

Cotton Market Today 35 Cents

THE LANCASTER NEWS

Read The News To Get The News

68TH YEAR. NO. 99. SEMI-WEEKLY.

LANCASTER, S. C., TUESDAY, OCTOBER 7, 1919.

SUBSCRIPTION \$2.00 A YEAR

SEABOARD TO USE OIL TYPE ENGINE

Reported That Company Has Arranged to Replace The Coal Burners

MUCH CHEAPER THAN COAL

Mexican Petroleum Company Will Finance Deal and Supply Fuel Oil Saving Half Million a Year.

Conversion of a large number of its freight and passenger engines to the oil burning type instead of the common coal burning type is planned by the Seaboard Air Line Railway Company, according to a current report. The Seaboard will be the first important road in the southeast to employ engines of the oil burning type, although such engines have been used in other parts of the country for years. It is believed that the cost of transportation will be decreased by the step.

According to the report, the Seaboard has entered into a five year contract with the Mexican Petroleum Company, by the terms of which the oil company is to furnish it with 40 per cent of its fuel requirements, the oil to be sold on a basis of \$3 per net ton of coal at the railway junction points, where the fuel is ordinarily taken. A ton of coal is taken to be equal to 3.66 barrels of oil.

The Mexican Petroleum Company, is to loan the Seaboard \$1,000,000 in cash \$250,000 of which is to be used in erecting tanks at Tampa and Jacksonville, where the oil will be brought by the oil companies' steamers direct from Mexico. The other \$750,000 is to be used in converting 250 locomotives from coal to oil burners. This loan is to be repaid, according to the report, at the rate of ten cents for each barrel of oil delivered.

It was only about ten days ago that the Mexican Petroleum Company entered into a contract with the receivers of the Missouri, Kansas & Texas Railroad, whereby they are to supply this road with fuel oil, this to be delivered at Galveston, Texas. This railroad last year used 517,492 tons of coal, at a cost of \$4.51 per ton or a total of \$2,306,486.52.

Others Have Changed. In the petition to the court to permit the receiver to enter into a contract with the oil company, it was shown that other railroads in the southwest have changed from coal to oil. During the period of the war one road was compelled to return to the coal burning type of locomotive, so that the Missouri, Kansas & Texas was constrained to hold proposals it had made for substituting oil in abeyance. The Texas & Pacific has also determined to burn oil.

There is comparatively little coal in Texas and the cost of obtaining coal from Oklahoma, Kansas and other States is constantly mounting the petition states. The cost of the changing of its equipment for substituting oil will not exceed \$650,000, and the contract with the oil company provides for the advancement of that sum or that part of it that may be needed.

The contract calls for 3,000,000 barrels of oil a year to be furnished the railroad company between September 1, 1919 and December 31, 1924. The railroad is to pay sixty-five cents a barrel of forty-two gallons, plus the handling charge. When the railroad has its locomotive equipment ready to begin exclusive use of oil for fuel the oil company will furnish about 166,000,000 barrels per month.

Advance the Money. The oil corporation is to advance not in excess of \$650,000 to allow the railroad funds with which to refit its locomotives with oil-burning equipment and provide storage facilities at other places than on Galveston Island where the oil company will install three or four standard 5,000-barrel tanks. The railroad company will reimburse the oil company by a payment of thirty-five cents additional on every barrel received until the debt is satisfied.

The primary saving by the substitution of the oil burners will amount to \$538,453 a year, accepting the 1918 costs of coal as a basis.

COMPOSER OF FAMOUS AIR COMMITTED SUICIDE

Two Misfortunes Unbalanced Mind of Author of the "Internationale."

Lille, Oct. 6.—The tragic death of Adolphe Degenyter, the composer of the "Internationale," who passed away here during the German occupation, has just become known to the city. Degenyter, a man of strong character, a laborious workingman, had written several songs which he and his brother-in-law used to sing. He made no pretension to being a musician but took great pleasure in playing the bugle. It was on this instrument that he played the famous air which he wrote to the words of Eugene Pottier's hymn and the first time he sang it was to some of his comrades in a cabaret here.

Then his wife died. His brother went to Paris and passed himself off as author of the famous air.

The two misfortunes worked disastrously on Degenyter's mind. He began to drink heavily and conceived for all music a dislike so strong that he would leave a cafe if any one began to sing or play some musical instrument.

Then the Germans came. Degenyter suffered acutely from having to work for them on the town water supply. When the typhus epidemic spread he was ordered to report at the military hospital and one day he failed to present himself. The "Kommandantur" issued a warrant for his arrest. In the evening he hanged himself.

He is buried in the cemetery near the hill here where a little wooden cross with the name "Adolphe Degenyter" marks the grave of the author of the "Internationale."

OMAHA ORGANIZING FOR FURTHER EMERGENCIES

City Carrying Out Recommendations of General Wood For a Semi-Military Force to Quell Riots

Omaha, Oct. 2.—In response to recommendations of Maj-Gen Leonard Wood, who was assigned to quell rioting in Omaha following the lynching of a negro Sunday and the burning of the courthouse, the city council today voted to appoint 100 new policemen and carry out a proposed semi-military organization.

Two machine guns, 30 riot guns and motorcycles and automobiles for emergency use will be secured at once. A competent military instructor will be engaged to drill the reorganized department.

General Wood said tonight there was no evidence of further trouble and all parts of the city were quiet. He made preparations to leave the city tomorrow.

Civil authorities are continuing the arrest of men and boys alleged to have participated in the riot. All are being held without bond for a special session of the grand jury next Wednesday.

Military authorities are holding a negro suspected of the assault yesterday afternoon of a white woman living on the edge of the "black belt" He has not been identified.

AN AIRPLANE TRIP TO SOUTH POLE PLANNED

Leader of Proposed Flight Will Start From Base 750 Miles From the South Pole.

London, Oct. 6.—John L. Cope, leader of the expedition to the south pole to start next June, says his airplane flight to the pole will be about 750 miles. The base from which the airplane will start is about that distance from the pole. The air plane will be heavily loaded.

"We shall be compelled to take a sledge with us and extra provisions to enable us to return in case the airplane breaks down," said Mr. Cope. "Because of this additional weight it will be necessary to cut down our fuel to the minimum for taking off will be very difficult and it will be impossible to lift the machine for crossing the mountain ranges."

"We propose to set off with as much petrol as we can and then, half way on the outward journey just before we get to a cross, to dump half of it and to pick it up on the way back."

HAS CHANGED MIND AS TO SOCIALISM

William Z. Foster, Under Grilling Fire of Questions, Makes Weak Witness.

HE HAS HIS OWN IDEAS

But He Says Views Expressed in His Previous Writings Are Not Now Entertained—Heard by Committee.

Washington, Oct. 6.—William Z. Foster, secretary of the general committee conducting the steel strike, when confronted before the senate labor committee with his writings advocating various forms of revolutionary socialism, declared under a grilling fire of questions that his views had changed.

How much they had changed, Foster declined to tell the senators, unless they excluded newspaper correspondents from the room while he did it. This the committee did not do.

Armed with books, which Foster had written during his career in labor circles, which advocated revolutionary socialism and sabotage, and with copies of the I. W. W. organ "Solidarity," containing articles contributed by him from Europe, where he went in 1911 as a representative of that organization, Foster was pressed into a lengthy explanation of the doctrines and views he advocated in 1914 and earlier years.

Foster first attempted to parry the questions, at the outset refusing to answer until newspaper reporters were excluded from the room on the grounds that "lying, prejudiced newspapers have misconstrued and misrepresented my personal opinions with the whole idea of injuring the cause of 300,000 steel workers." He was finally crowded into a declaration when Senator McKellar, democrat of Tennessee, reading many quotations from his works, demanded that he say whether or not he still adhered to his beliefs.

"Those are not my views now," he said, in a subdued tone, after listening to his own words repeated, declaring "the state to be a meddling, capitalistic institution," and advocating violence in strikers, and calm acceptance of bloodshed as necessary to the forwarding of the revolutionary cause.

President Gompers of the American Federation of Labor, broke into the examination in irritated fashion at one point, when Foster was standing on his objection to newspaper reports of his testimony.

"Well, they can't say anything worse about you than they have," the aged head of the labor federation adjured him.

Foster would not, however, completely abjure his old works, and prefaced one line to the effect "that the syndicalist workers will not be held back from direct action by the capitalistic crowd of ethics, duty, honor, patriotism," he told the committee.

"Put quotation marks around some of those, and I'll stand by them yet. They'll show how the words are used." Other excerpts from later writings, stating that "government as we know it will shrivel up and die," and "industries now in the hands of the state municipalities and the nation, will be given completely over to the workers in them" he was quite well prepared to defend.

"I have my own ideas about government," he said of the first, and of the second:

"That's not so startling nowadays." "Well, that's syndicalism, pure and simple, isn't it?" Senator Sterling republican, of South Dakota, one of his most persistent interrogators, demanded.

"I think not," Foster said. The witness endorsed his own advocacy of race suicide with the statement that "it is foolishness for workmen to undertake to raise big families."

Mayor of Raleigh Dead.

Raleigh, N. C., Oct. 6.—James I. Johnson, for 12 years mayor of the city, died at 8 o'clock Friday night at Hot Springs, Va., following a stroke of paralysis. His grandfather was James Iredell, United States judge and United States senator.

KING AND QUEEN OF BELGIUM WELCOME

Come to Voice Their Gratitude For Generous Aid Given by the United States.

RECEIVED BY MARSHALL

Vice-President Meets Transport George Washington on Which Belgian Royalty Comes to This Country.

New York, Oct. 6.—The king and queen of the Belgians, with Prince Leopold, heir apparent to the throne, were the guests of the United States in New York. They have come as his majesty expressed it, to voice their gratitude and that of their people for the generous aid given them by this country in years of direst need when their nation was threatened with extermination.

Their first hours on American soil were spent quietly at their hotel, resting after their voyage across the Atlantic and celebrating their 19th wedding anniversary.

The Belgian royalty were given the official freedom of the United States by Vice-President Marshall when they stepped ashore from the transport George Washington on the government pier at Hoboken Thursday.

As the George Washington was warped in her berth, a fanfare of trumpets proclaimed the coming of the King. Dressed in the uniform of a lieutenant general in the Belgian army, with not a single decoration on his breast, he walked unattended down the gangplank.

Behind him, seemingly scarcely half his height, came Queen Elizabeth. She wore a long traveling coat of white broadcloth over a white gown, a white fur stole and a close fitting white hat with chiffon veil.

Walking behind his mother was a slender lad of 18, the heir apparent to the throne wearing the uniform of a private in the 12th Belgian infantry.

As the king set foot on the pier, the band of the George Washington swung into the strains of "La Brabanconne," the Belgian national anthem. The king expressed great regret at the state of President Wilson's health, and sincerely hoped for his complete recovery, adding that the President was very precious.

With the formal greeting over the king, queen and prince were presented to the members of the official government reception committee.

The king clasp most warmly the hand of Mr. Whitlock, although he greeted Secretaries Lansing and Baker as old friends.

The formal welcome over, the royal party entered automobiles and drove to the station, where they boarded a special ferryboat which brought them to Manhattan. When they arrived on the New York side, they were driven through throngs which had waited for them in the rain to the Waldorf-Astoria hotel. The royal party was entertained at luncheon by Vice-President Marshall and Mrs. Marshall and then went to their suite. Late in the afternoon they went by motor car for a sightseeing trip about the city, but passed almost unnoticed, as was their wish.

Appeal for Pardon.

Richmond, Va., Oct. 6.—Attorney Sherlock Brunson has filed with Governor Davis an appeal for pardon in the cases of Wesley Edwards and Sidna Edwards, participants in what were known at the time as the "Hillsville murders," in which Judge Masie, of the circuit bench, was shot and killed while residing in court, and several other court officers and spectators were killed and wounded.

U. D. C. Meeting.

The Lancaster chapter, U. D. C., met Thursday afternoon with Mrs. W. P. Bennett. Thirteen members were present. Mrs. J. M. Knight was elected treasurer and Mrs. R. N. Walkup and Mrs. Annie Crawford Lindsay were elected delegates to the national chapter, with Mrs. J. M. Riddle and Miss Annie E. Witherspoon as alternates. A feature of the meeting was the reading of a touching poem on the Women of the Confederacy. A delicious salad course was served by the hostess.

ASK INVESTIGATION OF CROP ESTIMATE

Discrepancy Pointed Out by Many Observers—Significant Comparison.

Columbia, Oct. 6.—J. Skottowe Wannamaker, President of the American Cotton Association has announced that the association would ask for an investigation by Congress of the government report on cotton issued Thursday. This action, he stated, would be taken as a result of urgent requests received by the association not only from the producers and business enterprises, but from other interests in the various sections, including the cotton exchanges. The request, he said, had come from various sections of the country.

"The association has been urged from every section," said Mr. Wannamaker, "to take the necessary steps to have resolutions passed by Congress providing for an investigation as to the indicated yield shown by this report. The association is making a painstaking investigation throughout the entire belt as a result of these complaints and will lay the information which it obtains before Congress."

Strange Discrepancy

"The government report issued Thursday gave the condition of cotton as 54.4. The condition of the crops on the same day last year was given as 54.4. The indicated yield for this year, according to the government report, is 158 pounds lint cotton per acre. Last year when the condition was given as being the same as this year, the indicated yield was given as only 137 pounds. Regardless of the fact that the report shows serious damage from boll weevil, boll worms and insects, it gives the indicated yield as being greater than last year's. The government report appeared this time in somewhat changed form, the indicated yield being given by States. The indicated yield for South Carolina is given as 211 pounds per acre. We know absolutely that is wrong. A canvass made by our association shows this to be an error.

A canvass made by our the association throughout the belt shows that cotton is opening prematurely, that the bolls are undersize, the lint shows a marked decrease.

Overestimate Apparent.

"In justice to the farmer, the manufacturer and the consumer, an investigation should be authorized by Congress. We do not charge that the Department of Agriculture would intentionally overestimate the yield. We have not, however, the slightest doubt but that an overestimate has been made. Had the correct indicated yield been given based upon the acreage shown by the department after deducting for abandoned acreage of 1,570,000, leaving total acreage at 32,390,000, the highest estimate possible under the existing conditions, which diseased plant, ravages by insects, premature opening, etc., the indicated yield could not have exceeded 9,775,000 bales at the outside, exclusive of linters, even with a very late frost.

"With representatives throughout the length and breadth of this firsthand information the crops and firsthand information the crops and base our statement upon actual facts. We shall use every effort in our power to have this error corrected. In the meantime, we feel convinced that if the department itself will make a recanvass, it will detect the error indicated and take necessary steps to correct same.

"We are writing every member of Congress from the South urging that they insist upon this investigation, and we shall call upon cotton producers all over the South to do likewise."

DEADLY POISON TO WEEVIL FOUND BY THE DEPARTMENT

Washington, Oct. 6.—A deadly poison to the boll weevil, the insect which has cost Southern cotton planters \$100,000,000 annually has been discovered in the form of dry powdered calcium arsenate by the bureau of entomology of the department of agriculture. Although calcium arsenate has been used at the government experimental stations since 1914 as an insecticide, the department of agriculture has started only recently the campaign for wide application of the poison.

MORE THAN 65,000 AUTOS IN STATE

License Fees Up to End of September Amount to \$300,941.48.

PART TO THE COUNTIES

Lancaster Has \$2,821.39 Returned to It From Fees Paid By Citizens of Lancaster County.

Automobiles licensed by the state highway commission during the present year total 65,501. The total amount of license fees taken in by the commission up to the end of September totals \$300,941.48. Of this amount \$246,731.84 has been returned to the various counties of the state to be used by them on road construction.

According to figures recently compiled by the highway commission, Richland county heads the list in the number of automobiles with 4,750 licensed. Greenville has 4,300; Anderson, 3,829; Charleston, 3,470; Spartanburg, 3,925; and Orangeburg, 3,331.

In the number of transfers in operation, Richland again heads the list of counties by a wide margin. In Richland there are 317 transfers; Anderson, 62; Charleston, 87; Greenville, 95; Spartanburg, 75.

During the past six months Richland led again in the number of cars sold. The figures for Richland show that 1,178 cars were sold during the past six months; figures for other counties are Anderson, 747; Charleston, 681; Greenville, 1,060; Spartanburg, 684.

In motorcycle sales for the past six months Richland and Spartanburg are tied for first place, each having recorded 117 sales. Figures for a few other counties are Anderson, 29; Charleston, 113; Greenville, 108.

In different makes of cars handled in the various counties Richland leads with 73. Greenville and Charleston each handle 52 different varieties. Anderson comes next with 48 and Spartanburg next with 47.

The fees taken in from licenses are distributed in part to the various counties. For the whole year Anderson county has received \$17,441.65; Charleston, \$16,003.46; Greenville, \$19,525.80; Richland, \$21,013.97; Spartanburg, \$18,159.62.

The share by counties of the auto license fees up to the present time is given below:

Abbeville	3,825.13
Aiken	8,171.30
Allendale	1,745.91
Anderson	17,441.65
Bamberg	5,018.45
Barnwell	6,148.34
Beaufort	1,603.20
Berkeley	1,301.85
Calhoun	3,938.69
Charleston	16,003.46
Cherokee	4,316.32
Chester	4,397.36
Chesterfield	5,669.67
Clarendon	4,973.92
Colleton	3,619.78
Darlington	7,818.05
Dillon	5,397.57
Dorchester	3,016.43
Edgefield	4,007.08
Fairfield	2,695.83
Florence	9,533.79
Georgetown	2,024.70
Greenville	19,525.80
Greenwood	7,542.29
Hampton	4,040.26
Horry	2,825.25
Jasper	704.53
Kershaw	4,140.21
Lancaster	2,821.39
Laurens	8,152.54
Lee	5,022.33
Lexington	9,470.45
McCormick	2,179.63
Marion	3,601.92
Marlboro	8,682.08
Newberry	6,423.10
Oconee	5,189.84
Orangeburg	15,332.45
Pickens	4,136.93
Richland	21,013.97
Saluda	4,285.79
Spartanburg	13,159.62
Sumter	8,270.94
Union	3,576.87
Williamsburg	4,458.21
York	6,907.95
Total	\$300,941.48