

WATERFRONT LABOR SITUATION IS WORSE AFTER CONFERENCE

Numerous Scales and Working Conditions Exist, With Portland on Best End.

PAY HERE UNDER SOUTH

Forget Sound and Portland on Parity Except in One Instance; San Francisco Scales Raised Somewhat.

Conditions surrounding longshore labor have been complicated rather than simplified by the result of the conference at San Francisco, according to Portland steamship men.

The employers of San Francisco are reported to have reached an agreement calling for 55 cents and \$1 for off-shore work and 55 cents and 82 1/2 cents for coastwise service.

Here there are two different scales in effect. The San Francisco & Portland Steamship Co. with the Farr-Cormick Steamship Co. and the Waterfront Employers' association, fought out the issue here, are paying 55 cents and 75 cents an hour and using nonunion men.

Conditions surrounding longshore labor have been complicated rather than simplified by the result of the conference at San Francisco, according to Portland steamship men.

The North Pacific Steamship Co., a competitor of the Big Three line and one of the first companies to accede to the demands of the strikers, is paying the scale demanded by the unions when they went on strike June 1, 55 cents and \$1. This, for coastwise service, is the rate granted the unions in San Francisco for offshore business.

The stevedoring companies here are also paying the 55c and \$1 for general cargo offshore and 60c and \$1 for lumber offshore.

Conditions on Puget sound are only a trifle different, the difference coming in the fact that none but the big offshore lines gave in to the unions.

It has been suggested that a conference now be held here and on the sound, but the employers have so far refused any such move, stating that the men can come back to work as individuals only.

Owing to the different scales being paid, however, it is believed that some rearrangement will be forthcoming within the next few weeks.

For once Portland is not paying more money for longshore work than do the other ports, declared George H. Hardy of the Chamber of Commerce, "and we will not do so again."

We intend that Portland shall be treated fairly in any conference that might come off here, he stated, "and we are entitled to only what we maintain that position."

ALL ALONG THE WATERFRONT

Captain G. F. Hildale, master of the steamer Ruth, is back from a sailing trip to British Columbia. Captain Inman had the Ruth in his absence.

TRANSPORTATION

THE NEW AND LUXURIOUS STEAMERS

"Prince Rupert" and "Prince George"

Sailing from Seattle for ALASKA and POINTS EAST Via Prince Rupert

MONDAY 9:30 A. M. Victoria, Vancouver, Prince Rupert, Ketchikan, Wrangell, Juneau and Skagway, connecting at Skagway Friday morning with the White Pass & Yukon Railway, and at Prince Rupert Wednesday morning with the Grand Trunk Pacific Railway.

WEDNESDAY 9:30 A. M. Victoria, Vancouver, Prince Rupert and Anyox, connecting at Prince Rupert Friday morning with the Grand Trunk Pacific Railway.

First and second class one-way rates to all eastern points apply via Prince Rupert.

The Grand Trunk Pacific, the Transcontinental, the T. & N. O. and the Great Trunk Railway have furnished service from Prince Rupert to Toronto, Montreal, Quebec, Boston, New York and other eastern points. Finest motor electric lighted, standard and tourist sleepers, dining and excursion cars.

EXCURSION RATES TO ALASKA AND ALL EASTERN POINTS

See the Canadian Rockies and the National Parks of Canada. For Information, Reservations and Tickets Apply to City Ticket Office, DORREY B. SMITH, C. P. & T. A.—116 Third Street

San Francisco Los Angeles

FASTEST ROUTE TO CALIFORNIA Saves Time and Money

Portland \$20.00 San Francisco \$17.50

First Class FREE

Second Class \$1.50

Third Class \$1.00

Fourth Class \$0.75

Fifth Class \$0.50

Sixth Class \$0.25

Seventh Class \$0.10

Eighth Class \$0.05

Ninth Class \$0.02

Tenth Class \$0.01

Eleventh Class \$0.00

Twelfth Class \$0.00

Thirteenth Class \$0.00

Fourteenth Class \$0.00

Fifteenth Class \$0.00

Sixteenth Class \$0.00

Seventeenth Class \$0.00

Eighteenth Class \$0.00

Nineteenth Class \$0.00

Twentieth Class \$0.00

Twenty-first Class \$0.00

Twenty-second Class \$0.00

Twenty-third Class \$0.00

Twenty-fourth Class \$0.00

Twenty-fifth Class \$0.00

Twenty-sixth Class \$0.00

Twenty-seventh Class \$0.00

Twenty-eighth Class \$0.00

Twenty-ninth Class \$0.00

Thirtieth Class \$0.00

91 are all in the harbor today. The barges and the Atlas are expected to get away for San Francisco during the night.

The steamer Temple E. Dorr arrived with a cargo of cement and asphalt. With a good cargo and 450 passengers, the steamer Great Northern arrived at Friday yesterday.

Vessels in Port

Name, Am. or Str., Wharf, Agent, etc.

At Neighboring Ports

Astoria, Aug. 21.—Arrived during the night: Hercules, from San Francisco. Sailed at 11:15 a. m. for Astoria. Arrived at 10:30 a. m. at Astoria. Sailed at 11:15 a. m. for Astoria.

Cos Bay, Aug. 21.—Arrived at 6 a. m. the schooner Pater, from Portland. Sailed at 9 a. m. for Portland. Arrived at 5 a. m. at Astoria. Sailed at 11:15 a. m. for Astoria.

San Francisco, Aug. 21.—Arrived—Anselmo, Ketchikan 1 a. m.; Beaver, Los Angeles 2:30 a. m.; Arctic, Port Brazil 7 a. m.; Fairweather, Tongue Point 7 a. m.; San Luis, Los Angeles 7 a. m.; Willapa Harbor 7 a. m.; Sea Rover, Tongue Point 7 a. m.; Corcoran, Los Angeles 9:30 a. m.; Yale, Los Angeles 9:30 a. m.; City of Tukela, Eureka, 10 a. m.

Seattle, Aug. 21.—Ship St. Nicholas, from Nubuk, for Astoria, was off Oquast at 8 a. m. Sailed at 11:15 a. m. for Astoria.

San Francisco, Aug. 21.—Arrived—Anselmo, Ketchikan 1 a. m.; Beaver, Los Angeles 2:30 a. m.; Arctic, Port Brazil 7 a. m.; Fairweather, Tongue Point 7 a. m.; San Luis, Los Angeles 7 a. m.; Willapa Harbor 7 a. m.; Sea Rover, Tongue Point 7 a. m.; Corcoran, Los Angeles 9:30 a. m.; Yale, Los Angeles 9:30 a. m.; City of Tukela, Eureka, 10 a. m.

Seattle, Aug. 21.—Ship St. Nicholas, from Nubuk, for Astoria, was off Oquast at 8 a. m. Sailed at 11:15 a. m. for Astoria.

San Francisco, Aug. 21.—Arrived—Anselmo, Ketchikan 1 a. m.; Beaver, Los Angeles 2:30 a. m.; Arctic, Port Brazil 7 a. m.; Fairweather, Tongue Point 7 a. m.; San Luis, Los Angeles 7 a. m.; Willapa Harbor 7 a. m.; Sea Rover, Tongue Point 7 a. m.; Corcoran, Los Angeles 9:30 a. m.; Yale, Los Angeles 9:30 a. m.; City of Tukela, Eureka, 10 a. m.

Seattle, Aug. 21.—Ship St. Nicholas, from Nubuk, for Astoria, was off Oquast at 8 a. m. Sailed at 11:15 a. m. for Astoria.

San Francisco, Aug. 21.—Arrived—Anselmo, Ketchikan 1 a. m.; Beaver, Los Angeles 2:30 a. m.; Arctic, Port Brazil 7 a. m.; Fairweather, Tongue Point 7 a. m.; San Luis, Los Angeles 7 a. m.; Willapa Harbor 7 a. m.; Sea Rover, Tongue Point 7 a. m.; Corcoran, Los Angeles 9:30 a. m.; Yale, Los Angeles 9:30 a. m.; City of Tukela, Eureka, 10 a. m.

Seattle, Aug. 21.—Ship St. Nicholas, from Nubuk, for Astoria, was off Oquast at 8 a. m. Sailed at 11:15 a. m. for Astoria.

San Francisco, Aug. 21.—Arrived—Anselmo, Ketchikan 1 a. m.; Beaver, Los Angeles 2:30 a. m.; Arctic, Port Brazil 7 a. m.; Fairweather, Tongue Point 7 a. m.; San Luis, Los Angeles 7 a. m.; Willapa Harbor 7 a. m.; Sea Rover, Tongue Point 7 a. m.; Corcoran, Los Angeles 9:30 a. m.; Yale, Los Angeles 9:30 a. m.; City of Tukela, Eureka, 10 a. m.

Seattle, Aug. 21.—Ship St. Nicholas, from Nubuk, for Astoria, was off Oquast at 8 a. m. Sailed at 11:15 a. m. for Astoria.

San Francisco, Aug. 21.—Arrived—Anselmo, Ketchikan 1 a. m.; Beaver, Los Angeles 2:30 a. m.; Arctic, Port Brazil 7 a. m.; Fairweather, Tongue Point 7 a. m.; San Luis, Los Angeles 7 a. m.; Willapa Harbor 7 a. m.; Sea Rover, Tongue Point 7 a. m.; Corcoran, Los Angeles 9:30 a. m.; Yale, Los Angeles 9:30 a. m.; City of Tukela, Eureka, 10 a. m.

Seattle, Aug. 21.—Ship St. Nicholas, from Nubuk, for Astoria, was off Oquast at 8 a. m. Sailed at 11:15 a. m. for Astoria.

San Francisco, Aug. 21.—Arrived—Anselmo, Ketchikan 1 a. m.; Beaver, Los Angeles 2:30 a. m.; Arctic, Port Brazil 7 a. m.; Fairweather, Tongue Point 7 a. m.; San Luis, Los Angeles 7 a. m.; Willapa Harbor 7 a. m.; Sea Rover, Tongue Point 7 a. m.; Corcoran, Los Angeles 9:30 a. m.; Yale, Los Angeles 9:30 a. m.; City of Tukela, Eureka, 10 a. m.

Seattle, Aug. 21.—Ship St. Nicholas, from Nubuk, for Astoria, was off Oquast at 8 a. m. Sailed at 11:15 a. m. for Astoria.

San Francisco, Aug. 21.—Arrived—Anselmo, Ketchikan 1 a. m.; Beaver, Los Angeles 2:30 a. m.; Arctic, Port Brazil 7 a. m.; Fairweather, Tongue Point 7 a. m.; San Luis, Los Angeles 7 a. m.; Willapa Harbor 7 a. m.; Sea Rover, Tongue Point 7 a. m.; Corcoran, Los Angeles 9:30 a. m.; Yale, Los Angeles 9:30 a. m.; City of Tukela, Eureka, 10 a. m.

Seattle, Aug. 21.—Ship St. Nicholas, from Nubuk, for Astoria, was off Oquast at 8 a. m. Sailed at 11:15 a. m. for Astoria.

San Francisco, Aug. 21.—Arrived—Anselmo, Ketchikan 1 a. m.; Beaver, Los Angeles 2:30 a. m.; Arctic, Port Brazil 7 a. m.; Fairweather, Tongue Point 7 a. m.; San Luis, Los Angeles 7 a. m.; Willapa Harbor 7 a. m.; Sea Rover, Tongue Point 7 a. m.; Corcoran, Los Angeles 9:30 a. m.; Yale, Los Angeles 9:30 a. m.; City of Tukela, Eureka, 10 a. m.

Seattle, Aug. 21.—Ship St. Nicholas, from Nubuk, for Astoria, was off Oquast at 8 a. m. Sailed at 11:15 a. m. for Astoria.

San Francisco, Aug. 21.—Arrived—Anselmo, Ketchikan 1 a. m.; Beaver, Los Angeles 2:30 a. m.; Arctic, Port Brazil 7 a. m.; Fairweather, Tongue Point 7 a. m.; San Luis, Los Angeles 7 a. m.; Willapa Harbor 7 a. m.; Sea Rover, Tongue Point 7 a. m.; Corcoran, Los Angeles 9:30 a. m.; Yale, Los Angeles 9:30 a. m.; City of Tukela, Eureka, 10 a. m.

Seattle, Aug. 21.—Ship St. Nicholas, from Nubuk, for Astoria, was off Oquast at 8 a. m. Sailed at 11:15 a. m. for Astoria.

San Francisco, Aug. 21.—Arrived—Anselmo, Ketchikan 1 a. m.; Beaver, Los Angeles 2:30 a. m.; Arctic, Port Brazil 7 a. m.; Fairweather, Tongue Point 7 a. m.; San Luis, Los Angeles 7 a. m.; Willapa Harbor 7 a. m.; Sea Rover, Tongue Point 7 a. m.; Corcoran, Los Angeles 9:30 a. m.; Yale, Los Angeles 9:30 a. m.; City of Tukela, Eureka, 10 a. m.

Seattle, Aug. 21.—Ship St. Nicholas, from Nubuk, for Astoria, was off Oquast at 8 a. m. Sailed at 11:15 a. m. for Astoria.

San Francisco, Aug. 21.—Arrived—Anselmo, Ketchikan 1 a. m.; Beaver, Los Angeles 2:30 a. m.; Arctic, Port Brazil 7 a. m.; Fairweather, Tongue Point 7 a. m.; San Luis, Los Angeles 7 a. m.; Willapa Harbor 7 a. m.; Sea Rover, Tongue Point 7 a. m.; Corcoran, Los Angeles 9:30 a. m.; Yale, Los Angeles 9:30 a. m.; City of Tukela, Eureka, 10 a. m.

Seattle, Aug. 21.—Ship St. Nicholas, from Nubuk, for Astoria, was off Oquast at 8 a. m. Sailed at 11:15 a. m. for Astoria.

San Francisco, Aug. 21.—Arrived—Anselmo, Ketchikan 1 a. m.; Beaver, Los Angeles 2:30 a. m.; Arctic, Port Brazil 7 a. m.; Fairweather, Tongue Point 7 a. m.; San Luis, Los Angeles 7 a. m.; Willapa Harbor 7 a. m.; Sea Rover, Tongue Point 7 a. m.; Corcoran, Los Angeles 9:30 a. m.; Yale, Los Angeles 9:30 a. m.; City of Tukela, Eureka, 10 a. m.

Seattle, Aug. 21.—Ship St. Nicholas, from Nubuk, for Astoria, was off Oquast at 8 a. m. Sailed at 11:15 a. m. for Astoria.

San Francisco, Aug. 21.—Arrived—Anselmo, Ketchikan 1 a. m.; Beaver, Los Angeles 2:30 a. m.; Arctic, Port Brazil 7 a. m.; Fairweather, Tongue Point 7 a. m.; San Luis, Los Angeles 7 a. m.; Willapa Harbor 7 a. m.; Sea Rover, Tongue Point 7 a. m.; Corcoran, Los Angeles 9:30 a. m.; Yale, Los Angeles 9:30 a. m.; City of Tukela, Eureka, 10 a. m.

Seattle, Aug. 21.—Ship St. Nicholas, from Nubuk, for Astoria, was off Oquast at 8 a. m. Sailed at 11:15 a. m. for Astoria.

San Francisco, Aug. 21.—Arrived—Anselmo, Ketchikan 1 a. m.; Beaver, Los Angeles 2:30 a. m.; Arctic, Port Brazil 7 a. m.; Fairweather, Tongue Point 7 a. m.; San Luis, Los Angeles 7 a. m.; Willapa Harbor 7 a. m.; Sea Rover, Tongue Point 7 a. m.; Corcoran, Los Angeles 9:30 a. m.; Yale, Los Angeles 9:30 a. m.; City of Tukela, Eureka, 10 a. m.

Seattle, Aug. 21.—Ship St. Nicholas, from Nubuk, for Astoria, was off Oquast at 8 a. m. Sailed at 11:15 a. m. for Astoria.

San Francisco, Aug. 21.—Arrived—Anselmo, Ketchikan 1 a. m.; Beaver, Los Angeles 2:30 a. m.; Arctic, Port Brazil 7 a. m.; Fairweather, Tongue Point 7 a. m.; San Luis, Los Angeles 7 a. m.; Willapa Harbor 7 a. m.; Sea Rover, Tongue Point 7 a. m.; Corcoran, Los Angeles 9:30 a. m.; Yale, Los Angeles 9:30 a. m.; City of Tukela, Eureka, 10 a. m.

Seattle, Aug. 21.—Ship St. Nicholas, from Nubuk, for Astoria, was off Oquast at 8 a. m. Sailed at 11:15 a. m. for Astoria.

San Francisco, Aug. 21.—Arrived—Anselmo, Ketchikan 1 a. m.; Beaver, Los Angeles 2:30 a. m.; Arctic, Port Brazil 7 a. m.; Fairweather, Tongue Point 7 a. m.; San Luis, Los Angeles 7 a. m.; Willapa Harbor 7 a. m.; Sea Rover, Tongue Point 7 a. m.; Corcoran, Los Angeles 9:30 a. m.; Yale, Los Angeles 9:30 a. m.; City of Tukela, Eureka, 10 a. m.

Seattle, Aug. 21.—Ship St. Nicholas, from Nubuk, for Astoria, was off Oquast at 8 a. m. Sailed at 11:15 a. m. for Astoria.

San Francisco, Aug. 21.—Arrived—Anselmo, Ketchikan 1 a. m.; Beaver, Los Angeles 2:30 a. m.; Arctic, Port Brazil 7 a. m.; Fairweather, Tongue Point 7 a. m.; San Luis, Los Angeles 7 a. m.; Willapa Harbor 7 a. m.; Sea Rover, Tongue Point 7 a. m.; Corcoran, Los Angeles 9:30 a. m.; Yale, Los Angeles 9:30 a. m.; City of Tukela, Eureka, 10 a. m.

Seattle, Aug. 21.—Ship St. Nicholas, from Nubuk, for Astoria, was off Oquast at 8 a. m. Sailed at 11:15 a. m. for Astoria.

San Francisco, Aug. 21.—Arrived—Anselmo, Ketchikan 1 a. m.; Beaver, Los Angeles 2:30 a. m.; Arctic, Port Brazil 7 a. m.; Fairweather, Tongue Point 7 a. m.; San Luis, Los Angeles 7 a. m.; Willapa Harbor 7 a. m.; Sea Rover, Tongue Point 7 a. m.; Corcoran, Los Angeles 9:30 a. m.; Yale, Los Angeles 9:30 a. m.; City of Tukela, Eureka, 10 a. m.

Seattle, Aug. 21.—Ship St. Nicholas, from Nubuk, for Astoria, was off Oquast at 8 a. m. Sailed at 11:15 a. m. for Astoria.

San Francisco, Aug. 21.—Arrived—Anselmo, Ketchikan 1 a. m.; Beaver, Los Angeles 2:30 a. m.; Arctic, Port Brazil 7 a. m.; Fairweather, Tongue Point 7 a. m.; San Luis, Los Angeles 7 a. m.; Willapa Harbor 7 a. m.; Sea Rover, Tongue Point 7 a. m.; Corcoran, Los Angeles 9:30 a. m.; Yale, Los Angeles 9:30 a. m.; City of Tukela, Eureka, 10 a. m.

Seattle, Aug. 21.—Ship St. Nicholas, from Nubuk, for Astoria, was off Oquast at 8 a. m. Sailed at 11:15 a. m. for Astoria.

TIE-UP OF RAILROADS WOULD COST NATION TREMENDOUS SUMS

Millions of Dollars Worth of Crops Would Be Held Up, It Is Pointed Out.

HARVEST SEASON IS ON

Angle Is Brought Home Forbidly by Call on Reserve Banks for Funds to Prosecute the Harvests.

Washington, Aug. 21.—(U. P.)—Loss of a million dollars in crops throughout the country in event of a railroad strike was the new possibility before the administration today.

The treasury department reported that the federal reserve board in the south-western states is beginning to ask for funds for the annual "crop moving" period.

A group of railroad officials and other men who are interested in the crops would mean that what and other products now ready for the mills would be held up indefinitely and possibly rot on sidetracks if stopped in transit.

This angle of the threatened glacial strike was borne home to officials, not only by reports from the treasury but also by the arrival of western railroads, and by the arrival of W. Hill, whose father's name was given to the "Empire of the Northwest" and its wealth of farm lands.

Will Stand by President's Plan For their part, the brotherhood representatives, through A. B. Garretson, made it known today that they do not intend to support the president's plan, answering persistent suggestions that the executive will offer a compromise solution.

The president has announced what he regards a fair plan of settlement. If there is to be any deviation, it will not be from his side.

The final decision of the railroad executive committee was taken by the president it would appear from Garretson's statement, demands whether thousands of mills are likely to stop, cities face food and fuel shortages and the country would be prostrated before what it is believed would be the greatest struggle between capital and labor in history.

Cities Have Furnished Data. Various cities have estimated they would face food and fuel shortages within a week after a general transportation tie-up.

Reports to producers of perishable and semi-perishable commodities would be so great that approximation is simply impossible, it was said at the department of agriculture today.

As a result of the strike, however, the average citizen could not comprehend it, said G. C. White, secretary of the office of markets and department today.

A strike which lasted less than a week, according to White, would work an almost immeasurable havoc to the peach and apple growers of the northwest. This crop is just starting to ripen. As it is now, with conditions normal, there is a freight car shortage that is annoying fruit growers and railroad men alike. The millions of bushels of fruit in the fields or at terminals, should crop movements stop.

Supplies on Hand Insignificant. Very few cities, according to Chief White, have sufficient commodities and delicacies to last more than a few weeks at most.

Pittsburg, he said, is a typical case. The territory within 100 miles of the city has a population of 200,000. Hops are reported extensively raised this year and are unusually free from vermin.

White declared industrial plants in every section of the country would be forced to close down through absence of raw materials and through lack of such plants would be forced out of work. With salaries thus cut off, they would be unable to purchase necessities of life even were they to be had.

"Movement of grain crops, which begins in the Texas Panhandle early in the fall, continues through September and October, and the mountain states of the northwest fields are in the elevators or at the mills, obviously in great danger of rotting."

"At this time some 30,000 bushels of wheat have just started moving from the Pacific northwest—Oregon, Idaho and Washington—to Pacific terminals and from there to the east and the Horn of Europe. It is easy to see what would happen to these crops were the railroads to stop operating."

"Of course, grain would be stored in elevators and not lost, but the railroads, these grains could not be moved to the mills, and elevator storage for crops already harvested or about to be harvested would be out of the question. Complete loss of these millions of bushels of grain, therefore, would be threatened."

Country Prepares to Assist. Uncle Sam is getting ready financially to move the nation's grain. The financial board is getting ready to meet the demands for money.

"Of course, grain would be stored in elevators and not lost, but the railroads, these grains could not be moved to the mills, and elevator storage for crops already harvested or about to be harvested would be out of the question. Complete loss of these millions of bushels of grain, therefore, would be threatened."

Meeting briefly this forenoon, the employes heard approving telegrams from labor bodies and individuals and then adjourned until 10:30 o'clock tomorrow.

R. R. CHIEFS AT WORK ON FINAL REPLY

(Continued From Page One.)

strike that would paralyze the nation. The heads of the great systems today to secret session after hearing an impassioned appeal by the president of the United States to "keep the railroads running, not only for the benefit of the country, but in order to meet the demands of the entire world."

The president made the railroad

presidents a 30-minute address during the 30-minute meeting.

The president outlined to them the need at the present for the railroads' cooperation in the interests of preparedness as one point in the broader general and far-reaching plan.

The conference between President Wilson and the presidents of more than two score of railroads of the country closed shortly after 3 o'clock this afternoon.

By Robert J. Bender.

Washington, Aug. 21.—(U. P.)—The railway presidents called to the White House for a 2:30 p. m. conference in connection with the threatened railroad strike today accepted the president's invitation unwillingly.

They had other plans, one of which was to see the president tomorrow and then hold a meeting of their own Wednesday afternoon.

However, when the 14 new arrivals among the railway executives sent word to the president they were here, the president called for the meeting of the whole number of railroads.

The executives would know what may be expected in the way of cooperation from the Interstate Commerce Commission in the way of necessary rate adjustments and also what the president may have in mind regarding future prevention of crises like the present.

Executives Hold Conference. The conference of railway presidents this morning was unique. Men representing millions of dollars of railway wealth moved about the tenth floor of the Mayfield hotel in their shirt sleeves "getting down to business" on the situation confronting them. It was all informal, the executives talking first in one group, then in another group, and so on.

There was no apparent effort to organize and agree on a general plan of procedure. Representatives of the managers' committee were present at the conference.

Early in the day the executives' assistants were instructed to dip from all available papers, editorial comments on the president's proposition. The executives are trying to get the public opinion, which they freely admit is an important consideration.

President Has Answer Ready. Western railroad men hurrying into Washington today with the single demand of "arbitration" on their lips, found President Wilson's answer awaiting them. It was that acceptance of the eight hour day now and appointment of a commission to investigate the situation points involved in the threatened railway strike. The surest means toward bringing about a permanent, workable arbitration for the future.

Arrival of the western railroad presidents in receipt of hundreds of telegrams from commercial and industrial concerns all over the country were the features of the first day of the second week of the president's "arbitration" plan.

The telegrams from commercial and industrial concerns all over the country were the features of the first day of the second week of the president's "arbitration" plan.

Arrival of the western railroad presidents in receipt of hundreds of telegrams from commercial and industrial concerns all over the country were the features of the first day of the second week of the president's "arbitration" plan.

The telegrams from commercial and industrial concerns all over the country were the features of the first day of the second week of the president's "arbitration" plan.

Arrival of the western railroad presidents in receipt of hundreds of telegrams from commercial and industrial concerns all over the country were the features of the first day of the second week of the president's "arbitration" plan.

The telegrams from commercial and industrial concerns all over the country were the features of the first day of the second week of the president's "arbitration" plan.

Arrival of the western railroad presidents in receipt of hundreds of telegrams from commercial and industrial concerns all over the country were the features of the first day of the second week of the president's "arbitration" plan.

The telegrams from commercial and industrial concerns all over the country were the features of the first day of the second week of the president's "arbitration" plan.

Arrival of the western railroad presidents in receipt of hundreds of telegrams from commercial and industrial concerns all over the country were the features of the first day of the second week of the president's "arbitration" plan.

The telegrams from commercial and industrial concerns all over the country were the features of the first day of the second week of the president's "arbitration" plan.

Arrival of the western railroad presidents in receipt of hundreds of telegrams from commercial and industrial concerns all over the country were the features of the first day of the second week of the president's "arbitration" plan.

The telegrams from commercial and industrial concerns all over the country were the features of the first day of the second week of the president's "arbitration" plan.

Arrival of