MOST IMPORTANT NEWS OF WORLD

BIG HAPPENINGS OF THE WEEK CUT TO LAST ANALYSIS.

DOMESTIC AND FOREIGN ITEMS

Kernels Culled From Events of Moment in All Parts of the World—Of Interest to All the People Everywhere.

Personal

Samuel Gompers, president of the American Federation of Labor, arrived at New York on the transport George Washington from Brest.

The prince of Wales and his party visited hospitals at Toronto where returned soldiers are being treated.

Washington

In quick succession the senate foreign relations committee at Washington, approved a series of amendments to the peace treaty eliminating the United States as one of the powers represented on international commissions created to supervise reconstruction in Europe.

Only two men of the thousands of the American expeditionary forces who went into battle against the German war machine mutinied and are serving time in a penitentiary for the offense, according to information in the hands of the department of justice at Washington.

The committee of 100 representing the railroad executives appeared before the General Board at Washington that they could not accept the recommendations of the labor board and would submitted to them by President Wilson. A strike vote was ordered.

The fifth annual Fiftieth United States infantry reunion, which are now in the United States, have been ordered to Illinois, according to a Chicago dispatch, and will go direct to Colfax to be equipped before proceeding across Germany, according to word received from Coblenz.

President Wilson at Washington submitted to congress a request for an additional shop crafts a proposal to pay shopmen ninety cents an hour in increase, on a basis of ten hours' pay for a regular week instead of forty-eight as now.

The prevention of demobilization makes it certain the army will be reduced to 225,000 by September 30, the war department at Washington announced. The estimated strength of the army on August 15 was 361,000.

To prevent an influx of aliens into the United States, new rules to be effected by President Wilson in a message to congress at Washington, were put in force in an effort during the year to be continued.

The railroad administration at Washington announced that the Pullman company for an annual rental of $17,500,000.

Increased wages for all postal employees will be authorized by the house of representatives within the next two weeks.

The federal trade commission at Washington has begun a campaign to eliminate charging for the sale of "substitutes" by druggists.

Two hundred fourteen newly commissioned officers of the United States army left Washington for Camp Meade, Md., where they will be assigned to duty with the Maryland division.

Seven hundred seven were honored with commissions as officers in the regular army, and the Montana line, an honorary organization of Montana soldiers, at Washington. Wm. Fife fighters were also honored.

All speed records for a 440-mile private flight were broken by 2 Ft. Hoffman, pilot, and Lieut. Harold Miranda, N. Y., in four hours and ten minutes.

The army transport Dix, carrying 1,500 officers and men of the 339th infantry, 85th division and 300 casuals arrived at Newport News, Va., from Brest.

Two hundred fifty tubs of British war material ribbons are to be distributed to the veterans entitled to these decorations through the courtesy of the king of England.

As a result of the abolition of the restrictions on imports on American automobiles the bonds for $1,000,000 can to be delivered as speedily as possible after December 1.

A Naples dispatch says Venice is in eruption, two new craters on Mont Somma having burst out in the city.

Honduran revolutionary forces have been defeated and scattered, with a loss of army killed, wounded and captured, 600, after a Tegucigalpa dispatch.

A Paris dispatch says Gen. Marshall Lyautey has been appointed French ambassador to Spain, succeeding to the king of Belgi, and will leave Algiers for Madrid.

Roumania can export over 500,000 truckloads of corn in 1919, according to the commissioner of the Roumanian grain bureau in Berlin.

Choosing the Blouse.

Such a simple thing as the choice of a blouse can easily make or mar the appearance of a suit. When choosing a blouse one should take particular care to see that it is becoming as well as appropriate to wear with the suit. There is one designed to make the colors of the new cocoa which button high at the neck more becoming. Very fine French batiste is used for it. Shirred bands of the batiste edged with real lace and put together with hand drawn thread form the trimming.

White Trims Dark Hats.

Black hats and navy hats are seen this summer with white trimmings. There may be a white facing, a wide or narrow brim, with several big snowy wings springing at different angles from one point on the side of the crown.

A recently patented sling for injured arms is worn like a vest.

CRISIS FACED BY COUNTRY

President Wilson Issues Appeal To the Nation For Truce Pending Economic Adjustment

PEACE OF NATION MENACED

"Let Us Mobilize For Reconstruction: If We Fail It Will Mean National Disaster," Public Is Warned—Still Higher Prices Inevitable Result of Wage Concessions.

Washington.—President Wilson issued the following appeal to the nation:

My Fellow Citizens: A situation has arisen in connection with the administration of the railways which is of such general significance that I think it my duty to make a public statement concerning it, in order that the whole country may know what is involved.

The railroad employees have demanded a large increase in wages. They say they are receiving $2, $3 and $4 a day per hour. This demand has been under discussion for many months and by the board which was constituted by law to hear and decide such matters. The board has now rendered a decision consisting of an equal number of representatives of employees and of the operating managers of the railroad companies. This board has been able to come to an agreement, and I understand, that to no small degree the terror thereof of Railroads and supported to act upon the merits of the case. The eloquent urge that they are entitled to higher wages because of the higher wages for the present received by men doing a similar work in the coals, navy yards and arsenals, as well as by men employed in many private industries.

The board has rendered a decision after much thought and with the most careful consideration of all the facts. The Director General has announced that he will accept the decision and will put it into effect. The decision is based upon the principle that the men employed should be paid wages sufficient to enable them to live in accordance with the standard of living which they have long grieved the American people.

That claim is, I am told, a well-founded claim. It is the claim which the Director General of the railroads has decided to accept. It is the claim which the railroad executives have agreed to accept. It is the claim which the railroad employees have agreed to accept. It is the claim which the report of the Industrial Relations commission has declared to be just, and which will be made good.

But the real question is not the question which the government must in consequence of these decisions face. The real question is what levels the present increases in wage levels strike the present cost of living. Unless these increases in wages are followed by increases in the cost of living, they will be of no benefit to the men who receive them. If they are followed by increases in wages will, moreover, carry with them increases in the cost of the cost of production, and, therefore, in the cost of living, and the railroads have to go through the same process again.

An substantial increase of wages is the leading issue of industry. No one would utterly crush the present revival of business activity and enterprise with energy, vigor and substantial prosperity. And the increases in the cost of living, and the increases in the cost of production, which follow the wages of railway employees would more certainly and more speedily than have that effect than any other one thing. The present rates for railroads are the cost of production on its present scale of wages and salaries, and the rapid renewing and saving on the part of the railroads can be made only by the increase in the burdensome cost of living to the whole country.

No Time For Higher Rates.

Director General of Railroads Hines and I have felt that a peculiar responsibility rested upon us in advising and determining the question we are not now discussing, the question of railroad rates merely. We are, in effect, determining the burden of taxation which must fall upon the people of the country in general. We are acting, not for private corporations, but in the name of the government and the public, and must assume our responsibility accordingly. For it is neither wise nor fair to ask to take care of increases in the cost of living without a change in the time by increases in freight rates.

It is impossible at this time, until peace has come and normal conditions have returned, to make any other than a rather general estimate of the increases which will be necessary. The question, for calculating what the increases of freight rates must be, and it is necessary, for the time being at any rate, to base the increases upon the level of the wages of railway employes through approximate increases in public Treasury.

In such circumstances, it seems clear to me, and I believe will seem clear to every thoughtful American, including the railroad employees themselves, that we can take a second thought, and to at once the whole matter of wages and rates might be postponed pending the time when ordinary conditions return again and we have an opportunity for such calculations as to the relation between wages and the cost of living. It is the duty of every citizen of the country to insist upon such a course of existence until intelligent settlement can be had.

I appeal to my fellow citizens of every occupation and employment to exercise self-control and maintaining such a calm and steadfast attitude as will enable the government in what I conceive to be its present necessary course of action to carry it through without serious industrial disturbance. Industrials usually made and possible, and the prosperity of the country as a whole are the peace and prosperity of the individuals who compose it and who contribute to bring about the very results which they are seeking to accomplish.

Wage Scale Is Eight-Hour Wage Scale.

There is, however, one claim made which I must say I think cannot and ought to be met. They claim that they are entitled to the wages and conditions which the railroad employees are enjoying because their wages and conditions are the standard of the country. The other railway employes are based upon the eight hour work the same pay that they were receiving for a ten hour work, the standard of the present time.

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