

RAILROAD EXECUTIVES TO MEET

Conference to Be Held in New York to Consider Plans For Settling the Strike

Washington, July 27 (By the Associated Press).—A meeting of executives of the 148 major railroads of the United States will be called in New York next Tuesday to consider a plan for settling the strike now in progress. DeWitt Cuyler, chairman of the Association of Railway Executives, announced tonight after a conference with President Harding.

Mr. Cuyler added, however, that "no definite basis" for a strike settlement was ready to be placed before the meeting. His conference with the president tonight, he said, had been devoted to a general survey of the situation.

While Mr. Cuyler was positive in his statement that the basis for the proposed settlement of the strike had not been definitely drawn up, earlier reports indicated that at least a tentative plan had resulted from the conferences held during the day between President Harding and leaders of the various railroad's labor groups.

President Harding has made no specific request to the railroad executives, Mr. Cuyler said when asked if the question of seniority rights had been brought forward at the conference with a view to influencing some railroads to reconsider their stand against returning these rights to striking shopmen.

The executives' chairman said he was unable to foretell whether action in the strike situation would be held in abeyance until the New York meeting. The four day delay was necessary, he explained, in order that representatives of railroad managements might all get to the meeting place.

Tentative proposals for the settlement of the railroad shopmen's strike were drawn up today after a series of conferences between President Harding and labor leaders headed by E. M. Jewell of the shopmen's union.

It was understood that the suggested plan for settlement—details of which were withheld by those participating in its formulation—would be submitted later to executives of the railroads.

The settlement proposals apparently had reference to the seniority issue, which it was generally agreed was the sole remaining bar to conclusion of the railroad war—or at least of an armistice in the struggle.

Should the railroad executives accept the plan, it was said, a rehearing of issues which led to the strike would be held before the railroad labor board, and all other questions left to adjudication through such a proceeding.

The labor union officials, through E. M. Jewell, president of the railway employees' section of the American Federation of Labor, declared they could not comment upon the substance of their discussions with the president except that every point in the strike controversy had been gone over. W. H. Johnson, president of the International Association of Machinists; J. A. Franklin, president of the boilermakers; M. F. Ryan, president of the carmen; Timothy Healy, president of the stationary firemen and others, James Burns, vice president of the Brotherhood of Electrical Workers, were in two meetings with Mr. Jewell and the president.

It was understood in Chicago, when the labor group left yesterday for the capital, that they would return tonight. The decision taken at the meeting, however, was taken as another indication that hopeful progress had been made during the day.

T. DeWitt Cuyler, chairman of the railway executive association, was with President Harding an hour before the union leaders were received and it was arranged for Mr. Cuyler to confer with the president tonight after the labor group left.

In the president's hands while the conferences proceeded was a copy of the proposed settlement, representatives of the striking shopmen at the Baltimore & Ohio had received in a separate meeting with the management of that road. The document was delivered by Senator Watson (Republican) of Indiana, who has been active in meetings with the railroad officials concerned.

It was considered possible that the Baltimore & Ohio plan might have been used as a basis for the tentative suggestions developed in today's meetings.

A considerable number of railroad executives have been willing to return strikers their seniority positions in consideration of a general calling off of the strike but others, including the Pennsylvania system and roads of the southwest, have flatly refused to do so, declaring that it meant dismissal of men employed to take the strikers' places, and demotion of men who remained in service when others went out.

The position of the union heads who met with President Harding today was understood to be that all the roads must concede the seniority point, accepting the return of all the strikers. It was asserted that the proposition of calling

STRIKERS DEMAND SENIORITY

Railroad Executives Take Position That Men Who Remained at Work Must Be Protected

Chicago, July 27 (By the Associated Press).—Destruction of an incentive to men to remain at work in case of future strikes will result if present railroad strikers are allowed to return to work with former seniority rights unimpaired, the Western presidents' committee on public relations of the Association of Railway Executives said in a statement issued today. In the absence from Chicago of B. M. Jewell, head of the striking shopmen and his international presidents, there was no statement from strike headquarters.

"Not only justice," the executives stated, "but the public interest demands that in any settlement of the strike the seniority rights of the men who are now working shall be recognized."

"The men who have stayed at work during the strike have been given assurance of protection not only by the railroads but the government itself," the statement said. "The statement asserted that 'men who are now working have claims upon the railroads and the public superior to those of the strikers.'"

A second statement issued by the executives said tonight that Western railroads with headquarters in Chicago report "transportation conditions continue to be practically normal." A large majority of roads, the statement said, continued to handle more freight business than a year ago and all reported increases in the number of shop workers employed.

The Eastern lines, according to the statement, have 60 per cent. as many employees working in their shops now as before the strike started.

Disputes as to wages and working conditions involving 18 railroads including the Norfolk & Western were submitted today to the labor board by E. R. Grable, president of the United Brotherhood of Maintenance of Way Employees.

The cases were in line with Mr. Grable's policy of refraining from joining in the rail strike, but to submit disputes in which he was unable to reach agreements with the roads to the rail board. No date has been set for the hearings.

Kills Negro Convict

Guard Shoots When Floyd Faulk Attempts Escape

Dillon, July 26.—Floyd Faulk, negro convict, was shot and killed today by Elwood Staples, guard.

The negro had escaped and two shots were fired as the negro ran when Mr. Staples came upon him. The wounded negro fell into a stream and belief of authorities here is that neither would have been fatal if the negro had not fallen into the stream and in his crippled condition drowned. Faulk had escaped once before, having only a few months ago been brought back to Dillon from Pennsylvania.

off the strike orders even though all but two or three of the major roads yielded on seniority had not been discussed. This left the impression that President Harding would bring pressure upon the executives of those lines as a part of the strike settlement endeavor.

The whole seniority question has arisen since the strike was called. It was pointed out. A cut in wages made effective July 1 under an arbitration award of the labor board was the only question on which the men walked out and this would be accepted in the contemplated return to work, subject only to a rehearing which might be granted.

The importance attributed to the seniority issue at today's meetings was connected by some observers with the stand known to have been taken by certain of President Harding's cabinet advisers, who are said to have been urged that he use every influence to have the railroads reconsider their refusal to restore seniority rights to strikers.

With the strikers back and the transportation machine again in normal motion, these advisers have urged, the other issues in the controversy would be left to arbitration.

Labor participants in the president's conferences had the impression that President Harding intended to persuade railroad executives to yield on the seniority point rather than to use any forcible means.

The proposal that the president might ask congress for further legal authority through the labor board or other boards to enforce his plans of settlement apparently did not come into the discussion at today's meeting. The president tonight, however, it was said, declared that the railroad executives have assumed the responsibility themselves for continuing the strike in case he determined that their attitude did not square with administration views of what the companies should do in the situation.

PEACE IN RAIL STRIKE BY COMPROMISE

President Harding Formulates Plan of Settlement That May Satisfy Shopmen

Washington, July 28.—Proposals for settling the railroad strike, drawn up by President Harding and representing the conclusions reached by him after the extended conferences of the past 48 hours with labor leaders and railway executives, will be presented to separate meetings of representatives of the two groups next Tuesday—the railroad managers meeting in New York and the employee envoys in Chicago.

Details of the plan or plans were still withheld tonight, but President Harding was said to feel that prospects were bright for an early settlement of the controversy which has threatened to retard seriously the country's transportation system.

A major section in the president's settlement plan was understood to involve the seniority issue, which was said further to be the only section in the plan to have been identified as among the controversial issues between the railroads and their workmen.

Another section would concede the right of the strikers to a rehearing before the railroad labor board on the wage issue, and another would bind the railroads to set up regional adjustment boards, while a fourth would require abandonment by railroads of contracts with "outside" shops for repair work.

President Harding was understood to have suggested a compromise on the question of seniority rights by which all men hired since the strike would retain the positions, the strikers regaining their former privileges so as to rank just behind the men who did not walk out July 1.

The strikers under the plan would return to work at the scales set by the board in its decision of July 1, which precipitated the strike, but without prejudice to either side when the matter was brought up for rehearing.

B. M. Jewell, president of the railroad employees' department of the American Federation of Labor, and international officers of the railroad unions on strike left Washington tonight for Chicago, announcing that the general strike committee of each union would convene in that city Tuesday to consider the president's suggestions.

T. DeWitt Cuyler, chairman of the Association of Railway Executives and principal spokesman of the managements, announced last night that the executives would meet in New York that day for the same purpose.

It is expected that preliminary conferences will be held by each group in the endeavor to formulate programs for consideration by the general sessions.

The general strike committees of the union ordinarily consist of a representative of each craft in each railroad system where the strike is in effect.

It was understood that Secretary Hoover might attend the railway executives' sessions at New York, representing the administration, and there was a possibility that Secretary Davis might attend the union gatherings. Mr. Davis left tonight for Mooseheart, Ill., near Chicago.

Apparently the president's proposals will go before the railroad employees with the recommendations of the international union officers favoring acceptance. It appeared improbable that the railroad executives would have the same favorable recommendation from their spokesmen whom the president has seen.

Although the union leadership was understood to be willing to recommend calling off the strike on a basis which would still leave their members working at the wage reductions which caused the strike, the seniority issue which has been raised since the walkout has been a more formidable each day. Railroads which have been more or less successful in building up new shop working forces have indicated increasing strenuous objection to proposals that any of the new men be displaced by returning strikers. A large number of lines, however, including most of those in the southeast and northwest sections of the country, have indicated their willingness to take back all of their men in the exact positions which they held at the time of striking.

The union officials, on the other hand, appear disposed to resist to the end any proposals to settle on such roads as will take the settlement and leave their men still out on the systems which are making the efforts to build up new forces.

President Harding was said to be convinced, after watching the attempt of the Baltimore & Ohio to make such a separate settlement, this plan could not be followed. There were indications today that the union chiefs between the several White House conferences, considered proposals for a separate Baltimore & Ohio settlement, and then insisted that their members on that system refuse to go back.

Faces Murder Charge Smiling



Mrs. Clara Phillips, 23, was smiling as though she hadn't a worry in the world as she returned to Los Angeles under guard of sheriff's deputies to face an indictment charging her with the slaying of Mrs. Alberta Meadows, beaten to death with a hammer.

WRITES LETTER WITHOUT AUTHORITY

Shop Crafts Union at Chattanooga Will Call Dean's Hand—Gompers Surprised That Harding Replied

Chattanooga, July 27.—J. Cleve Dean, chairman of the Railway Employees' Publicity Association, will be called before the Chattanooga Federation of Shop Crafts and asked to explain why he sent a telegram to President Harding, violently attacking the administration for its attitude on the railroad strike.

Union men here today severely condemned Dean's action and it was stated that an effort would be made by the labor organization to curb his utterances.

Dean is a flagman in the Alabama Great Southern Railroad and could not be reached for a statement tonight. As far as can be learned the organization is local.

"A Man of Straw." New York, July 27.—(By the Associated Press.)—That "a man of straw" is a fictitious personage without official standing in labor circles—sent President Harding the message which last night drew a lengthy reply from the White House, reiterating the government's position on the rail and coal strikes, was the belief expressed here today by Samuel Gompers, president of the American Federation of Labor.

The message to Mr. Harding predicted that "to attempt to operate the mines or the railroads by military forces, or to attempt to draft men" would result in the long predicted war between capital and labor.

It was signed "J. Cleve Dean, chairman Railway Employees' Publicity Association."

The president sent a reply to the message, in which he said in part: "If you mean to challenge the righteousness of free men to be protected in their lawful pursuits against interference and violence, I will be glad to join you in submitting that question to the decision of the American people."

Mr. Gompers expressed surprise that the administration should have shown such concern over the J. Cleve Dean message as to have replied to it.

Two Earthquakes Are Reported

Shocks Felt in Guatemala and Spain

Guatemala City, July 28.—Earthquake shock of considerable intensity was felt here last night, but no damage is reported.

Madrid, July 28.—A brief earthquake shock was felt last night at Granada, causing considerable alarm, but no damage.

FEDERAL COAL ADMINISTRATOR APPOINTED

Henry B. Spencer Designated by Harding to Manage Coal Industry During the Strike

Washington, July 28.—Henry B. Spencer, former vice president of the Southern railway and general purchasing agent for the war time railroad administration, tonight was appointed federal coal administrator for the duration of the present strike emergency by President Harding.

Mr. Spencer becomes administrative member of the coal distribution committee which will control distribution of available coal supplies on a priority basis to essential industries and utilities.

With the announcement of the creation of the office of coal administrator, confidence was expressed at the White House that production of coal, regardless of railroad and mine strikes, eventually would be increased to the point where it would be adequate for the country's needs. President Harding felt so assured on this point, it was said, that he contemplated no further move in the coal strike situation.

Secretary Hoover, who announced Mr. Spencer's selection by President Harding for the vacancy on the central committee, made public also names of operators from coal producing districts so far designated as members of the advisory committee which is a part of the federal organization for maintaining coal prices and insuring fuel distribution. They are: C. E. Bockus of New York, chairman for Virginia; E. L. Douglas of Cincinnati, for Kentucky; George S. Francis of Greensburg, Pa., for Pennsylvania; E. C. Mahan of Knoxville, for Tennessee; W. E. McGee of Charleston, W. Va., and C. E. White of Glen White, W. Va., for West Virginia.

C. E. Tuttle of New York was named advisory member of the committee on Lake and Northwest movement and LeBaron S. Willard of New York, adviser on bunker and tidewater movement.

The governors of 23 states, Mr. Hoover announced, have undertaken to erect the necessary administration to control profiteering and distribution of coal within their state borders.

States which have reported steps to set up this machinery include Ohio, Indiana, Illinois, Michigan, Wisconsin, North Dakota, Minnesota, Maine, Massachusetts, New Hampshire, Connecticut, Rhode Island, New York, New Jersey, Maryland, Pennsylvania, West Virginia, Ohio, Oklahoma, Florida, Kentucky, Tennessee and Louisiana.

Kansas, Mr. Hoover said, has already an establishment under its industrial court law, and it is not considered necessary to set up coal control machinery in the intermountain and Pacific states as they have supplies of both coal and fuel oil.

The Norfolk & Western, Chesapeake & Ohio and Louisville & Nashville, three railroads which traverse important coal producing sections, today reported institution of embargoes over their lines against all freight except foodstuffs, livestock and fuel. The roads acted, it was said here, under the formal announcement by the interstate commerce commission that an emergency existed which impelled it to authorize roads whose normal operation had been affected by the strike to establish priority in certain classes of transportation.

While it was made clear at the White House that the administration supervision of coal distribution would be directed to the end that the fuel supply might be equitably divided among all users entitled to consideration, it was added that no objection would be made if state authorities went ahead—as has been the case in Indiana and Michigan—with separate efforts to provide coal for the people within their jurisdiction.

Senator Borah, chairman of the senate labor committee, conferred with President Harding today with regard to the bill proposing a federal commission to inquire into the coal industry. It was said the conference covered only the broader aspects of the bill.

Held at Greenwood

Greenwood, July 26.—Charged with stabbing William Coyle on Maxwell avenue in the business district yesterday afternoon, Luther Scott, a white man, is in the city jail. According to police officers, Coyle and Scott had had some trouble a few nights before and when they met yesterday afternoon the fight resulted and the serious stabbing of Coyle began.

Coyle is severely injured, with wounds on his face inflicted with a pocket knife. Scott is being held on a charge of assault and battery with intent to kill.

Cuban Bandits Try Mexico Kidnapping Stunt

Sagua La Grande, Province Santa Clara, Cuba, July 29.—Eugene Jova, who was kidnaped, acting as American vice consul, escaped from his captors early this morning after a fight in which he was wounded, according to the chief of police here. The chief reported he believed the bandits were surrounded.

ONLY HOPE OF CIVILIZATION IS LEAGUE

Lloyd George Says That Militarists Are Preparing More Terrible Engines of Destruction

London, July 28 (By the Associated Press).—"More terrible machines than in the late war are being constructed," said Prime Minister Lloyd George at a luncheon given by 300 prominent Free churchmen today.

"What for?" he asked and continued: "To attack cities and maim, destroy and burn helpless women and children. Keep your eyes on what is happening. If the churches of Europe and America allow that to fructify, they had better close their doors."

"We reduced our armaments and if other nations follow the example, there will be no serious menace to peace, but it is difficult for a nation to remain defenseless while others are preparing for war."

Mr. Lloyd George said that the next war, if it came, would be a war on civilization itself. Speaking of the suddenness in which war came, he said:

"The war germ is like any other germ—you do not know that you have it until it has got you. It is of no use arguing with an epileptic when the fit is on him. There is that atmosphere in the world now and the explosive material is scattered over the face of Europe."

"When a match is dropped it is too late to wave the covenant of the league of nations. It is the new spirit that is wanted. Lock up the explosives and especially lock up those given to dropping machines. The churches must promote the new spirit which is necessary."

The prime minister said that he attached high hopes to the league of nations. He said that civilization would be safe if the league succeeded. If it failed, civilization was doomed, he thought.

Molasses Mixture Found Effective

Does No Damage to Crops Despite "Theorizing" to Contrary, Coker Finds

To the Editor of The State: I notice in your issue of July 26 that our friend, C. A. Whittle, is still theorizing to the detriment of the calcium arsenate-molasses method of weevil control. This is to inform my friends that we have found the calcium arsenate-molasses method effective right up to the present, although we have had rain on 23 different days since June 19. We have made an application of the mixture to our cotton this week with apparently good effect. We have some boll weevil but except in a few spots they have done no serious damage and we expect to get these spots under control. We had some bad spots two weeks ago which are not now giving trouble as we brought them under control by thorough poisoning with the mixture.

I have never seen the slightest evidence of any damage to the cotton plant from applications of calcium arsenate and molasses in any form. Mr. Whittle's theories to the contrary. Mr. Whittle says that "calcium arsenate dust has traveled more than 1,000 miles through Georgia, Alabama and Mississippi last summer and never saw but one man using this method of control, while thousands of farmers in South Carolina are using the molasses mixture."

It is certainly true that no method of weevil control has had a fair test or can produce maximum results during such a season of abnormal and frequent rainfall as this. It is equally true, however, that the farmers in this section who have regularly and intelligently used the sweetened poison are sure that it has paid them handsomely and the best proof of this is the grown fruit on the crops themselves.

Fuel Administrator For South Carolina

Columbia, July 29.—E. E. Geer, of Greenville, has been appointed by Governor Harvey, at request of Herbert Hoover, as fuel administrator for South Carolina, acting under the national emergency. He will receive instructions from Mr. Hoover in a few days, it is expected. Mr. Geer having accepted the appointment, and his name being today sent to Washington. The railroad commission will handle traffic matters in connection with the conservation of the fuel supply during the emergency.

Plan Bachelors' Home

Clover, July 26.—The Hampshire mills of Clover, are making plans to build a large boarding house for the benefit of bachelor employees at the mill. It is learned here that the company has recently purchased from J. F. Pursley of the Clover Cotton Oil Company a large tract near the mill on which the boarding house will be built. It is proposed to equip it with all conveniences, including club features.

Producing Mines Will Be Given Preference

Washington, July 29.—All producing coal mines of the country are to be given first call on railroad coal cars as soon as the administration emergency fuel control machine is organized, Secretary Hoover announced today. Secretary Hoover said that the proposals being sent to all states for the organization of fuel control bodies.

CANDIDATES SPEAK AT KINGSTREE

Office Seekers Make Usual Speeches—Duncan Reviews Blease's Record

Kingstree, July 27.—More than 800 voters gathered under the cooling shadows of the large trees in the court house yard here today to hear the candidates for state offices. The campaign party arrived this morning and created only mild interest. The candidates for governor were heard with some little show of interest, while the women candidates received little ovations.

Mrs. Drake, of Bennettsville, candidate for state superintendent of education, was given a big cheer by the Winthrop graduates here. Mrs. Drake is a graduate of Winthrop college. Cole I. Blease, candidate for governor, was given somewhat of an ovation as he arose to speak.

The candidates made their usual speeches and failed to inject any new issues into the campaign. Thomas G. McLeod, of Bishopville, received a big hand and also made a good speech. He addressed part of his remarks directly to the enfranchised women, urging them to take advantage of the ballot to place the right kind of men and women in office. Mr. McLeod named law enforcement as the big problem facing the state government.

Senator George K. Laney, of Chesterfield, did not reach here in time to take his regular place on the program and was the last of the candidates to speak. The crowd had become restless from long standing and he did not receive the attention accorded some of the others. Mr. Laney reviewed his services to the state as a legislator and asked the voters to place him in a position to serve his state in a higher capacity.

Mr. Blease made his usual attack on the various state commissions and said it would be his purpose to discontinue many of them if he was elected. He defended his record and said he was working for the good of all, and not for any particular interests.

J. J. Cantey, of Summerton, joined the party today, and predicted that he would be elected governor. He said he had previously ever submitted to a platform ever submitted to the people. He said equalization of taxes was the great question before the state. "Harding won by staying at home, while Cox made hundreds of speeches," declared Mr. Cantey, who said he would stay at home and win.

"Blease has juggled figures so fast he can't keep up with them," said John T. Duncan. He declared figures do not lie, but people who quote them do. Harold Eubanks, candidate for attorney general, charged that D. M. Winter was a railroad candidate, and was making the race on railroad money. He said Winter was an attorney for the Atlantic Coast Line railroad. Mr. Winter spoke first, devoting his attention to criticism of Samuel M. Wolfe, incumbent.

B. Harris challenged anyone to meet him in debate on the soundness of the advice he had given the farmers of South Carolina. He told of his service as commissioner of agriculture, and of his visits to all parts of the state in the inspection of the farmers. "To abolish the state tax commission, and boasted that it was his bill which had abolished truant officers who enforced the compulsory attendance of children at school."

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Mrs. Vanderbilt On Program

Columbia, July 29.—Mrs. George Vanderbilt, of Biltmore, N. C., is to be a speaker at the South Carolina State Fair here in October, according to an announcement made here today. Mrs. Vanderbilt is president of the North Carolina State Fair.