

'God Forgive You, I Can't,' Wilson Tells Railway Executives at Parting

(By the United Press)

Washington, Aug. 30.—First attempts to rush strike legislation through Congress were checked today when bitter charges were made that "certain senators are trying to make political capital out of the situation."

PRESIDENT'S DRAMATIC ADDRESS TO RAILWAY HEADS.

Washington, Aug. 30.—"No power under heaven can prevent the strike Monday, short of a satisfactory settlement by the railroads," W. B. Lee, the trainmen's leader, today said. "Postponement is not even under consideration."

"God forgive you, I can't" were the words of the president at the close of his final conference with the railway executives. The railway strike Monday will tie up every piece of rolling stock in the country, opinion of the brotherhoods. The strike order includes passenger as well as freight employees.

WILSON TRYING HOLD OFF STRIKE; BROTHERHOODS STAND PAT.

Washington, Aug. 30.—President Wilson is today endeavoring to persuade the brotherhoods to withdraw the strike order effective on September 4. Officials say that if the brotherhoods strike while Congress is debating measures favorable to labor, there will be such a tremendous reaction in the country against unions that might turn the trend of events. The brotherhoods show no indication of rescinding the order. Congress thus far has only taken up the task. The Interstate Commerce committee of the Senate today announced hearings, at which all interested are invited to present their views.

SOUTHERN WARNS OF POSSIBLE EMBARGO.

Washington, Aug. 30.—Southern Railway issued a warning that an embargo on all classes of freight is possible within twenty-four hours unless the strike situation clears up. If the strike is thought within unavoidable the work of clearing the tracks will begin several days in advance. The first freight affected would be perishable foodstuffs. Other Southern carriers are expected to follow suit.

ORDER AGAINST LABOR DAY STRIKE.

Omaha, Aug. 30.—District Judge Sears today issued an order restraining trainmen from striking on labor day.

UNION PACIFIC EMBARGO.

Kansas City, Aug. 30.—Union Pacific today issued an embargo on all freight unless it can be delivered by noon Saturday.

President's Message.

Washington, Aug. 30.—In his message to Congress yesterday afternoon in regard to the railroad strike situation, President Wilson, advocating more members of the Interstate Commerce Commission, the eight-hour day law, Federal operation in the event of a strike as a "military necessity," and other things, declared that:

"The public has been made familiar with the demands of the men and the arguments urged in favor of them, and even more familiar with the objections of the railroads and their counter-demand that certain privileges now enjoyed by their men and certain bases of payment worked out through many years of contest be reconsidered, especially in their relation to the adoption of an eight-hour day. The matter came some three weeks ago to a final issue and resulted in a complete deadlock between the parties. The means provided by law for the mediation of the controversy failed and the means of arbitration for which the law provides were rejected.

"The representatives of the railway

executives proposed that the demands of the men be submitted in their entirety to arbitration, along with certain questions of readjustment as to pay and conditions of employment which seemed to them to be either closely associated with the demands or to call for reconsideration on their own merits; the men absolutely declined arbitration, especially if any of their established privileges were by that means to be drawn again in question. The law in the matter put no compulsion upon them. The four hundred thousand men from whom the demands proceeded had voted to strike if their demands were refused; the strike was imminent; it has since been set for the fourth of September next. It affects the men who man the freight trains on practically every railway in the country.

"The freight service throughout the United States must stand still until their places are filled, if, indeed, it should prove possible to fill them at all. Cities will be cut off from their food supplies, the whole commerce of the nation will be paralyzed, men of every sort and occupation will be

thrown out of employment, countless thousands will in all likelihood be brought, it may be, to the very point of starvation, and a tragical national calamity brought on, to be added to the other distresses of the time, because no basis of accommodation or settlement has been found.

"It seemed to me, in considering the subject—matter of the controversy, that the whole spirit of the time and the preponderant evidence of recent economic experience spoke for the eight-hour day.

"It has been adjudged by the thought and experience of recent years a thing upon which society is justified in insisting as in the interest of health, efficiency, contentment and general increase of economic vigor."

Executive's Efforts.

The President told of offering "the friendly services of the Administration," and his plan for a settlement, stating that:

"The representatives of the brotherhoods accepted the plan; but the representatives of the railroads declined to accept it. In the face of what I cannot but regard as the practical certainty that they will be ultimately obliged to accept the eight-hour day by the concerted action of organized labor, backed by the favorable judgment of society, the representatives of the railway management have felt justified in declining a peaceful settlement which would engage all the forces of justice, public and private, on their side to take care of the event.

"They fear the hostile influence of shippers, who would be opposed to an increase of freight rates (for which, however, of course, the public itself would pay); they apparently feel no confidence that the Interstate Commerce Commission could withstand the objections that would be made. They do not care to rely upon the friendly assurances of the Congress or the President. They have thought it best that they should be forced to yield, if they must yield, not by counsel, but by the suffering of the country.

"While my conferences with them were in progress, and when to all outward appearance those conferences had come to a standstill, the representatives of the brotherhoods suddenly acted and set the strike for the fourth of September.

Twins to Congress.

"I yield to no man in firm adherence, alike of conviction and of purpose, to the principle of arbitration in industrial disputes; but matters have come to a sudden crisis in this particular dispute and the country had been caught unprovided with any practicable means of enforcing that conviction in practice (by whose fault we will not now stop to inquire). A situation had to be met whose elements and fixed conditions were indisputable.

"But I could only propose. I could not govern the will of others who took an entirely different view of the circumstances to be what they have turned out to be.

"Having failed to bring the parties to this critical controversy to an accommodation, therefore, I turn to you, deeming it clearly our duty as public servants to leave nothing undone that we can do to safeguard the life and interests of the nation."

Then followed the recommendations with the concluding words: "These things I urge upon you, not in haste or merely as a means of meeting a present emergency, but as permanent and necessary additions to the law of the land, suggested, indeed, by circumstances we had hoped never to see, but imperative as well as just, if such emergencies are to be prevented in the future. I feel that no extended argument is needed to commend them to your favorable consideration. They demonstrate themselves. The time and the occasion only give emphasis to their importance. We need them now and we shall continue to need them."

COAST LINE ISSUES NOTICE MAY PLACE EMBARGO ON FREIGHT

"In view of the strike order issued on the 28th by the four labor organizations, to become effective on Monday, September 4, at 7 a. m., you will notify shippers, that it may become necessary within the next twenty-four hours to place an embargo on all freight loaded on our lines and destined to foreign lines."

That was a telegram received at the local offices of the Atlantic Coast Line today. A similar order was received at freight stations in other places, and the instruction is supposed to have been general.

The Star of Wilmington, in which city the general offices of the A. C. L. are located, this morning had to say in part of the strike situation, which has aroused intense interest there:

"While the railroads of the West and other parts of the country are announcing embargoes on perishable freights and giving notice that all freights are accepted only subject to delays, except such shipments as can be delivered before next Monday, no such action has yet been taken by the Atlantic Coast Line, or, so far as known here, by the Seaboard Air Line. However, notice has been sent out from the general offices of the Coast Line here that such action may be found necessary in the immediate future.

"Just what action the Atlantic Coast Line may take in this matter, Mr. R. A. Brand, fourth vice-president, who is head of the traffic department, could not say last night, but he intimated that the company would base its actions upon conditions as they develop.

"The action of the railroads in placing an embargo on perishable freights, livestock, etc., and accepting other freights subject to delay, in anticipation of the threatened strike of the 400,000 trainmen next Monday morning at 7 o'clock, which would—so far as can be seen now, demoralize traffic on 225 railroads. Those roads that are refusing to accept perishable freight are doing so as a protection against being unable to deliver shipments after 7 o'clock next Monday morning. Some of the railroads are refusing to accept butter, eggs and similar commodities.

"As announced by railroad man-

ENGLAND IS TO BE ASKED TO LAY OFF TOBACCO EMBARGO

Washington, Aug. 29.—Full support of the government was promised by Secretary Lansing today to 75 tobacco planters of Virginia, Maryland, North Carolina, Kentucky and Tennessee who were here to protest against Great Britain's action in renewing restrictions upon tobacco shipments to neutral countries. A demand that the restrictions be removed probably will be sent by the State Department shortly.

ers in Washington last night, the various railroads are not acting in concert in this matter, but each road is handling this part of the problem independently of the other railways. If such action should be taken by the railroads generally throughout the country within a day or two, the public would, even this week, begin to feel the effects of the impending strike, which if carried out as planned by the trainmen, would absolutely stop the transportation of food supplies, as well as all other commodities. In that event, it would not be long before the people, even in a city no larger than Wilmington, would begin to wonder where the next week's rations were coming from.

"There was the most intense local interest in the serious aspect of the strike situation last night.

"The posting of news that the railroads have already begun to declare embargoes on freight was perhaps the most disconcerting information yet served to the local public, bringing close to them what a nation-wide strike of the trainmen would mean even to Wilmington. While perhaps the local community is as near self-sustaining as any community in the world, no one seemed disposed to minimize the local effect an actual break would bring about. In one respect at least, Wilmington would not suffer a complete cut-off from the rest of the world by reason of its steamship lines and the various boat lines to the interior and around the coast to seacoast counties of the Carolinas.

"More provident householders are reported as early as several days ago to have comfortably provided the family larder against the day when provisions would cease to reach here from the granaries and smokehouses of the West."

BIG EVENTS MOVE FAST IN MILITARY AND DIPLOMATIC CIRCLES OF EUROPE; GREECE CONFRONTED WITH A CABINET CRISIS, SAID

Zaimis Ministry's Resignation Predicted—Kaiser Chops Off Diplomatic Heads In Ire Over Failure to Influence Roumania for Central Powers' Cause—Von Hindenburg Goes to Chief of Staff With Dismissal of Falkenhayn—Von Mackensen to Command All Teuton Armies in East—Roumanian Horsemen Well Inside Transylvania and Threatening Hermannstad, First Objective of Invasion of Hungary, Reported

(By the United Press)

London, Aug. 30.—Roumanian cavalry have crossed the Red Lower Pass, three miles inside of the Transylvanian border, and are but a few miles from the City of Hermannstad, says a Zurich dispatch to the Central News.

The resignation of the Greek cabinet, headed by M. Zaimis, is foreshadowed on account of Roumania's entrance into the war, according to an Athens dispatch.

Radical changes in the German military and diplomatic personnels followed Roumania's declaration. Dispatches from Berlin confirm the dismissal of General Falkenhayn, chief of the general staff, and the appointment of Von Hindenburg to the vacancy.

Von Mackensen will probably succeed Von Hindenburg in supreme command on the eastern front. It is reported that the Kaiser has ordered the dismissal of all diplomats responsible for the Roumanian failure. Roumanians Reported Defeated.

Berlin, Aug. 30.—The Roumanians have been defeated at Verestrony Pass, south of the Red Lower Pass, on the railway to Hermannstadt, it is semi-officially stated.

French Advance in Balkans.

Paris, Aug. 30.—The French have advanced West of the Vardar river in the Balkans. Artillery is active on the Struma front around Lake Dorian.

BLEASE LEADS THE FIELD IN PALMETTO GOVERNORSHIP RACE

(By the United Press)

Columbia, S. C., Aug. 29.—With about one-third of the expected vote heard from unofficially in the statewide Democratic primary, indications tonight are that former Governor Cole Blease will make a second race for the gubernatorial nomination against Richard I. Manning, the incumbent, or Robert A. Cooper.

Blease has a long lead over his opponents but apparently lacks the majority necessary for nomination.

DANIELS MAKES APPEAL FOR PROGRESSIVE VOTE

Thorndike, Maine, Aug. 29.—In his address here today Hon. Josephus Daniels, Secretary of the Navy, who claims to be a Progressive who has "started" on the road to real reforms and "cannot stop" until needed reforms are accomplished, spoke mainly upon the debt sincere members of the Progressive party owed to Woodrow Wilson for carrying out the measures they favored in 1912, and appealed to them to support Wilson as the only candidate who incarnated the best principles enunciated by the Progressive party.

Mr. Dulaney Wooten of Alabama, a former Lenoir county man, is here visiting his kinsman, Dr. H. Tull.

BIG CRUISER MEMPHIS WRECKED IN SANTO DOMINGO HARBOR; IS TOTAL LOSS; SCORE OF MEN REPORT'D LOST

(By the United Press)

Washington, Aug. 30.—All but twenty men of the 990 aboard the cruiser Memphis, were saved when the ship was swept on to a rocks in a heavy sea. The ship was sunk in Santo Domingo Harbor, officially stated at the navy department. Ten seriously injured and sixty-seven slightly hurt.

Rear Admiral Pond, at San Domingo City, cabled the Navy Department that the armored cruiser would be a total loss, and although it was expected all on board would be saved, 20 men returning to the ship from shore leave in a motor boat had been drowned.

The United States gunboat Castine managed to escape by putting to sea.

The Memphis formerly was the armored cruiser Tennessee. Her name was changed May 25, last. Recently she has been doing duty in San Domingo waters in connection with the revolution. The Memphis was of 14,500 tons and has a horse power of 23,000. Her complement is 990 men. She was the flag ship of the cruiser force of the United States fleet.

The Memphis was launched in 1904 at the Cramp Shipbuilding Company's plant in Philadelphia. She had a speed of over 22 knots an hour. She is armed with four 10-inch, sixteen 6-inch, 24 3-inch and four 6-pounder guns and carried four torpedo tubes. She was 502 feet long on the water line, 75 feet beam and had a maximum draft of 26 1-2 feet.

ROBERT FAY, GERMAN SPY, MAKES EASY GET AWAY FROM A FEDERAL PENITENTIARY, CAREL'SSNES, SAID

(By the United Press)

Atlanta, Ga., Aug. 30.—Federal authorities have started an investigation into the amazing escape of Robert Fay, reputed former German army officer under sentence of eight years for conspiracy and neutrality violation. There is no report of Fays capture yet. It is feared he is well supplied with money.

Another prisoner, William Knoblerki with Fay, walked front entrance of the United States Penitentiary here with tool kits, saying they were going to fix arc lights outside damaged by a bad storm.

Warden Zerbest charges carelessness on the part of J. W. Pouncey guard at the gate



EDNA GOODRICH
As she looked to the Allied Soldiers in the Belgian Trenches



MARY PICKFORD
And her Japanese son in the famous Players-Paramount Picture "Madame Butterfly"