

CONSOLIDATED AUG. 2, 1881.

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GOVERNMENT OPERATION PROPOSED

Bill Introduced in Congress for Federal Government to Again Take Over Railroads

Washington, Aug. 24 (By the Associated Press).—Government operation of the coal mines and federal control of coal distribution in such a manner as to prevent profiteering were proposed in measures introduced today in the senate. Other developments in the coal and rail situations included:

Decision by the senate labor committee to substitute the Borah coal commission bill for the Winslow committee bill, passed yesterday by the house.

Demand in the senate for prompt and drastic government action to end both the coal and rail strikes.

Announcement by Secretary Hoover that within a week daily bituminous coal production would be sufficient for the nation's needs, but that the country faced a shortage of freight cars, which would be acute within a month.

A suggestion by Chairman Borah of the senate labor committee, that the authorities of other states follow the lead of governor Miller of New York in dealing with their local coal situations.

A declaration by Chairman Cummins of the senate interstate commerce committee, that congress at its next session would take up industrial problems with a view to determining "what place unionism should occupy in the civilization of the United States."

A resolution empowering the president to take over and operate the mines was introduced by Senator Walsh (Democrat) of Massachusetts after a long and heated senate debate, and was referred to the interstate commerce committee.

To this same committee was sent an arbitration bill offered by Senator Cummins, proposing to create a federal coal distribution agency, which, working through the interstate commerce commission, would control not only distribution of, but production in coal. Chairman Cummins called a meeting of his committee for Saturday to consider the administration measure.

The senate is expected to act first on the Borah substitute for the Winslow bill, which Senator Borah plans to call up tomorrow. It proposes a commission of five members to investigate the whole coal industry and make recommendations to congress.

As senate debate proceeded with predictions by some senators of dire stress over the country this winter, Secretary Hoover predicted a sharp increase in bituminous production next week, placing the probable output at 7,000,000 tons last week. He indicated, however, that serious transportation difficulties would be encountered in the movement of coal with the crisis reached within a month unless there should be a settlement meantime of the railroad strike.

The anthracite situation was regarded by the secretary of the commerce as serious. With the mines tied up and the prospect of an immediate settlement of the strike, he advised anthracite users to be prepared to burn substitutes next winter, asserting that provisions probably would be made for the priority movement of such substitutes to householders over industries.

PLANS VISIT TO AMERICA

Soviet Minister May Come to United States

Riga, Aug. 25 (By the Associated Press).—George Tchitcherin, the Soviet minister of foreign affairs, is to undertake a special mission to the United States, according to reports received here from sources in Moscow. It is officially announced in Moscow that the Soviet government has signed a contract with the big Siemens-Schuckert firm in Berlin in which the Germans will supply goods and credits to the soviet. Attention is called by the soviet that this is the first case of a foreign firm granting Russia credit.

Parole of York Convict Revoked

Columbia, Aug. 26.—Governor Harvey yesterday revoked the parole of Andrew Adams of York county and directed the county officials to recommit Adams to the county chancery to complete his sentence.

Adams was paroled during good behavior on November 1, 1921, by Governor Cooper. He was convicted in York county in July of 1920 of grand larceny and sentenced to serve two years.

Governor Harvey recently began to check up the paroles. An investigation revealed that Adams had violated his parole, and yesterday the chief executive revoked it. The governor was advised that Adams has been convicted of another crime since he was paroled.

GOVERNMENT OPERATION CONSIDERED

White House Conference Discusses Federal Control of Mines and Railroads

Washington, Aug. 25.—Federal operation of anthracite coal mines and some of the railroads was considered at a White House conference tonight between President Harding and Chairman Cummins of the senate interstate commerce committee and Attorney General Daugherty.

Senator Cummins said after the conference that the anthracite operators and miners would be given one more opportunity to settle their differences.

"If there isn't a settlement in a few days," he said, "I will introduce a bill authorizing the government to operate the mines."

Likewise, he said, the railroads would be given a "reasonable" time in which to demonstrate their ability to furnish adequate service and that those unable to do so would be taken over.

Senator Cummins expressed confidence that legislation for both purposes could be rushed through congress without delay. It was indicated that consideration of these steps would not operate to interfere with proposed legislation now pending and designed to curb profiteering in coal.

The White House conference followed a survey of the whole situation at the regular cabinet meeting and the termination without result of the conference at New York between railroad executives and union officials. It was stated that the conference would be resumed tomorrow.

Before tonight's conference the groundwork had been laid through administration overtures for a further meeting between the parties to the anthracite dispute, to be held next week at some point in Pennsylvania. It was indicated that certain proposals would be made, which it was hoped would bring about an adjustment of the difficulty which disrupted the sessions at Philadelphia earlier this week.

While no detailed explanation was given as to how the government would operate anthracite mines in the event of their seizure, it was indicated that the first step would be to fix a wage scale and then request or direct the miners to return to work. Coal mined, it was stated, would be marketed through the regular commercial channels, the government taking steps to prevent possible profiteering.

The bituminous situation did not enter into the discussion, the conferees agreeing that this industry gradually was getting back to normal. The ability of the roads to move coal from the mines, in the view of the officials, constitutes an important element in this connection, however, and may prove a determining factor as to the necessity for federal operation of carriers.

TROUBLE ON YANGTSE RIVER

Foreign Gunboats Ordered to Exterminate Disorderly Chinese Soldiers

Peking, Aug. 26.—Gunboats of foreign powers, including the flagship of Rear Admiral Bullard, commanding the Yangtse river American patrol, have been ordered to the Yangtse Gorge district, with instruction to exterminate bands of disorderly soldiers who are fighting on foreign merchant craft.

AMERICAN IS SHOT DEAD

While Guarding Garage of General Allan in Coblenz

Coblenz, Aug. 25.—(By the Associated Press).—Private Lester Irons, of Tom River, N. J., a member of a provisional military police company, was found today in a pool of blood with part of his head shot away, outside the garage of Major Gen. Henry T. Allen, in command of the American forces on the Rhine. Private Irons had been in guard duty at this post last night. Two German girls are being held for investigation.

Former Kaiser to Wed

Betrothed to Widow of German Aristocrat

London, Aug. 25.—Former Emperor William is betrothed to the widow of a German aristocrat, according to a report received by the Times. The woman is said to be almost of royal rank, and the mother of three children. She and the children recently visited the former emperor at Doorn, Holland. It is said the marriage will take place during the coming winter. The report adds that this is not the woman to whom the one-time emperor was reported some time ago to be betrothed.

NO AGREEMENT POSSIBLE WITH THE SHOPMEN

Leader of Shop Crafts' Union Rejects Proposition Made by Railway Executives

New York, Aug. 25 (By the Associated Press).—The rail strike today developed into a fight to the finish when peace negotiations were blown sky high.

Heads of the Big Five railroad brotherhoods, acting as mediators between the executives and striking shopmen in a final effort to effect separate settlement with individual roads after the Association of Railway Executives as a whole had rejected the running trades first peace overtures, reported to the representatives of 77 roads at the Yale Club this morning that the shop crafts had turned down a proposition made to them yesterday by the carriers. Negotiations then were sharply broken off and executives, strike leaders and brotherhood chiefs packed up their bags and began leaving town prepared for a test of endurance.

Before he departed for his headquarters in Chicago, Bert M. Jewell, official spokesman for the strikers, asserted he believed the executives who had lingered for the parley on individual settlements soon would be enabled "to bring home to their hard shelled colleagues the railroad situation in its grim reality."

"We shall be content to let the condition of equipment prove that the railroads can not operate with unskilled workmen," declared Mr. Jewell, adding later that "we can and we will fight for our terms and for a nationwide settlement." Labor leaders then dispatched telegrams to all parts of the country, calling upon strikers to renew the struggle with redoubled vigor.

The latest peace proposal, centering as was the case with all the others on the question of seniority, briefly was that roads interested in individual settlements would pledge themselves to find employment for all strikers not convicted of acts of violence; would not curtail pension rights "or other privileges"; and would agree to submit to a commission of ten brotherhood leaders and executives all disputes which could not be settled by direct conference.

The strikers who have maintained that they had not authorized the Big Five to suggest individual settlements, rejected this proposal with the explanation that it did not guarantee seniority to the men who might return on one-third of the country's roads and at the same time would destroy the effectiveness of the strike being carried on on the other two-thirds.

Then from the mediating brotherhoods came the statement that they reluctantly notified all concerned that they considered further peace efforts futile and had nothing more to suggest.

REPARATIONS STILL DISCUSSED

Committee Returns From Berlin to Paris

Paris, Aug. 25 (By Associated Press).—The reparations committee will hold a session tomorrow afternoon, immediately following the return to Paris of the representatives of the commission who have been in Berlin endeavoring to arrange with the German government for further guarantee for a moratorium to Germany.

The members of the delegation will arrive shortly after noon and report to the commission. Although both official circles and French reparations officials regarded the Berlin negotiations as having been a complete failure, Sir John Bradbury and M. Mauciere are bringing with them the 11th hour counter proposals submitted by Dr. Wirth, the German chancellor, and which the British are hoping will prove acceptable.

The details of these proposals are being withheld by Sir John Bradbury and M. Mauciere. An outline will be given to the commission by M. Mauciere, of the situation as it was found to exist in Berlin. He also will make known the other proposals made by Germany which were tentatively declined by the delegation.

The British will make every effort to avoid a direct vote by the reparations commission on the question of granting a moratorium to Germany and may propose a further postponement of the decision, hoping in the delay that some solution will be arrived at to prevent independent action by France against Germany. No official statement has yet been vouchsafed as to what the independent action of France may be but generally it is the belief that it will be the occupation of the Ruhr region.

Los Angeles, Aug. 25.—The 35 alleged members of the Ku Klux Klan, tried on felony charges growing out of the Ingelwood raid April 22, were acquitted tonight by a jury in the superior court.

REAL FIGHT IN RAIL STRIKE NOW BEGINS

Failure of Peace Effort by Brotherhoods Leaves Railroads and Striking Shopmen to Fight It Out

New York, Aug. 26.—With the peace effort, launched by the Big Five Brotherhood, definitely abandoned, the rail executives and shop crafts leaders today are lined up for a fight, in which both sides predicted an early victory.

"We are going home to start a real fight," declared W. F. Ryan, head of the carmen's brotherhood, expressing the attitude of the workers.

In rail executive circles the views of the disruption of the parleys was given a varied reception. "We will break the strike within a week" was the general prediction.

RAILWAY STRIKE INVESTIGATION

District Attorney Seeking Facts at Spencer

Spencer, N. C., Aug. 25.—United States District Attorney Frank A. Linney of the Western North Carolina district arrived here today and began an investigation of recent alleged beatings administered to men taking the places of the strikers in the Southern railway shops, alleged kidnappings and other infractions of the law in connection with the strike. He would not discuss his mission here except to say that he would report his findings to Attorney General Daugherty.

The presence of the federal attorney has created an atmosphere of expectancy. It is understood Southern railway officials are co-operating with Mr. Linney, who this afternoon was busy interviewing various interests, taking notes and listing names.

A movement has been started here, it was announced today, to enlist all local members of the brotherhoods and other union railroad men not on strike in a plan to contribute one day's wages each week to the benefit of the families of the shopmen on strike.

Officials of the Southern railway announced today that 600 men are now working in the shops, while 1,700 are on strike. Union officials say that there has been no breaks in the ranks of the strikers.

Salisbury, N. C., Aug. 25.—"I am here to prevent trouble, not to stir it up," said Col. Don Scott, in command of the nine units of state troops here, in explanation of his troops in placing machine guns, infantry and cavalry about the Rowan county court house this morning just prior to the time set for the hearing of the case against Charles F. Barrett, charged with being drunk and disorderly and carrying a pistol here early this week.

At the request of R. Lee Wright, counsel for Barrett, on the ground that the defense was not ready for trial, the case was continued by Judge Furr of county court until September 22. The postponement was not opposed by Prosecuting Attorney McCubbins, though he announced that the state was ready to proceed. Barrett was formerly president of the State Federation of Labor and is publisher of a labor paper in Charlotte.

When the case was disposed of the large crowd in the court house quickly dispersed and the troops were withdrawn to Camp Morrison, a mile away. Machine guns had been trained on both sides, while infantry and cavalry patrolled the streets about the square.

"Mr. Barrett has been prominent in labor circles," said Col. Scott's statement. "A large crowd was expected for the trial and naturally where a large crowd assembles there is possibility of an outbreak. For that reason I placed more men around the court house this morning. City and county officials concur in my viewpoint."

Local strike headquarters in Salisbury tonight were entertaining 20 men who came here to take the places of strikers and have been working in the Spencer shops. They left their work today and said they would return to their home in Baltimore.

Richmond, Va., Aug. 25.—Trainmen in the employ of railroads entering this city will be asked to protest against the use of armed guards at the yards of the Southern railway in South Richmond. At a meeting late today of striking shopmen of the Southern and Atlantic Coast Line railroad, it was voted to call to the attention of the Brotherhood of Railway Trainmen the fact that the Southern has placed armed guards at the entrances and exits of its shops here.

Well-head is just the conviction that the opinion of the first person singular makes it unanimous.

HENRY FORD PREDICTS GREAT CRISIS

Coal and Rail Strikes Paralyze Business—Charges That Wall Street is Responsible

Detroit, August 26.—Industry the country over "must throw up its hands in surrender" within a few weeks, if the rail and coal strikes continue, Henry Ford declared today in announcing the decision of the Ford Motor Company to close its plants here and in many other cities September 16 because of the fuel famine.

Mr. Ford held financial interests responsible for the industrial tieup, declaring the "money barons" were manipulating the labor unions and the public officials, state and national, were impotent in the crisis. The strikes would end, he continued, "when the majority of the people are cold and hungry enough to resort to drastic action."

"Continuance of these disturbances to the economic life of the nation is due simply to the greed and avarice of Wall Street," Mr. Ford asserted, adding that these interests "dominated the railroads, coal mines and public utilities of the country."

The deadlock in strike negotiations indicated, he declared, the existence of a "plot to unload the demoralized and rundown railroads on the government at their own price and to mulch the people through excessive prices."

Employees of the Ford Motor Company throughout the country to be without jobs after September 16, will number 105,000.

In addition, several hundred thousand other workers employed in industries furnishing materials for the Ford plants will be affected.

Henry Ford gave these figures today in announcing that his three big motor plants located in Detroit suburb and his assembling plants throughout the country would be closed on that date, because of the coal shortage.

The announcement was the most severe blow that industrial Detroit has sustained since the industrial depression of two years ago. It means, according to Mr. Ford, that 75,000 men employed in the Highland Park, River Rouge and Dearborn plants of the company here will be without work. Thirty thousand others now working in the various assembling plants scattered throughout the country also will be thrown out of work.

How long the machinery in the Ford plants is to be stilled will depend entirely upon the coal supply of the future, the Detroit manufacturer said. The statement issued by Mr. Ford proposing the shut down was the story of his losing fight during the last months to insure a fuel supply sufficient to keep his workers at their machines.

Mr. Ford declared he "had not the remotest idea" when the plants could be reopened. It was announced that the normal consumption of coal in the Ford industries is 3,500 tons and although declining to state the amount on hand at this time officials said it would be impossible to do more "than keep the furnaces and ovens warm."

Statement by Ford

Only a comparatively small number of employees of the Ford plants will be continued during the shut down, it was announced. Crews sufficient to keep the furnaces warm will be held, however. Mr. Ford's statement in part follows:

"The coal situation has become impossible. For the last several weeks we have seen a situation approaching that we feared would force us to close. We greatly regret to take that step.

"We wish to keep enough coal on hand to keep our furnaces and coke ovens warm; to let them get cold would cause us a loss of hundreds of thousands of dollars. At the rate we are getting coal now, September 16 will mark the time when we will have only enough coal left to keep our furnaces and ovens warm."

"Our reserve stock by that time will have been completely exhausted. We therefore will close down the entire plant on September 16. Last night we wired 900 houses that supplied us with material to stop shipment and this morning letters and telegrams were sent out to about 1,000 more.

"We appreciate the great loss it will mean to these hundreds of supply houses, but it will also mean a tremendous loss to us. At present we are producing 5,200 cars a day and we can sell 3,500 a day. We have to close down at a time when we are doing a greater business than ever before in our history."

Effects of the Ford shut down will be felt in industry in every part of the country, according to officials of the company. The firm supplying parts and raw materials, including iron and steel, was variously estimated at from 3,000,000 to 4,000,000.

A MOVE TO SETTLE STRIKE BY CONGRESS

President and Advisers Trying to Formulate Plan to End Individual Strike

Washington, August 27.—The exact scope of the administration's policy in dealing with the rail and coal strikes is expected to reveal itself within the next few days as a result of preparations which appeared tonight to be nearing completion.

Whether the emergency legislation to be definitely urged upon congress will include a presidential authorization to take over and operate rail and coal properties was a question that still remained unanswered, but it was indicated that administration officials probably would make a final decision on the point in the very near future.

In some quarters it was believed that the proposal to arm the executive with these emergency powers would be finally threshed over among the leaders who are with President Harding on his weekend cruise down the Potomac, and that a definite announcement of policy would follow the return here of the presidential yacht Mayflower tomorrow morning.

Those in the president's confidence said before he left for the cruise last night that although he still believed industrial peace would be restored without resort to a government operation, he was inclined to feel that as a precautionary measure he should be given full authority to act before congress begins its contemplated recess.

In addition to Secretary Hoover and Attorney General Daugherty, two of the cabinet members who have been particularly active in shaping the government's course during the strike period, the president was accompanied on the Mayflower by Chairman Cummins of the senate interstate commerce commission, who already has drafted for introduction in the senate a bill authorizing the executive to take over and operate any individual railroad which does not adequately perform its functions as a common carrier. Before he went aboard the Mayflower Senator Cummins had indicated that his measure and a similar one relating to coal miners would be formally introduced early this week.

Majority leaders say they are confident that such legislation could be passed through both senate and house, if the president definitely requested it, but at the same time they conceded that congressional approval would be by no means unanimous. Although many members in both houses are demanding that the government take charge of the situation in most emphatic manner possible, there is a recognized element of strength ranged against any movement that might approximate a return of the wartime government railroad administration.

Particular attention was given in congressional circles today to the public statement made last night by Chairman Winslow of the house interstate commerce committee, declaring that, in his opinion, the coal fact finding and distribution bills already pending would serve as sufficient warning to the industries involved and that more drastic legislation could safely be withheld for the present. It was pointed out that President Harding's recommendation for a coal purchasing and selling agency had thus far not even resulted in any effort to bring in bills for carrying it into effect, and that even the fact finding and distribution bills had not encountered perfect sailing weather either in the senate or house.

The senate having laid aside the Borah fact finding bill entirely until the middle of the week because of prolonged attacks upon it, the efforts to deal with the strike problem at both ends of the capitol tomorrow will be confined to committee consideration of the respective distribution bills introduced by Chairman Cummins and Chairman Winslow.

In the house committee the Winslow bill will be the subject of a five hour public hearing, at which all persons interested will be permitted to present their views. House leaders plan to call it up in the house on Tuesday.

The senate committee with the Cummins distribution measure before it has adopted a definite program of procedure, but it is expected an effort will be made by some members to delay action and hold hearings before it votes its approval or disapproval.

Marion, Ill., August 28.—More than two months after 26 non-union mine workers at Lester Strip Pit were killed, what has come to be known as the "Herrin Massacre" today was the subject of an official investigation. Attorney General E. A. Tamm announced that neither miner, nor coal operator has been placed on the special grand jury.

been converted into oil burners. The Ford plants, in the aggregate, constitute Michigan's greatest industry, from the standpoint of employment, and as such are among the largest in the country. Business men and manufacturers here were unanimous in their closing of these plants might have far reaching effects on the national economic situation.

LABOR DRIVE AGAINST THE RAIL MAGNATES

Chairman of Central Strike Committee Demands Investigation of Railroad Executives

New York, August 27.—Investigation of the Association of Railway Executives by the United States senate as directly responsible for the failure to end the rail strike was suggested in a telegram sent today by Jno. J. Dowd, chairman of the central strike committee for the Metropolitan district, to Albert B. Cummins, chairman of the interstate commerce commission committee of the senate.

After suggesting that the committee investigate the association "in its relation to the present shopmen's strike and to its organization and activities in general," the telegram continued:

"This group of individuals has effectively prevented a settlement of the railroad strike even when such a settlement was urgently requested by the president of the United States and agreed upon by the union involved."

Asserting that the rejection of mediation proposals by the railway executives did not represent the opinion of a majority of the members of the association the telegram added:

"The evidence is overwhelming that the proceedings of this association have for the past year been manipulated and controlled contrary to the best interests of the railroads and the public by T. DeWitt Cuyler and L. F. Loree. An examination of individual members of this association on the witness stand would reveal a situation that would startle the country and prove of inestimable benefit both to the American railroad industry and to the public at large."

Commenting upon the telegram Chairman Dowd said:

"There can not be peace in the railroad industry while the Association of Railway Executives continues to exist. Here is a union more dangerous than any labor union could ever be. This association is a union of 100 or more men, clothed with prodigious power, and absolutely controlled by its small inner circle of a half a dozen men, more powerful than all the other members put together."

"The members of this inner circle are out to establish the open shop on American railroads."

"It is four weeks now since this union defied the nation. Since then it has closed the door upon any possibility of peace. It is this union that is beyond all public control."

Railroad executives who were seen following the filing of chairman Dowd's telegram declined to make any comment.

COAL STRIKE CONFERENCE

Renewal of Effort to Reach Agreement to Be Made at Philadelphia

Philadelphia, Aug. 27.—Samuel D. Warriner, president of the Lehigh Coal and Navigation company and chairman of the Anthracite Operators' policies committee, arrived here tonight from his summer home in Montrose, Pa. Simultaneously it was learned that United States Senator Pepper of Pennsylvania had come from Devon, Pa., to meet the spokesman of the employers to discuss methods of bringing peace in the hard coal region.

The meeting place was kept secret and early tonight there seemed little likelihood of an official statement being issued before tomorrow if at all, concerning the matters considered. However, it was understood that the question of government seizure of the mines would be discussed, although Senator Pepper has been described as opposed to any such action.

Meanwhile John L. Lewis and Philip J. Murray, president and vice president, respectively, of the United Mine Workers, remained in Philadelphia over Sunday and will stay through tomorrow, according to the latter. In some quarters the optimistic view was taken that they had tarried because there was a chance of early resumption of the negotiations between operators and miners, broken off abruptly last week when the miners flatly refused to consider arbitration in any form.

TRAPPED IN DEEP MINE

San Francisco, August 28.—Seventy-five men, comprising entire night force of the Argonaut mine, at Jackson, Amador county, are entombed in the mine as a result of a fire which broke out at midnight, according to a report to the state bureau of mines. A rescue crew, headed by A. Gabarini, manager of the mine, has entered the mine shaft in an effort to smother out the flames. The men are held below the three thousand foot mark.

MARKETS OPENING WITH BIG SALES

Co-operative Machine Gets Under Way in North Carolina Tobacco Centers

Goldboro, Aug. 24.—Close to 750,000 pounds of tobacco were delivered to the cooperative warehouses of eastern North Carolina at their opening today and thousands of members of the Tobacco Growers' Cooperative association who witnessed the starting up of the marketing machinery of the giant organization went home satisfied of its certain success.

Admiration for the fairness, speed and accuracy of the new method of grading, weighing and paying for tobacco was expressed by growers on every market visited today by T. C. Watkins, Jr., manager of warehouses, and C. E. Cheatham, assistant manager of the leaf department, who were at Goldsboro, Smithfield, Bailey, Wendell, Zebulon and Fremont.

Mr. Cheatham assisted personally with the grading at each of these markets and congratulated the graders on their work and the high quality of tobacco which passed through their hands. The new schedule of cash advances with slightly higher levels than the first schedules issued in South Carolina gave entire satisfaction to most of the growers. These schedules posted conspicuously in each warehouse named cash advances from \$28 to \$120. Although practically no wrapper grades were delivered today there were many cutters which brought from \$18 to \$20 as the first cash advance for which the member growers received both checks and participation receipts.

The fact that the present payments are only a conservative cash value was made clear to most of the growers, who will receive second and third payments when the tobacco is sold in sufficient quantities. These payments, according to Aaron Sapro, attorney for the association, will amount to over three times the first cash advance. The successful sales of the association continue.

Great gatherings of farmers and townspeople met at the principal cooperative centers today and a holiday spirit on swollen markets was emphasized by the presence of ladies with ample supplies of barbecued meat, sandwiches and cool drinks.

Federal Control Of Fuel Will Go

Volunteer Organization to Disband as Production Increases

Washington, Aug. 25.—The volunteer federal fuel distribution organization will cease to function next week, it was indicated tonight by coal committee officials. Increased bituminous coal production, it was said, will make use of the super-priority system of fuel distribution unnecessary after next Monday.

With the discontinuance of this method of emergency coal handling fuel movement will be left to the regular priority classification of the Interstate Commerce Commission pending the enactment of legislation by congress to meet the fuel supply situation. Federal Fuel Distributor Spencer, it is believed, will retain a skeleton organization for a time to provide a nucleus to build up any distribution agency which may be created by congress but the advisory committee of coal operators, of which C. E. Bockus, of New York, is chairman, and the district committees which have represented the federal coal committee in West Virginia, Kentucky, Tennessee, Alabama and Virginia will be disbanded in the course of the week.

The effect of a sharply increased coal production from fields recently reopened, according to committee officials, is manifested in the decreasing number of applications for emergency coal received by Mr. Spencer. While at the beginning of the week, officials declared, applications were received in great numbers, with the reopening of various coal fields, many of these applications have been returned with the advice that the applicant's fuel requirements can no doubt best be taken care of in their own states.

The major fuel distribution problem now before the central committee, officials asserted, was the question of coal supply for the northwest and a definite program for facilitating the movement of the required tonnage to that section, it was indicated, probably will be relied upon pending legislation.

ARCTIC EXPLORER RETURNS

Freeport, Maine, Aug. 26.—The Baffin land expedition in command of Ronald M. MacMillan, which left Boston a year ago on the schooner Bowdoin is on the way home, according to a message from the explorer received by his sister today. The message said they had a fine trip and all were well.