

The Watchman and Southron.

THE SUMTER WATCHMAN, Established April, 1850.

"Be Just and Fear Not—Let all the ends Thou Aims' at be thy Country's, Thy God's and Truth's."

THE TRUE SOUTHRON, Established June 1, 1866.

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TROOPS TO PROTECT RAILROADS

Strike Disorders Increase in Number and Violence—Life and Property to Be Protected

Chicago, July 10 (By the Associated Press).—With increasing numbers of state troops and emergency forces of United States deputy marshals on guard wherever outbreaks have been threatened, the government today announced that life and property would be protected, the mail continued and interstate commerce not interrupted despite the strike of railway shopmen.

After a conference with President Harding, Attorney General Daugherty said that the government would make certain that law and order were preserved through the appointment of deputy marshals.

The attorney general's announcement came shortly after Lieut. Governor Fred E. Sterling, acting head of the state of Illinois, had ordered five companies of National Guardsmen to Bloomington to protect the shops of the Chicago & Alton railroad. The ordering out of the state troops followed appeals from the local authorities, who declared that the soldiers were needed to protect life and property. They were greeted on their arrival at Bloomington by crowds of strike sympathizers with jeers and ribald comment.

In Clinton, Ill., where the Illinois Central shops have been under a state of siege since Saturday night, an outbreak was threatened following a fatal shooting affray, the day passed in comparative quiet, although several shots were fired by sentries at a group of men who were believed to have been advancing to attack the shops. The attackers fled, none of them being injured. At Aurora, Ill., where an emergency force of deputy marshals has been on guard since the Burlington obtained a temporary injunction against violence Saturday, several hundred strikers and strike sympathizers held a silent parade about the shops. All of the Aurora police force and many railroad guards watched the demonstration, which was orderly.

Aside from a few clashes, the cancellation of some passenger trains on the shorter runs and the reopening of shops in various sections of the country, there were few developments in the day. Railway executives had expected some demonstrations to furnish the turning point of the strike, because of the ultimatum of many roads that all strikers who did not return to work today would forfeit their seniority rights.

Little disorder was reported as the result of the efforts of the roads to reopen their shops. At Hoxie, Ark., 50 non-union workers sent there were chased out of town and forced to entrain for Poplar Bluff, Mo. The "Katy" shops in Parsons, Kan., the scene of rioting earlier in the strike, reopened under the protection of 300 National Guardsmen with 150 non-union men on duty.

At Sacramento, Calif., operations were resumed at the local Southern Pacific and Western Pacific shops with no signs of disturbance. Southern Pacific officials announced that about 1,500 men were at work but union leaders said that 1,800 workers were on strike. At headquarters of the Erie railroad in Chicago, where a labor bureau was established after the strike was called, the following sign was posted at noon: "No more wanted, quota full."

The Illinois Central published an announcement saying that any of its men who returned to work before July 17 would retain their seniority rights. In Denver newly employed men were put to work in the shop without any sign of disturbance or even of picketing. At Altoona, Pa., it was reported that scores of men working in the shops there had thrown down their tools to join a demonstration of the strikers.

Some curtailment of train service was reported from St. Louis, Hannibal, Mo., Louisiana, Illinois, New York and several other states.

Interference by strikers in Texas with a mail train was reported to the postoffice department today. J. E. Taussing, president of the Washash railway company, appealed to the government for protection for his road's shops and said that strikers had stopped a mail train at Moberly, Mo., by cutting the air hose and throwing stones through the windows of the coaches.

Temporary restraining orders prohibiting striking shopmen from picketing or interfering with employees or persons seeking employment at Monroe, La., and at Little Rock, Ark., were issued today.

RAILWAY CLERKS ARE CALLED OUT

The Strike of Railway Employees Spreading to Other Departments

Roanoke, Va., July 10.—Sanction to call a general strike of the members of the Brotherhood of Railway Clerks, Station Employees and Freight Handlers on the Norfolk & Western railway was given tonight by Grand President E. H. Fitzgerald, in a telegram to Richard P. Doe, grand vice president, who is in Roanoke conducting an investigation relative to the walkout of about 150 clerks here July 2 and July 5.

C. B. Lane, general chairman of the organization on the Norfolk & Western railway, issued a strike order effective Tuesday morning at 10 o'clock.

Union officials here claim that the clerks have a membership of 1,800 over the Norfolk & Western railway. Just how many will walk out in compliance of the order issued by Mr. Lane could not be learned tonight at union headquarters.

A letter in part to all members of the organization, forwarded by C. B. Lane, general chairman tonight, follows:

"The vote of the membership of this brotherhood on the Norfolk & Western system, with reference to the wage controversy and other concerns has been counted and a constitutional majority, as provided for in Section 14 of the protective laws, has been received.

"You are hereby instructed, in accordance with Section 14 of the protective laws of this brotherhood to withdraw from the service of the Norfolk & Western railway company at 1 a. m. Tuesday, July 11, 1922."

"You will arrange your committees for picketing, which must be peaceably done, and warn the membership against any disorderly conduct or interference with the railway company's property, and also warn them against returning to work or to the company's property for any purpose whatever, until a satisfactory settlement of this controversy has been made."

Richmond, Va., July 10.—Passing resolutions against a cut in wages and demanding that full time vacations be granted them without having to work extra hours to make up for such vacations, members of the local union of the Federation of Railway Clerks of the Chesapeake & Ohio system tonight authorized the executive board to present the ultimatum to the officials of the railroad system tomorrow.

Other locals along the system have passed similar resolutions and the executive board, representing 2,200 clerks, will confer with the Chesapeake & Ohio officials tomorrow.

Chicago, July 11.—Increasing disorders, curtailment of train service and additional troops on duty at several trouble centers marked the progress of the rail strike today. The ranks of the strikers was also recruited as the clerks of the Norfolk & Western were authorized to walkout this morning. Troops are on guard already at Bloomington and Clinton, Ill., Parsons, Kan., New Franklin, Mo., with other units under arms and ready to entrain.

Chicago, July 11.—The Brotherhood of Signalmen, are not on strike for the present, at least, according to a statement this morning by President Helt, of that organization. The decision was reached after a conference between the executive board and railroad labor board.

Committee of striking railroad shopmen, who are reported to have warned the officials to leave the town within 24 hours.

Augusta, Ga., July 10.—Twenty-seven striking shopmen were arrested here today and have been charged with loitering and refusing to disband when so ordered by the authorities. The arrests were ordered by Lieut. R. E. Elliott, in charge of the emergency strike squad of the police department here, following information received by him that the shopmen were assembling near the railroad shops to cause disorders.

BROTHERHOODS OBJECT TO THE USE OF TROOPS

Engineers, Firemen, Trainmen and the Conductors Refuse to Enter Shops or Yards While Troops Are on Guard

Chicago, July 11 (By the Associated Press).—With state troops and United States deputy marshals on guard in half a dozen states to avert violence and prevent interference with the movement of the mails or interstate commerce, leaders of the Big Four railroad brotherhoods and railway executives were hurrying to Chicago tonight to confer tomorrow on issues growing out of the shopmen's strike.

At Bloomington, Ill., where state troops have been guarding the Chicago & Alton railway shops, engineers, firemen, trainmen and conductors, members of the four big brotherhoods, voted today not to enter the shops or yards as long as troops are stationed there.

Union officials ordered their men to keep the mail trains running, however. Clerks employed in the yards and at the depot walked out last night, refusing to work under protection of the troops.

The day passed quietly at the shops. Only two shots were fired during the day, and both were traced to accidental discharges of sentinels' rifles.

The matter of working with guards and state troops on duty was taken up by one of the matters taken up at tomorrow's meeting.

Another issue to be discussed will be the alleged insistence of the carriers that members of the "Big Four" do work regularly assigned to the crafts now on strike. The United States railroad labor board last week rendered an opinion that the members of one craft of workmen were not required to do the work of another union whose members were on strike, unless they did so voluntarily.

Members of the "Big Four" unions also protested that "rolling stock has not been kept in condition since the strike of shopmen, engine men, firemen, conductors and air equipment had been turned over to them."

A rift in the strike clouds appeared today with the announcement of D. E. Helt, president of the Brotherhood of Railroad Signalmen, that his 14,000 members would not strike at this time but expected to open new negotiations with the individual carriers regarding their grievances. If unable to reach an agreement, the entire matter will be referred to the railroad labor board, he said.

Armed with three federal injunctions issued against rail strikers, United States Marshal Moore of the Peoria office went to Clinton, Ill., to serve the papers. The writs restrain the strikers from picketing, interference with the operation of trains, intimidation of employees or any conspiracy to tie up transportation.

The shop craft leaders assumed a more hopeful attitude today with receipt of advice that, all told, 18 railroads had made conciliatory expressions looking toward a settlement of the strike and that some already were conferring with the system federation committee.

No settlement on a national basis, the union heads insisted, adhering to their original attitude that the railroads deal with the six international shop unions as a whole.

Negotiations have progressed so far on the Northern Pacific and the Great Northern that R. A. Henning, chairman of the strikers' committee at St. Paul, Minn., came to Chicago today to confer with President B. M. Jewell and other federation officers. No definite conclusion was reached, it was said.

BOTH TRACKS BLOCKED ON SOUTHERN R. R.

Wrecking Crews at Spartanburg and Greenville Decline to Respond to Call and Passenger Trains Are Being Held Up

Spartanburg, July 11.—The main line of the Southern Railway was blocked by the wreck of a peach train at 7:15 o'clock this evening between Welford and Fair Forest, in this county, 15 miles west of this city, and wrecking derrick crews called here and in Greenville have refused to respond. While the wreck is on the Greenville division, the Spartanburg division forces stationed at Hayne, the junction point, were called upon by Superintendent Maxwell of the Spartanburg division, to aid in clearing the main line. The reply of the foreman of the crew, according to Mr. Maxwell, was that unless some one was under the wreck, the men would not work. While no one was injured and the wreck consists of only four cars loaded with peaches, they are so situated as to block both the north and south line and thus stop all traffic. Passenger trains are being held both here and in Greer, but with little prospect that the line will be open before week in the day tomorrow.

Under normal conditions, according to officials of the road, the wreck should have been cleared in something like two hours and but for the strike of shopmen little interruption of traffic would have occurred.

At Spartanburg 42 men are out of the Hayne shops. There has been no break in their ranks.

It was reported here late tonight that a volunteer wrecking crew was being made up at Greenville and would be sent to the wreck.

Spartanburg, July 12.—A freight wreck, which under normal conditions would have been cleared in two hours, occurring at 7:15 o'clock this evening, blocked the main line of the Southern Railway near Fair Forest, ten miles west of Spartanburg. At 2 o'clock this morning the wrecking crews at both Greenville and Spartanburg have refused to work. The efforts to clear the tracks are being made without the assistance of derricks, locomotives being used to "butt" the derailed cars off the tracks.

While the wreck is not on the Spartanburg division of the Southron, but on the Charlotte division, only a few miles from where they join at Hayne, Supt. William Maxwell of the Spartanburg division early in the evening called upon his derrick crew for service in clearing the main line. The reply came back, through the foreman of the crew, that the men would not go unless it was a matter of saving human life. "If somebody is under the wreck we will go, otherwise we will not," was the answer given Superintendent Maxwell, according to his statement tonight.

Mr. Maxwell was not informed, he said, as to what experience Superintendent Hangerford was having with his derrick crew at Greenville. It was reported in railway circles at Hayne, the junction point tonight that a derrick had been taken from Greenville to the wreck, but was not in operation, the engineer refusing to work. It was understood here tonight that the action of the foreman of the derrick crews was in sympathy with the striking shopmen, since they are not supposed to be involved in the strike. No statement was to be had from union sources.

The wreck is holding passenger trains No. 30, northbound in Greenville, No. 43, southbound, at Hayne; No. 45 and 235 at Spartanburg. At 2 o'clock, it was stated, there was some prospect of having the southbound track open by 3:30 o'clock.

It is reported that the corn crop of Sumter county is not as good as last year, and there is talk of a shortage instead of a surplus of corn for sale.

Way mail service any interference with the movement of the mails.

At Youngstown, Ohio, the Baltimore & Ohio railroad obtained a temporary injunction restraining interference with the company's shops and yards, while a similar injunction was obtained by the same road to protect the road's property and employees at East St. Louis, Ill., and Flora, Ill. The Missouri Pacific & Frisco obtained a temporary federal restraining order at Kansas City, Mo., directed against the shopmen's unions and officers and four persons, one a woman, were taken into custody at New Orleans charged with violating federal injunctions to prevent interference with the operation of trains.

New York, July 12.—President Harding's proclamation to the shopmen's strike resulted today in a public declaration by the strike conduct committee of the eastern railroads that they "would continue on strike until a satisfactory settlement is reached, even if every mail train in the district is cancelled."

HARDING'S COAL STRIKE PROPOSAL

Suggests That Miners Resume Work With Permanent Wage Levels to Be Fixed by Arbitration and Other Questions Decided Later

Washington, July 10.—President Harding today placed before leaders of employers and employees of the anthracite and unionized bituminous fields a government plan for settling the coal strike. It called for immediate resumption of work by miners now out, at wage rates of March 31 last, for fixing of permanent wage levels by arbitration and for an investigation to recommend solutions of permanent problems in the coal industry.

All representatives of the groups concerned had tonight delayed definite answers to the proposal, although union officials informed the president they had no power to give acceptance or refusal, but would summon the general policy committee of the United Mine Workers of America here Saturday to consider the matter.

A day of conferences, at the White House and at other offices with Secretaries Hoover, Fall, Davis and Attorney General Daugherty, participating, was taken to bring matters to this stage.

Alfred M. Ogle, chairman of the bituminous operators' group, indicated that his associates considered an arbitration plan they had offered last week, for district settlement, "the best and fairest way" to get the mines opened but John L. Lewis, president of the union, classed this "as obsolete in the light of the president's proposals." Anthracite operators, although their committee was three times at the White House, maintained silence.

Both bituminous and anthracite sections of the general conference of the coal industry, had indicated a deadlock today before President Harding brought forward the arbitration plan. The government, "concerned with coal production sufficient to meet the industrial and transportation requirements of the country," he said, "desires to have production resumed."

He proposed that mine workers should return on the old wage scale, and that a commission of five representatives of the public, three of the miners, and three of the operators, should fix before August 10, a temporary basis wage scale to be held in effect until March 1, 1923. If its deliberations should not result in a scale by August 10, the president further suggested that the wage levels at the time work was stopped should continue until a new scale was ready.

In addition, the commission proposed, the president said, should "investigate exhaustively every phase of the coal industry, and reveal every cost of production and transportation." Congress would be asked, it was added, to make appropriations to finance and authorize its work.

"I have taken this short cut to the resumption of operations because I believe it is in the interest of the public welfare," the president concluded. "When two great forces do not agree there must be a peaceful way to adjust and such arbitration opens the way."

He enjoined all participants to give the proposal consideration in separate conferences and this was done immediately. The miners formulated their temporary answer in a letter explaining that the national officers and district presidents called into the meeting were "without the authority to render a definite judgment upon your several suggestions and are in no manner authorized to bind the members of the United Mine Workers of America with respect to your recommendations."

President Lewis of the union, said the officers would not discuss the recommendations, but they might to the full policy committee, which was 126 members, but explained that it had full power to act.

Chairman Ogle, after various deliberations with his associates, the bituminous operators, declared that the general arbitration plan had not been voted upon and that an answer to the president might be delayed.

Washington, July 11.—The coal strike situation marked time today, pending the decision of operators and miners in unionized fields as to the acceptance of President Harding's proposal for fixing a new wage scale by arbitration and the immediate resumption of work at the wage rate of March 31st last.

Washington, July 11.—Representatives of the operators of non-union coal mines will be called together at the end of this week to consider means for dealing with smaller operators who are selling coal at prices higher than the maximum recently reached by voluntary agreement, Secretary Hoover said today.

PROCLAMATION TO STRIKERS BY HARDING

Laws Must Be Upheld—Men Have Same Right to Work as Others Have to Decline to Work

Washington, July 11.—President Harding in a proclamation issued at the White House late tonight directed "all persons to refrain from all interference with the lawful efforts to maintain interstate transportation and the carrying of the United States mails."

In the proclamation which was issued after a day in which continued reports had reached the postoffice department of interference by railroad strikers with mail trains, the president invited the cooperation of all public authorities, state and municipal, and the "aid of all good citizens" to uphold the laws and to "facilitate those operations in safety which are essential to life and liberty and the security of property and our common public welfare."

The peaceful settlement of controversies between shop craft employees and carriers, it was stated, "in accordance with law and due respect for the established agencies for such settlement are essential to the security and well being of our people."

The president took the position that men willing to maintain the operation of railroad trains in order to transport mail have the "same indisputable right to work that others have to decline to work."

President Harding was occupied throughout the evening with the preparation of the proclamation, delaying his dinner one hour in order to go over the first transcript. He returned to the executive offices after dinner and remained there until the proclamation was made public about 10:40 p. m.

The text of the proclamation follows:

"Whereas, the United States railroad labor board is an agency of the government, created by law, and charged with the duty of adjusting disputes between railroad operators and employees engaged in interstate commerce, and

"Whereas, the United States railroad labor board has recently handed down decisions, one affecting the wage of the shop crafts employees and the other declaring the contract system of shop crafts work with outside agencies to be contrary to the interests of the transportation act, and, therefore, that such practice must be discontinued; and

"Whereas, the shopcraft employees have elected to discontinue their work, rather than abide by the decision rendered, and certain operators have ignored the decision ordering the abandonment of the contract shop practice; and

"Whereas, the maintenance and operation of the railroads in interstate commerce and the transportation of United States mails have necessitated the employment of men who choose to accept employment under the terms of the decision and who have the same indisputable right to work that others have to decline to work; and

"Whereas, the peaceful settlement of controversies in accordance with law and due respect for the established agencies of such settlement are essential to the security and well being of our people;

"Now, therefore, I, Warren G. Harding, president of the United States, do hereby make proclamation directing all persons to refrain from all interference with the lawful efforts to maintain interstate transportation and the carrying of the United States mails;

"These activities and the maintained supremacy of the law are the first obligation of the government and all the citizenship of our country. Therefore, I invite the cooperation of all public authorities, state and municipal, and the aid of all good citizens to uphold the laws and to preserve the public peace, and to facilitate these operations in safety which are essential to life and liberty, and the security of property and our common public welfare.

"In witness whereof, I have hereunto set my hand and caused the seal of the United States to be affixed.

"Done at the city of Washington, this 11th day of July, in the year of Our Lord, one thousand nine hundred and twenty-two, and of the Independence of the United States, the one hundred and forty-seventh.

Warren G. Harding, President.

Charles E. Hughes, Secretary of State.

DOES RUSSIA THREATEN A NEW WAR?

Hague Conference Breaks Up On Account of Russia's Attitude—"Peace Pact Holds For One Month"

The Hague, July 12.—The conference with the representatives of Soviet Russia here broke down at one o'clock this afternoon without apparent hope of any further meeting. Maxim Litvinoff, of the Russian delegation, said on leaving the chamber that further meetings were unlikely as the allies insisted upon the Russians making promises with regard to property compensation and giving guarantees which were impossible until the Russians knew what credit loans would be granted. Litvinoff added that the peace pact would hold for one month after the last meeting.

The morning session of the conference on Russian affairs which was voted to the consideration of the private property question, broke up amid considerable confusion, many delegates declaring that the Russian replies meant that the collapse of the Hague conference is inevitable. No decision as to this, however, will be taken until three o'clock this afternoon.

RESIGNATION OF DOVER EXPECTED

Regarded as Culmination of Controversy With Commissioner Blair

Washington, July 11.—President Harding was understood tonight to have under consideration the resignation of Elmer Dover, of Tacoma, Wash., and formerly of Ohio, as Assistant Secretary of the Treasury in charge of customs and internal revenue.

Information of the resignation of Mr. Dover was received at the capitol today from treasury sources, but something of a mystery surrounded the severance of the Assistant Secretary's connection with the treasury as official confirmation or denial of the report was wholly lacking.

At the treasury it was said Secretary Mellon had no statement to make and that the matter was one for Mr. Dover and the president. At the White House it was made known that President Harding had no comment to make at this time. Mr. Dover himself would neither confirm nor deny the report.

The resignation of Mr. Dover, it was indicated, could be regarded as the culmination of his controversy of internal revenue, which has raged for several months over the proposed reorganization of the internal revenue bureau.

According to the accepted opinion in administration circles, Mr. Dover was named Assistant Secretary of the Treasury by President Harding last December to reorganize the customs service and the revenue bureau. Reorganization of the customs service was effected by Mr. Dover early in the year, but his plans for changes in the personnel of the revenue bureau ran counter to the administrative ideas of Commissioner Blair and Secretary Mellon. Friction, officially described as "disagreements as to policy," waxed warmer with the occurrence of a number of incidents, including the removal of Dover appointees, and the issuance of an order by Mr. Blair centralizing all discussion of appointments in the offices of the commissioner and the appointment division.

SUBSTANTIAL PROGRESS

Reported in Controversy Over Tacna-Arica

Washington, July 11.—Resuming its formal sessions after a lapse of five weeks, the Chilean-Panama conference made substantial progress today toward the final draft of an agreement for arbitration of the dispute over Tacna-Arica. A broadly worded protocol, embodying a decision to leave the controversy to arbitration by the United States, was completed after a short discussion and given tentative approval by both delegations.

In addition, work was begun on a second diplomatic instrument detailing the specific points to be decided by the arbitrator. It was announced that hereafter meetings would be held daily until the two documents were ready for signature.

Denison, Texas, July 12.—J. W. Pike, senior, said to be an employee of the Missouri, Kansas and Texas road, was shot and seriously wounded, and several other men severely beaten in a clash between strikers, their sympathizers and men believed to be strike breakers here today.

The present situation and the continuation of it rests upon the shoulders of the railroad management.

NATIONAL CROP FORECAST BY GOVERNMENT

July Condition Better Than the Five Year Average—Increased Acreage in Some Crops

Washington, July 10.—Crops in general promise better harvests this year than their average for the last five years, forecasts of the department of agriculture based on July 1 condition issued today indicate. Bumper crops of white and sweet potatoes and tobacco are forecast and most of the crops are larger than last year's. With the exception of wheat, corn and oats, acreages this year range from 10 to 22 per cent. larger than those of 1921.

Corn acreages are increased this year in most of the corn belt states but in the cotton states decreases are shown, while in Iowa, the largest corn producing state, there is a 2 per cent. decrease. The crop in general made good progress to July 1, except in the Southeast where it has been neglected for cotton. Growth has been slow east of the Mississippi, but stands are good and fields fairly well cultivated. Farther west rapid growth has been made.

Winter wheat production forecasts show a decline of 38,000,000 bushels, compared with June forecasts. Severe damage has been reported from heat waves and hail storms in Kansas, from drought, high temperatures and winds in Nebraska and from shriveling in Oklahoma and black chaff and take-all in some sections. Wheat remaining on farms July 1 is 31,641,000 bushels, or 25,000,000 bushels less than stocks a year ago.

Potatoes in West. The large crop of white potatoes forecast is due largely to increased acreages in Western and Northwestern states while all important producing states show increase of from 5 to 10 per cent.

A 35 per cent. increase in tobacco acreage in Kentucky, and an increase of 38 per cent. in Maryland, 25 per cent. in Virginia, 13 per cent. in North Carolina, 35 per cent. in Tennessee, 24 per cent. in Ohio and 25 per cent. in Indiana, account for the large tobacco crop. Wisconsin, Pennsylvania and New England, however, reported decreased acreage.

The 19 leading crops have a total area of 341,763,000 acres this year compared with 345,140,000 acres last year, a reduction of 1 per cent. principally to winter wheat and oats.

This year's total wheat crop was forecast at 812,000,000 bushels and the corn crop at 2,860,000,000 bushels by the department of agriculture in its July crop report issued today.

Winter wheat production was forecast at 682,000,000 bushels and the condition on July 1 was 72.4 per cent. of a normal.

Spring wheat production was forecast at 248,000,000 bushels and the condition 52.7 per cent.

All wheat condition was 78.9 per cent. of a normal.

Corn production was forecast at 2,860,000,000 bushels, based on an estimated area of 103,234,000 acres, 9.4 per cent. of last year's acreage, and a condition of 85.1 per cent. of a normal on July 1.

Production forecasts and details of other crops were announced as follows:

Oats, production, 1,187,000,000 bushels; condition 74.4.

Barley, production, 182,000,000 bushels; condition 82.6.

Rye, production, 82,000,000; condition 82.9.

White potatoes, production, 429,000,000 bushels; condition 87.3; acreage 4,228,000, or 110.8 per cent. of last year's.

Sweet potatoes, production, 111,000,000 bushels; condition 88.2; acreage 1,128,000, or 105.8 per cent. of last year's.

Tobacco, production, 1,415,000,000 pounds; condition 84.2; acreage 1,763,000, or 122.9 per cent. of last year's.

Flax, production, 10,700,000 bushels; condition 87.6; acreage 1,341,000, or 113.1 per cent. of last year's.

Rice, production, 39,000,000 bushels; condition 85.6; acreage 1,009,000, or 110.8 per cent. of last year's.

Hay, production, 107,000,000 tons; condition 86.7.

Apples, production, 190,600,000 bushels; condition 68.3.

Peaches, production, 54,300,000 bushels; condition 74.3.

Wheat remaining on farms July 1, is estimated at 31,641,000 bushels, or 4.0 per cent. of last year's crop.

EXPERTS REMAIN AT HAGUE

French Government Will Keep Representatives On Duty

Paris, July 11.—France has decided to keep her experts at the Hague until the end of the conference on Russian affairs there, it was officially announced today.