the electors meet.

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A. P. THOM TO BE FIRST WITNESS AT RAILROAD HEARING

Chief Counsel of Southern To Speak For Many Systems Before Congress Committee

WORLD EDITORIAL ATTRACTS ATTENTION

Claims Breakdown of Railroad Operation and Representative Adamson Declares Journalistic Utterance Is the Gospel Truth; Thom Will Advocate Federal Regulation

News and Observer Bureau, 406 District National Bank Building, By H. E. C. BRYANT.

(Special Licensed Wire.)

Washington, Nov. 21.—Plans were completed today to go forward with the investigation of the conditions relating to interstate and foreign commerce and the necessity for further legislation relating thereto by the Newlands Joint Committee of Congress Thursday.

The first witness will be A. P. Thom, chief counsel for the Southern Railway, who will speak for 83 per cent of the railroads of the United States. He has notified Chairman Newlands and Vice-Chairman Adamson that he will take the stand for the Railway Executive Advisory Committee of which Mr. Frank Trumbull, chairman of the Chesapeake & Ohio, and of the Missouri, Kansas and Texas Boards, is chairman.

Mr. Thom will outline the suggestion of the railroads before the joint committee. He will speak for Mr. Trumbull; B. F. Bush, president of the Missouri Pacific; A. J. Earling, president of the Chicago, Milwaukee & St. Paul; Howard Elliot, chairman of the board and president of the New York, New Haven & Hartford; W. J. Harrahan, president of the Seaboard Air Line; Hale Holden, president of the Chicago, Burlington & Quincy; Judge R. S. Lovett, chairman of the board of the Union Pacific; Samuel Reed, president of the Pennsylvania; H. A. Smith, president of the New York Central; F. D. Underwood, president of the Erie; Henry Walters, chairman of the Atlantic Coast Line, and of the Louisville & Nashville; Daniel Wilson, president of the Baltimore & Ohio, and others.

Editorial Attracts Attention.

The editorial in the New York World today on "The Breakdown of Railroad Operation" attracted considerable attention in Washington and was the occasion of much comment among the members of the Newlands Committee. After reading it, Representative Adamson said:

"That is the gospel truth. The man who wrote that editorial knew just what he was writing about. The railroads have balked and bucked at every effort to regulate them and some of them have been in the hands of unscrupulous people who robbed the stockholders and destroyed their property.

"One conversant with the facts does not seek far to find the cause of the lack of confidence in railway securities. "I do not go as far as The World does in the question of Federal power to regulate but the statement of fact in that editorial rings clear and true.

"Had the Reburn bill been a law there would have been no Rock Island, New Haven, Frisco, or Pete Marquette scandal.

"The House passed the Reburn bill and the House committee on Interstate and Foreign Commerce reported it twice, but the Senate did not pass it.

"The House Committee concluded that there was a very general belief throughout the country that something should be done by the Federal government in the nature of constituting a veto power in the interest of stability and efficiency of the carriers themselves to prevent them from impairing their financial strength and, consequently, injuring or destroying their capacity to perform their functions to the public as common carriers. There is no doubt of the power of Congress to authorize the exercise of such a veto power, if necessary, to protect the carriers against the cupidity or incompetency of their own directors, or the avarice and exploitation of speculators who would use their power to wreck the carriers in order to realize sudden and large gains. There is a popular belief that for that very purpose of protecting the carriers in their stability and financial ability to discharge their duties to the public it is necessary to authorize the Interstate Commerce Commission to prevent the assumption by the carriers of obligations of any character which would weaken their capacity as common carriers or tend in any way to impair their ability to afford proper facilities and service to the public.

"The passage also of the bill to increase the Interstate Commerce Commission from seven to nine would have helped bring about better conditions. The House passed that bill twice but the Senate turned it down. The roads have but themselves to blame for the present confused state of affairs."

What Thom Will Argue.

Mr. Thom, when he goes before the Newlands Committee Thursday, will state the views of the roads he represents as a member of the advisory committee and make suggestions for improvements.

First, he will advocate a system of Federal regulation of securities—national control of stocks and bonds. He will say that 83 per cent of the railroads of the United States have come to an agreement that that is the proper thing to be done for the railroad and the public. He will argue that the railroads

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