

# The Watchman and Southron.

THE TRUE SOUTHRON, Established June 1, 1866.

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."

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## LABOR BOARD HAS SUPPORT OF GOVERNMENT

### Hands Off Policy in Railroad Strike Situation Adhered To By Railroad Labor Board

Washington, July 25.—The administration announced that it would support the United States railroad labor board as the only agency erected by law for handling the rail strike.

The labor board adhered to its announced hands-off policy in connection with the strike and members said no action was contemplated.

Baltimore & Ohio railroad officials and representatives of shopmen in its employ met in an attempt to form a separate agreement.

Executives of some Western railroads announced that these roads would not restore seniority right to striking shopmen.

Western executives and the Pennsylvania system announced that passenger and freight traffic was normal, that large numbers of men are being added to shop forces and that the general situation is satisfactory.

Martial law was declared at Denison, Texas, where infantry companies are assembling.

## ENGLAND WILL PAY WAR DEBTS

### Lord High Chancellor Says That Great Britain Will Maintain Record of Meeting All Obligations

London, July 26 (By the Associated Press).—Sir Auckland Geddes, British ambassador to the United States, and Lord Birkenhead, lord high chancellor, took occasion today at the dinner of the English speaking union in farewell to the ambassador on his return to Washington, to reiterate and underscore previous ministerial assurances of the inviolability of the obligations of Great Britain to her debtors.

The lord high chancellor's reference to Anglo-American financial affairs which he termed "a delicate subject," was the only material note introduced in what otherwise was a most felicitous exchange of expressions of amity and good will between "the two greatest English speaking nations."

"When we look back upon our long history we find no occasion where we ever failed to meet a bond to which we had set our hand," Lord Birkenhead declared. "Honor and the stability of the finance of this country require that we should be ready to meet any proper and reasonable charge which can properly and legally be laid upon us."

"I only touch upon this delicate subject because it is proper I should say plainly for the understanding of the citizens of this country and the United States that we are today the unworthy legatees of those who for generations had charge of the security and financial hegemony of the world."

The lord-chancellor's declarations drew more applause than Sir Auckland's affirmations a few minutes later that far more Americans had a "comprehensive view of Great Britain's problems and conditions than Britons of American affairs."

This he attributed to the insufficiency of news of the American continent cabled to the British press.

The ambassador through his residence in America, or the reading of newspapers, which he praised so highly, displayed an extensive knowledge of American slang, which he used appropriately and handsily throughout his address. He also illustrated what he termed "the unbelievable ignorance of Americans existing in Great Britain" by a number of amusing anecdotes. This ignorance, however, he added, was not a one-sided affair, and he urged a campaign of education "to throw light into the dark places in the minds of citizens of the two countries to remove such colossal ignorance. In conclusion the ambassador said that at present so far as official relations were concerned nothing could be more fortunate or happy than the relations between these two governments."

## COAL TO BE DISTRIBUTED BY COMMISSION

### Interstate Commerce Commission Says That Emergency Exists—Miners' Leader Ridicules Government Plan

The interstate commerce commission declared an emergency exists east of the Mississippi river on railroads as the first step by the government toward control of coal distribution.

John L. Lewis, head of striking miners, said that government's "fantastic schemes" to reopen the coal mines had contributed toward a pending fuel famine and tendered an invitation to operators to settle strike by joint conference.

Calling of a special session of the Indiana legislature to repeal the miners' qualification laws and to enact such other legislation as necessary to meet the coal strike situation was suggested to Governor McCray.

Kentucky troops are ordered out following alleged threats against non-union men at Fonda.

## DISRUPTION OF MINERS' UNION PREDICTED

### Program of President Farrington of Illinois Miners' Union For Separate Contracts Are Denounced by Other Leaders

Springfield, July 27.—The disruption of the United Mine Workers of America, if President Farrington of the Illinois Mine Workers is permitted to proceed with the program announced at St. Louis yesterday, was predicted here today by John Watt, secretary-treasurer of the Springfield sub-district, who declared that it is up to John L. Lewis, international president, "to act and act quickly." According to Watt the action of Farrington in calling a convention to submit a separate wage contract is "rank sedition" and nothing short of "suicide by Farrington."

St. Louis, July 27.—President Farrington of the Illinois Mine Workers today rescinded the call for a state convention to be held at Peoria on August 3rd. He also telegraphed acting Governor Sterling, declining to enter the plan for a settlement outlined by Sterling yesterday.

## BLEASE IS SCORED FOR DISLOYALTY

### Duncan Makes Attack on Columbia Candidate—Laney and McLeod is Attacked For Membership in the Cotton Association

Dillon, July 26.—Before a crowd that sweltered in the heat of one of the hottest days since the beginning of the campaign, candidates for state offices spoke here today. The crowd gathered early and displaying wonderful patience as one set of candidates after another spoke, remained to hear the aspirants for the governorship, who spoke last.

Cole L. Blease was the last speaker of the day and addressed possibly the largest crowd. The two women candidates for state superintendent of education were accorded warm welcome. They spoke earnestly and were generously applauded. More women than have attended any meetings so far were present today.

John T. Duncan was the first of the candidates for governor to be introduced. He launched into an attack on Cole L. Blease after talking for several minutes on the Columbia canal. He spoke of Mr. Blease's "Republican taint" and the war record of the former governor, declaring that when the American soldiers were fighting in France Mr. Blease's own brother "had to get out and make speeches to counteract his (Cole L. Blease's) disloyalty." The former governor, he added, had done enough to "damn any man to purgatory and back." Men support Mr. Blease, he said, merely to be contrary. Mr. Duncan also attacked Mr. McLeod and Mr. Laney because of their membership in the cotton association.

Senator Laney paid a tribute to Dillon county, declaring this one of the greatest in war and one of the greatest in peace. He called attention to the fact that the first South Carolina officer to be killed in the World War was a Dillon man, John H. David.

"When the women got the ballot," the Chesterfield man declared, "John Earleycorn died."

Whiskey "is the greatest enemy of mankind and always will be. Mr. Laney reviewed his record in the legislature and dwelling upon his consistent support for schools and education, for economy and the betterment of the state, declared that if his name is scratched it will be his record that is brushed aside. He pledged himself not only to economy but to constructive economy, not economy at the expense of schools and roads. The tax burden could be lifted from lands and particularly from farm lands. Mr. Laney says he stands for a system which he declared would lift the burden from the bended backs of the farmers and place it on luxuries. He told of his part as a legislator in tapping new sources of revenue and cutting down the state levy from 12 to 7-1/2 mills. Today Mr. Laney declared that if elected he would "uphold the law to the letter."

Thomas G. McLeod prefaced his remarks with the statement that he had married in Dillon county had felt that he was therefore a son-in-law of this county. He welcomed the women to their new duties of citizenship. He reviewed briefly the power of the governor, chief of which he declared is the power of the veto and the pardon was exercised with extreme precaution. The Bishopville man spoke of the new problems now facing the people and these he gave as his opinion can be solved only by thinking in terms of the time in which the people are living today; the war has brought about far-reaching changes, Mr. McLeod also favored economy, but reasonable economy, not such economy as would hamper the schools or block progress. The present system of taxation, he said, is obsolete and defending the gasoline tax, made by the statement that 75 per cent of the people who pay this tax pay no other tax at all. Law enforcement he named as the paramount issue in this campaign.

Former Governor Cole L. Blease was accorded something of an ovation when he arose and when he concluded his speech.

He said he told the people of South Carolina in 1914 that if they elected a certain crowd they would bankrupt the state. That crowd was elected, he continued, and has done what he predicted. They have bankrupted the state and the individual citizens of the state to the point of bankruptcy. He recited the fact that the appropriations for 1920 were more than \$6,000,000, having been increased from about \$1,000,000 in 1915. He made a comparison of state expenditures in 1914, the last year he was governor, with those of last year, and gave as the reason for this increase the creation of new offices and "useless expenditures." He scored the tax commission, paid his respects to the budget commission,

## CONFERENCES IN WASHINGTON REVIVE HOPE

### Meeting of Leaders of Strikers and Railroad Officials May Result in Strike Settlement

Washington, July 27.—Hope for a move toward a settlement of the railroad strike was revived today as the leaders of both sides gathered here presumably for a conference with administration officials, although definite indications were lacking, as to whether the presence here at the same time had the added significance of any rearrangement. B. M. Jewell, the strike leader, and six international presidents went into conference immediately with W. H. Johnston, head of the Machinists Union. At the same time T. Dewitt Cuyler, chairman of the association of rail executives, went into conference with President Harding.

Washington, July 27.—Jewell and his colleagues went into a conference with the president shortly after Cuyler had concluded. On leaving the White House Cuyler said he had presented the viewpoint of the railroad managements and would remain in Washington "to await the pleasure of the president." Jewell on leaving the White House said the labor leaders would meet again with the president this afternoon. He said the morning conference was confined to a general discussion of the railroad situation.

## WHY SHIPPING BOARD IS A FAILURE

### Chairman Lasker Has Converted Government Organization Into a Republican Political Machine

BY GRATTAN KERANS (Special Correspondence).

Washington, July 25.—Rocks and storms are in the path of President Harding's ship subsidy bill, which he has demanded that congress shall pass at the current session, on penalty of being re-convened for that purpose. These obstacles to the plain sailing of the president's pet measure take the form of facts, figures and arguments urged against it by Senator Fletcher (Democrat, Florida), generally regarded as one of the highest authorities on American shipping.

Senator Fletcher ascribed the failure of the nation's merchant fleet to operate successfully and economically to Chairman Lasker of the shipping board, who, he charged, had converted the board into a political machine and who spent his time on political propaganda instead of attending to his official duties as chairman.

Experts, some of them owners and operators of ships, have estimated that President Harding's proposed present to the private interests which are pressing for the passage of the ship subsidy bill would take from the rank and file of taxpayers not less than \$50,000,000 a year. The advocates of this annual "bonus" to powerful corporations have been flooding the country with their propaganda. Chief among these press agents for the measure is Chairman A. D. Lasker of the United States Shipping Board, one of the putative authors of the bill with Winthrop Marvin, vice president and general manager of the American Steamship Owners' Association.

Part of the campaign for promoting the adoption of the bill which President Harding has made his favorite child, among the legislative proposals now pending next to the tariff, is the zealous effort to discredit the merchant marine established by the Wilson administration. These ships are described in Chairman Lasker's appeals for subsidies as "a costly heritage."

Referring to this slur on the people's vast and valuable investment in serviceable ships, Senator Fletcher said, in his speech in the senate:

"Think of it! The finest fleet owned or controlled by any maritime power in the world, or by any organization, denominated a 'costly heritage.' These people claim to want an adequate American Merchant Marine—American owned and American operated—for the benefit of American commerce and American industry and yet the first essential to such a merchant marine is ships, which they complain of as a 'costly heritage.'"

"If we could only get rid of the ships, the Shipping Board would be relieved of annoyance and the friends of this measure would be happy. Their main purpose would be accomplished."

"I must confess to being glad we have the ships, and I value them as a distinctive asset, which I would not like to see dissipated and wasted. I want to see them taken care of and properly employed. They constitute the first essential requirement to a merchant marine, and instead of giving them away or sinking them, or paying them off, or relieving us of their assets, let us service and operate them as our needs demand and our interests call for until such time as they are wanted by those who will keep them under our flag, who will take pride in their country's status on the seas, who understand the business they would engage in, and who will see that they render the service the people of this country are entitled to have and must have."

"The nation is cumbered by a great fleet of merchant vessels," they say. It is like saying to a man wanting to open a bank he is cumbered by capital, or to a merchant who would like to engage in foreign trade he is cumbered by goods or other assets."

The failure of the nation's merchant marine fleet to operate successfully and economically is the fault of the present Shipping Board, Senator Fletcher declared.

"If the chairman of the board, instead of furnishing arguments to Congressmen and spending money on a publicity campaign to persuade the voters of the country to favor this bill, would spend his time and devote his energies to persuade American ship owners that they ought to patronize their own shipyards; and American merchants that they ought to give their business to American ships; and American bankers that they ought to encourage American shipping, that would be much more helpful in establishing an American merchant marine."

Senator Fletcher declared that the Shipping Board under Chairman Lasker's auspices had become "the notorious resort of political party hunters, and has been used to a disgusting and scandalous extent as a political machine." In the same breath with deprecations of the big American fleet under his control and pleas for its sale or donation

## VERY LARGE ENROLLMENT FOR PRIMARY

### Heaviest Enrollment in Democratic Clubs Ever Known—Women Voters Swell Strength

Columbia, July 26.—The heaviest Democratic enrollment the state ever knew is indicated by advices reaching Columbia Wednesday, following the closing of the enrollment books Tuesday evening. The state democratic committee officials have received no reports as yet from county committees, but unofficial advices received from various points indicate that the enrollment was heavy, swelled largely by the women voters.

Harry N. Edmunds, of Columbia, secretary of the state democratic executive committee, stated today that he sent a letter to all county committees and secretaries asking that they report to him as soon as possible on the enrollment figures, so that he will know how many ballots to have printed this year.

In the city of Columbia the enrollment is nearly double what it was in 1920, and the percentage of women whose names appear on the club rolls is large.

## FREIGHT IS BEING MOVED ROADS CLAIM

### Gain in Workers is Reported—Passenger Traffic in West is Said to Be Operating Normally

Chicago, July 26.—Western railway executives in a statement tonight asserted, freight is being moved as offered without congestion and passenger traffic is being operated normally while leaders in the railway shopmen's strike still maintained the walkout was virtually 100 per cent.

The Chicago, Burlington and Quincy, which yesterday reported an increase of 455 in shop employees today added 325 more men to its force, the statement said.

The Pennsylvania system reported a gain of 662 shopmen for the day, the largest single day's improvement since the strike began, a statement said.

The railroad labor board maintained its hands-off policy. Chairman V. Hooper was called to Newport, Tenn., by the death of a relative, and other board members gave the strike no official attention.

Telegrams were received from the Idaho Producers' Union, and the Idaho Farm Bureau Federation asserting that fruit and vegetable growers face disaster unless the strike can be settled at once.

E. F. Grable, head of the maintenance of way union, scouted reports from Detroit that his organization was again talking of striking and announced that he intended to submit to the board applications for wage rehearings on several roads.

## WHISKEY KILLS YOUTH

### Walterboro, July 26.—Fenn Ackerman, the 13-year-old boy of J. O. Ackerman, of Cottageville, was killed by lightning Tuesday during a severe electric storm which visited this section. Fenn was out in the lot when a bolt struck a tree near which he was standing, killing him instantly. The only mark left on the boy was a dark place near his temple. His mother and the bolt struck her, throwing her to the floor in an unconscious condition. Mr. Ackerman, the father of the boy, was at Jack-on-bay at the time. As soon as the mother regained consciousness she went to look for her son and found him in the lot with life extinct. Fenn was the oldest of several children.

## CHARGES UNDUE DELAY

### Senator Dial's Bill is Reported Unfavorably

Washington, July 26.—The bill of Senator Dial, Democrat, South Carolina, to amend the Smith-Lever act by increasing the number of grades of cotton deliverable on future contracts was reported unfavorably today by the senate agriculture committee. Senator Dial recently moved to discharge the committee from further consideration of the bill and also offered it as an amendment to the pending tariff bill.

The committee's action today, it was said, was to meet Senator Dial's demands to have the bill brought before the senate promptly. Senator Dial having charged undue delay in its consideration.

Senator Keys, Republican, New Hampshire, chairman of the subcommittee in charge of the bill, said another similar measure by Senator Caraway, Democrat, Arkansas, still was before the committee and that action toward amending the cotton futures act might yet come from the committee.

Galesburg, Ill., July 27.—Three separate kidnappings by striking Burlington shopmen were reported this morning. A crowd of strikers late yesterday abducted two employees, took them to a farm outside the city, beat them, and turned them loose blindfolded in a blackberry patch.

Their returning to work the railroad management ought to yield the point.

There was no concealing that grave concern had been given government officials by verified reports concerning the dwindling of coal output.

The possibility was said to have been advanced in the cabinet session another conference of the miners' union officials and coal mine operators this time including the spokesmen of operating associations in West Virginia and Pennsylvania who were not willing to attend the former meetings.

## MARTIAL LAW IN TEXAS

### Five Companies of Militia Ordered to Denison

Austin, Texas, July 25.—Martial law has been declared at Denison and five infantry companies here are preparing to move there at once. Gov. Pat M. Neff announced late today. The action was taken due to disorders growing out of the shopmen's strike, it was stated. Rangers called to Denison will be shifted to Childress and Sherman under the "open port" law, the governor said.

Martial law becomes effective at 5 a. m. tomorrow. Detachments of rangers from Denison also will go to Childress, Temple, Amarillo, Marshall, Lufkin, Kingsville, DeLeon and Waco to go guard duty and protect railway shopmen.

Contributing factors to the necessity of martial law, the governor said, were the Missouri, Kansas & Texas shopmen's strike, the inability of the railroad to carry on freight traffic and maintain the regular channels of commerce because the workmen have employed were "intimidated, threatened and injured by physical violence and the inability of officers who had personally conferred with him to protect workers and preserve peace."

## MAN REAPS WHAT HE SOWS UNLESS THE CHICKENS GET IT

### Man reaps what he sows unless the chickens get it

Birmingham, July 25.—On orders from Governor Kilby 100 members of the Alabama National Guard were being mobilized here tonight for "instant use," if necessary, in connection with the shopmen's strike. It was said the measure was a precautionary one and that no orders had been given for the soldiers to entrain for any particular point.

Man reaps what he sows unless the chickens get it.

to private interests. Chairman Lasker is seeking to enlarge the powers and expenditures of the Shipping Board, Senator Fletcher showed.

Philip Manson, practical authority on the subject of shipping has testified that the ship subsidies advocated by President Harding and Chairman Lasker would be utterly futile in creating a merchant marine.

In testimony given before the Senate Committee on Commerce, Mr. Manson said:

"I say to you that the only thing subsidies will do will be to transfer from the public treasury to the pockets of a few favored steamship men, some of whom have appeared before the Committee, large sums of taxpayers' money, and what is worse, it will perpetuate the graft and incompetence which is now the real reason for our failure to have an American merchant marine."

Payment of subsidies to private corporations for operating ships would commit the taxpayers to a costly program of indefinite continuance, Senator Fletcher said.

He dissented from the views of President Harding and Chairman Lasker, who propose subsidies as the only sure means of upbuilding an American merchant marine.

"The vision of a merchant marine coming out of this bill is a deceptive mirage," Senator Fletcher said. "It is a false light. It means wreckage. The end will be what the Shipping Board apparently would enjoy as they sit in their offices and draw their salaries, relieved of the burden of those ships, beholding the American merchant marine on their walls, painted ships on a painted ocean."

Edward N. Hurley, former chairman of the Shipping Board; James A. Farrell, President of the Foreign Trade Council; the American Federation of Labor, many commercial bodies and various operators of ships are among individuals and organizations that are opposing President Harding's pet measure as extravagant and useless.

## AGREEMENTS APPLYING TO FREIGHT DIVISIONS

Both orders were made effective from and after July 26, and were based on authority delegated to the commission by the transportation act.

The priorities order gave no reason for the emergency which was declared to exist, but said the carriers could not "completely serve the public in the transportation of essential commodities."

The only geographical area entitled to preference under the order is in the northwest where the supply of coal is customarily moved by way of the Great Lakes in summer months. This system was adopted in 1920, though great complaint was occasioned in other territories on the ground that if adequate coal was not furnished in the summer railroads would not be able to handle enough of it in winter, even if mined.

It was expected that the "special purposes" classification set up in the commission order would be the foundation of the entire price controlling effort of the government's coal distribution plan, by serving to prevent cars getting to mines whose owners did not take fair prices.

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