

The Watchman and Southron.

THE SUMTER WATCHMAN, Established April, 1850.

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

THE TRUE SOUTHRON, Established June 1, 1866.

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ORDERS ISSUED TO TROOPS

Pres. Harding Takes Action to Back Up His Proclamation to Striking Shopmen

Washington, July 13 (By the Associated Press).—President Harding took the first step today toward backing up the military arms of the government in his proclamation warning striking railway shopmen against interference with the transportation of interstate commerce and the mails.

Instructions were sent at the direction of the president to Maj. Gen. John L. Hines, commanding the Eighth army corps area at San Antonio, Texas, to prepare a sufficient force of troops to give adequate protection to the lines of the Missouri, Kansas & Texas railroad which have been attacked by striking shopmen, particularly at Denison, Texas.

Coincident with these instructions there went forth from the war department to C. E. Schaff of St. Louis, the receiver appointed by a United States court for the Missouri, Kansas & Texas, the advice that he should again call on the governor of Texas for protection for the railroad properties, the receiver having reported that previous appeals to the state executive had been unheeded. The receiver further was promised that should his appeal bring no protection from the state authorities "the federal government is ready to afford protection and will take action if necessary as soon as you have the reply from the governor."

Officials in announcing the government's action emphasized it was taken because the Missouri, Kansas & Texas was in the hands of a receiver appointed by a federal court and consequently was under the supervision of the federal government. No official statement was available to indicate that the action was to be taken as precedent determining the policy to be followed by the government in other cases where violence and lawlessness arising from the strike interfere with the two essentials as enumerated by President Harding in his proclamation—movement of interstate commerce. It is understood, however, that the president personally will pass upon other emergencies that may arise calling for the use of troops.

Other developments in the capital in connection with the strike during the day included the receipt by President Harding of a telegram from E. M. Jewell, head of the railway employees' department of the American Federation of Labor, and heads of the six striking shop-crafts, replying to his proclamation and setting forth the viewpoint of the striking workers. So far as could be learned at the White House tonight the president had not determined whether the telegram called for a reply.

The proclamation of the president, to which the employees' telegram took exception as based on "incomplete information" was commended by the board of directors of the chamber of commerce of the United States in a resolution which called upon business organizations of the country to assume leadership in crystallizing public sentiment in upholding the president.

The attempt of the striking railroad employees to enforce their own views through methods of industrial war, the resolution added, "should meet the condemnation of all who believe in orderly process of settlement."

The president also received during the day a letter from Postmaster General Work, stating that a survey just completed showed that 30,000 motor vehicles could be made ready on 24 hours' notice to carry the mails in event the railroads found it impossible to do so. Supplementing this the Aeronautic Chamber of Commerce of America, with headquarters in New York, notified Dr. Work that it was prepared to mobilize into an aerial mail fleet all commercial airplanes in use in the United States and that such planes would be capable of transporting 8,000,000 first class letters daily.

The bureau of aeronautics of the navy likewise came forward, stating it had at its disposal hundreds of land and seaplanes scattered in squadron units from Newport to San Diego which at a word from the proper authority could be put into the air carrying mail or other commodities.

Dallas, Texas, July 13 (By the Associated Press).—State troops will not be ordered out to protect property of the Missouri, Kansas & Texas railroad in Texas "at this time," Governor Pat M. Neff said here tonight, after reading the telegram of Secretary War Weeks relative to the railroad strike situation at Denison.

RAILROADS MUST SUBMIT TO STRIKERS

Leaders of Shopmen Declares That Railroads Cannot Win Fight on Account of Demands of Business

Chicago, July 14 (By the Associated Press).—A strike bulletin sent out today by E. M. Jewell, head of the striking railway shopmen, declares the strikers "have the railroads in a hole." Here are the facts summarized, comprising President Jewell said, "our strategic position:

"Industrial and business conditions throughout the country are picking up strongly.

"Steel and iron production is steadily increasing and preparations for further activity in all other lines are increasing.

"Dun's and Bradstreet's report steady betterment of conditions all along the line.

"This means the railroads have to carry a tremendous amount of freight in the next few months. Since the beginning of the year earnings and business have increased tremendously over a corresponding period last year.

"Railroad managements anticipated this increased business and ordered 100,000 new freight cars in the first six months of this year as compared with only 30,000 new cars for all of last year.

"The present demand for rolling stock is about 300 per cent. more than the last five years' average and the demand for locomotives is also increasing.

"The prolonged coal strike means there has got to be a tremendous movement of coal between now and December in order to supply both domestic users, industrial concerns and public utilities.

"Over a week ago the United States geological survey reported the existing coal reserves are the lowest they possibly go without endangering the future regular supply.

"The threatened strike of seamen on the Great Lakes, if it happens, will probably throw still more burden of moving coal on the railroads.

"The latest report of condition of equipment show the percentage of bad order locomotives ranging from 12 per cent. on the Louisville & Nashville to 39 per cent. on the Missouri, Kansas & Texas and bad order cars from 5 per cent. on the Norfolk & Western to 33.2 per cent. on the Pittsburgh & Lake Erie.

"Outside contractors can not handle all this repair work and most of the roads are far enough from the contractors' shops so that the problem of hauling bad order equipment to the contractors is a big one.

"Demand for labor is increasing in outside industries and that means that the railways can not get enough men to replace those now on strike.

"All this means that time is with us. Every day we hold on weakens the railroads and strengthens our hand. Hold on, brothers."

NO PROSPECT OF STRIKE SETTLEMENT

Labor Leaders Determined to Continue the Fight Against Labor Board Order to the End

Chicago, July 14 (by the Associated Press).—The second week of the railway shopmen's strike ended tonight while the railroad labor board, the shop crafts' representatives and the railroads maintained silence regarding negotiations looking toward a settlement of the walkout.

A four hour conference between Chairman Ben W. Hooper of the labor board, E. M. Jewell, head of the shopmen's organization and Timothy Healey, who has authorized a strike of stationary firemen and oilers' ended tonight without a statement from any of the conferees but it was reported to have failed to reach a settlement.

Chairman Hooper hurried to the conference after a meeting with L. F. Loree, president of the Delaware and Hudson railroad, and T. E. Crowley, vice president of the New York Central lines. The nature of this meeting was not revealed.

While the parley was underway between Chairman Hooper and Mr. Jewell there were indications elsewhere that the general trend of the strike situation was toward peace.

E. F. Grable, head of the United Brotherhood of Maintenance of Way Employees and Railway Shop Laborers, who held a midnight conference here last night with Mr. Jewell, left for Washington today, where it was said he expected to see the president. He reiterated his statements before the labor board members last week that the 400,000 maintenance of way employees would not strike despite the fact that some of his men had joined in a sympathetic strike with the shopmen. Mr. Grable indicated that the only contingency that might result in a strike was a determination on the part of the carriers to force the maintenance of way men to do the work regularly done by the striking crafts, a practice against which the labor board ruled in an opinion last week.

While an apparent effort was being made to end the walkout, Senator Cummins of Iowa, one of the coauthors of the transportation act, declared that the rulings of the labor board were binding on both carriers and employees and could be enforced.

Mr. Jewell today expressed the opinion that the maintenance of way men would not join in the walkout. From St. Paul, where shop craft representatives have been meeting with the Northwestern roads in an effort to reach an agreement, came an announcement from R. A. Henning, chairman of the shop crafts organization, that a settlement within 48 hours was possible.

Following a cabinet meeting at which the strike was discussed, officials at Washington close to President Harding said the chief executive was optimistic regarding the ability of Chairman Hooper to effect a settlement.

One organization, the stationary firemen, engineers and oilers, however, announced its intention to join the walkout of shopmen July 17, when Timothy Healey, international president, sent out a strike call affecting about 8,000 men.

More troops were ordered out today to protect railroad property and employees. Soldiers were sent to Poplar Bluff, Mo., to relieve troops already there and Governor Davis of Ohio, ordered troops mobilized for possible use in connection with the coal and rail strikes.

Secretary Weeks and Governor Neff of Texas sent representatives to Denison, Texas, to report on conditions which are said by Missouri, Kansas & Texas railroad officials to be interfering with the operation of trains. Attorney General Daugherty was requested to send 1,400 deputy marshals to the strike district in Northern Ohio.

Numerous court orders restraining picketing and interference with railroad property and employees marked the progress of the 14th day of the strike.

Postmaster General Work accepted an offer of 1,000 commercial aircraft by the Aeronautic Chamber of Commerce of America to be used in maintaining mail service if the trains fail to operate.

COKER TAKES ISSUE WITH CLEMSON COLLEGE

Hartsville Planter Says Calcium-Arsenate and Molasses Mixture, Applied Before Squares Form on Cotton, Destroys Many of First Boll Weevils

To the Editor of The State. I am going to force myself to write temperately about an article which I have just read in Tuesday's State under Clemson College date line with respect to methods of boll weevil control.

That article is so much at variance with the experiences of a great many of the best and most reliable farmers in South Carolina that I marvel that the Clemson authorities still allow such statements to be issued by those in charge of the boll weevil work there.

The advice that the government and experiment station experts give to do nothing to control the boll weevil until squares have formed on the plant, would be laughable if it were not so tragic, and few farmers even in South Carolina still follow them.

I can prove to these gentlemen, if they care to have the proof, that by the use of a mixture of calcium arsenate, molasses and water applied before squares begin to form and repeated at weekly intervals for four or five weeks thereafter, practically all of the early weevils can be killed and the cotton protected from early damage, the

applications of poison costing about \$1 for material applied with a mop or bottle in the day time, and the whole process being so simple and cheap that any tenant farmer can use it. Its effectiveness has been absolutely proved in this section and its universal adoption can be secured if we can get the state and government authorities to stop advocating the expensive, dangerous and impracticable dusting method and bend their efforts towards the promotion of this simple and inexpensive recipe. When universally adopted it will undoubtedly prevent the early migration of the weevil and allow everyone to produce cotton for a longer period.

I dislike very much to come out squarely against anything promoted directly or indirectly by Clemson college, for I have the highest regard for the personnel and work of that institution with the exception of their boll weevil propaganda. I can not remain silent, however, in the face of their statement "that early poisoning is not a material factor in boll weevil control."

David R. Coker. Hartsville.

MAY TAKE OVER THE RAILROADS

Government Will Use All the Force Necessary to Insure Service on Railroads

Washington, July 14.—While optimism to the outcome of the railroad strike was reflected at the White House today, there was further evidence that the administration intends to keep a firm grasp on the situation and that every force at the command of the government will be utilized to insure maintenance of necessary interstate transportation.

Members of the cabinet who met with President Harding in the regular Friday session placed their main reliance on the ability of Chairman Hooper of the United States railroad labor board to find a solution to the problem.

The meeting was understood to have been devoted largely to discussion of the rail and coal strikes.

The president was said to hold the view that, should government operation of the carriers become necessary, it would not abridge the liberty of railroad workers to be drafted for service in the positions in which they have had experience. Whatever discussion occurred along this line, however, was said to be on a strictly hypothetical basis, there being no evidence that federal control would be forced by developments of the strike.

Cabinet members brought to the meeting voluminous reports on the various phases in which their portfolios were directly interested. Attorney General Daugherty had with him numerous telegrams bearing on the situation at points where disorders have developed, and reports on the organization of special forces of deputy marshals. Postmaster General Work was said to have reported the bulk of the mail movement as yet unaffected by the strike, although a number of trains have been discontinued. Messages reaching the postoffice department during the day, however, indicated the anxiety of railroad officials and in some cases of postal inspectors over the situation at certain rail centers, including Denison, Texas, Arkansas, Marshall and Fort Worth, Texas, and Hattiesburg, Miss.

Further request for federal protection reached the war department from Denison, where the federal receiver of the Missouri, Kansas & Texas railway was understood to hold the view that all trains would have to stop within three days unless protection was given the shopmen working on vital repairs to rolling stock.

Possible use of federal troops to protect railroad employees remaining on their jobs were viewed in union circles as tending to aggravate the situation. This view was expressed by J. P. Noonan, president of the International Brotherhood of Electrical Workers, who charged that mail trains were being withdrawn deliberately by the railroads to force government action. President Gompers of the American Federation of Labor, also declared there was no justification for use of troops, particularly, unless and until requested by the state authorities.

Decision on whether federal troops would be sent to preserve order at Denison apparently was being withheld at the war department until the inspector general of the Eighth corps area, ordered to the scene today, had reported on the situation at that railroad center.

Early in the day a report from the receiver to Secretary Weeks is understood to have indicated that Governor Neff of Texas intended to take no action. The message from the receiver was made public but was said by Secretary Weeks to have confirmed his previous report on interruptions to traffic due to acts of violence by strikers or strike sympathizers.

Life Sentence For Zimmerman

York, July 14.—A new trial was refused Albert Zimmerman, convicted last night of the murder of Pink Huggins and Zimmerman at 3:30 this afternoon was sentenced to spend the rest of his natural life at hard labor in the state penitentiary. Zimmerman was unmoved by the sentence, stating when asked by Judge McGowan if he had anything to say why sentence should not be pronounced, "nothing further than what my counsel has already said." He was carried back to jail after the sentence to prepare to go to the penitentiary.

SEABOARD TRAIN WRECKED

Savannah, July 17.—Several passengers were injured, and a negro dining car cook was killed when five coaches of the Seaboard Air Line passenger train No. 3 turned turtle this morning near Cox, Ga. The train is said to have struck a broken rail.

New Tariff on Fancy Cotton Cloths

Washington, July 17.—Senator Lenroot charged today in the senate and Senator Smoot concurred, that the section of the new tariff bill imposing additional duty of 12 per cent ad valorem on fancy cotton cloths was "former word" as proposed by former Senator Lippitt, cotton goods manufacturer of Providence, R. I.

PRESIDENT'S PLAN REFUSED BY THE MINERS

Harding Mentions the Responsibility They Have Assumed in Strike Problem

Washington, July 15.—Coal mine workers whose walkout in the anthracite region and strike in the unionized bituminous fields has crippled the nation's coal production since April 1, flatly refused today, through the officers and committee-men of their union, to submit their grievances to arbitration under terms suggested by President Harding. They notified the president of their determination, received a response mentioning the responsibility they had assumed, and adjourned the session of their central controlling committee, holding its members in the city, however, until Monday.

Only a White House statement to the effect that nothing would be done until Monday when the bituminous employers are expected to respond to the same arbitration proposal, was available to indicate the government's future policy. Anthracite operators have formally accepted the president's plan, but bituminous employers are known to be divided. It was intimated tonight that at least one section of them would, in addition to accepting conditionally the arbitration proposals, tender their mines to the government for operation, control or other disposition.

Today's proceedings of the policy committee of the United Mine Workers of America with 150 odd union spokesmen attending, were laid down by John Lewis, president of the union, and other national officers, recounting the history of his negotiations with the government and the employers, expressing his dissatisfaction with the terms of the arbitration offer. Mr. Lewis in executive session offered a lengthy letter of refusal of the arbitration and moved its adoption.

Delegate after delegate behind the closed doors of the executive session gave his views, and James L. Lord, vice president of the American Federation of Labor in charge of the central union body, sat with them. The vote in the case of the adoption of the letter was unanimous.

A committee then took the letter to the White House and saw the president briefly.

The scale committee of the union for the anthracite meeting at an earlier meeting refused for themselves to accept the arbitration offer, but joined with the main policy committee deliberations.

"For substantial reasons the representatives of the United Mine Workers are compelled to withhold their acceptance of the arbitration proposals submitted by you, the letter to the president said."

"The mine workers desire to point out that the coal operators who have been in attendance at the recent conferences assembled by you, and to whom you have submitted the plan for arbitration of the coal strike, are only partially representative of the producing interests affected by the present suspension of mining. Operators representing nearly 50 per cent of the tonnage in strike fields whose production is stopped have not been in attendance, and we have no information that the proposed plan of arbitration has been submitted to them by any governmental agency."

"And we are further advised that these interests have no intention of coming within the purview of the provisions of your plan of adjustment. Under such circumstances it is futile to believe any general settlement can be made by the mine workers would bring about only a partial settlement."

This was the crux of the unions to the arbitration.

SCHEDULE OF CAMPAIGN

Columbia, July 13.—The revised schedule of meetings for the candidates for Congress for the Seventh district is as follows: July 15, Saturday, 10 a. m., Orangeburg; July 19, Wednesday, 8 p. m., Branchville; July 20, Thursday, 10 a. m., Ellerbe; July 20, Thursday, 8 p. m., St. Matthews; July 21, Friday, 8 p. m., Eastover; July 22, Saturday, 8 p. m., Blythewood; July 24, Monday, 8 p. m., Springfield; July 25, Tuesday, 8 p. m., North; July 27, Thursday, 8 p. m., Bishopville; July 28, Friday, 8 p. m., Sumter; July 31, Monday, 8 p. m., Lexington.

Taken From Their Home and Whipped

Atlanta, July 17.—E. L. Ramsey and son, R. H. boilermaker at the Nashville, Chattanooga and St. Louis shops here were taken home and whipped early today.

Wouldn't it be great if the consumers could work at it only eight hours a day?

MINERS WILL NOT AGREE TO ARBITRATION

Leaders Decide to Reject Proposal of Settlement Made by President Harding

Washington, July 14.—A practical certainty was disclosed tonight that the United Mine Workers of America will refuse President Harding's offer of arbitration to settle the coal strike, both bituminous and anthracite. John L. Lewis, president of the union, William Green, secretary-treasurer, and Phillip Murray, vice president, left a final conference at the White House with President Harding and Secretary Davis late today determined, it was understood, to recommend a refusal of the government's offer to the union policy committee, which will meet here tomorrow.

The expected refusal, it was said, will apply to the anthracite mines as well as the bituminous, although employers in the anthracite region have accepted the president's offer practically without condition. The union viewpoint is that the anthracite fields, with their potential production of 2,000,000 tons of coal a week, should not resume work because this coal supply, along with non-union production of bituminous, would lessen "public pressure" for a strike settlement.

"The only light cast upon the government's possible future course was a White House declaration today that President Harding felt no doubt he had power to operate the mines in an emergency. A president might run the risk of impeachment in taking such a course, it was indicated, but he was said not to fear such a possibility under existing conditions.

The union officials who have remained in Washington since the break up of the general coal conference have made their position plain to officials, in demanding first of all that arbitration as offered be made to apply to the semi-unionized fields of West Virginia and Pennsylvania, where production has been only partly crippled since the strike. They have further asked for its application of the Washington state and in Mingo county, West Virginia.

Indianapolis, July 14.—Bituminous coal operators have not yet formed their reply to President Harding's proposal, but, according to A. M. Ogle, president of the National Coal association, and chairman of the bituminous coal operators' committee, it should be accepted if it leads to a "reduction in wages in the coal industry and a correspondingly lower price for coal."

Columbus, Ohio, July 14.—Gov. Davis late today ordered a battalion of infantry, one machine gun company and two motor truck companies of the Ohio National Guard mobilized immediately for possible use in connection with disorders arising from coal and railroad strikes.

Daugherty Tells Marshals "Go as Far as Necessary"

New York, July 15.—First reports of sabotage on railroads in the New York district today caused federal authorities to deputize 200 guards for the mails and prepare to arm a thousand others.

United States marshals in New York and Northern New Jersey were authorized by Attorney General Daugherty to "go as far as necessary" in keeping interstate traffic moving. Reports of attempts to damage locomotives on the Lackawanna, and instances where freight trains were held up by slashed brake connections spurred government officials to recruit deputies for strategic points on all of the eleven main carrying lines entering the city.

Fifty deputies were sent to Jersey City, where Erie road executives demanded protection on the plea that Mayor Hague was "interfering" with attempts to guard railroad property with private police.

Fifteen men were placed in the yards of the Lackawanna, twenty-five were distributed in the immediate vicinity of the city and over 100 at outlying "key" points.

Tonight the situation was reported well in hand, but executives of the roads most seriously threatened by the strike urged United States marshals to have deputies on hand for any emergency.

A steady stream of deputies passed through the examination rooms at the federal building here. Each man accepted was put in uniform and armed. Instructions, before they entrained to go on duty, were: Remember you are not supposed to protect railroad property all along the lines. Your job is to see that United States mail and interstate trains are not interfered with.

Sometimes it looks as if beer and light wines were near, but distance on water is deceiving.

FORD'S BID REJECTED BY COMMITTEE

Big Vote of Nine to Seven Senate Agricultural Committee Rejects Offer For Muscle Shoals

Washington, July 15.—Henry Ford's offer for the Muscle Shoals project was rejected by the senate agriculture committee today by a vote of nine to seven. The bill introduced by Chairman Norris, calling for the operation of the projects by a government owned and controlled corporation was also rejected by a vote of nine to five. The other offers including the Alabama Power Co., Engstrom & Parsons were also rejected without a record vote. Despite the adverse votes the Ford offer will be presented to the senate for final decision through minority reports, it is explained.

Engine Runs Off To Wreck Train

Asheville, N. C., July 14.—Five passengers and the baggage master were slightly injured, other passengers bruised and two engines damaged when a "helper" locomotive standing on a siding near Saluda, N. C., ran away and crashed head on into Train No. 4 which was south bound. The "helper" was on the siding, under steam, to be used on the Saluda mountain climb and there was no one on it at the time it started forward, crashing into the locomotive of the coming train.

Six Persons Hurt in Collision at Saluda

Asheville, N. C., July 14.—Five passengers and the baggage master were slightly injured, other passengers bruised and two engines damaged when a "helper" locomotive standing on a siding near Saluda, N. C., ran away and crashed head on into Train No. 4 which was south bound. The "helper" was on the siding, under steam, to be used on the Saluda mountain climb and there was no one on it at the time it started forward, crashing into the locomotive of the coming train.

Reason unknown" was the statement of officials shortly before leaving for the scene of the wreck to investigate and render any possible assistance.

Those hurt as a result of being thrown from their seats were: S. Gutman, Fairfield, Ga., cut on nose; Anna Eldridge, White Pine, cut on head; Mrs. Baco, wife of the mayor of Tryon, N. C., cut on nose; O. E. Mimms, St. George, S. C., sprained shoulder; Mrs. W. J. Adams, Laurens, S. C., back hurt, and W. W. Sutton, Asheville, bruises and cuts on shoulder.

Sleeping cars from Train No. 4 were attached to the Carolina Special, operating about ten hours late, and which left Asheville after train No. 4. The passengers were all able to continue the journey.

Train Fired Upon

Bullet Passes Within Few Inches of Man's Head

Baltimore, July 14.—A Baltimore & Ohio passenger train, bound from Washington to Baltimore, was fired upon as it neared Camden station, this city, early tonight. One bullet passed through a window of a coach within a few inches of the head of W. E. Evans of Baltimore. There was much excitement, especially among the women passengers.

The train was fired upon while running at about 20 miles an hour. Examination of the car did not reveal where the bullet lodged, and it is thought it passed out an open window on the opposite side of the car.

A woman is as young as she thinks.

Rocky Mount Asks For State Troops

Raleigh, July 17.—L. V. Bassett, representing the city of Rocky Mount here today prepared, he said, to urge Governor Morrison to send troops to Rocky Mount to maintain order, that the situation in connection with the shopmen's strike at the Atlantic Coast Line shops continues threatening.

Only way to live long is by keeping busy" says a centenarian. We know a boy who will never see 25.

Back in 1890, nearly all boys wished to be pirates, but they seem reasonably content as mere hold-up men.