

FILIPINOS PROTEST AGAINST SALE TO JAPS

Manila, P. I., April 6.—Three thousand Filipino farmers, headed by the Provincial Governor of Rizal, walked eighteen miles to Manila from Marikina, San Mateo and Montalban, demonstrating peacefully before Governor General Harrison's office, against the sale of Payas Hacienda of 13,000 acres to Japanese by its Spanish owners. The estate comprises half of the arable land in the municipalities mentioned, and eighty per cent of the inhabitants depend upon the estate for their living. The petitioners claim that the Japanese have imposed restrictions on privileges they have enjoyed for three generations, and ignored verbal agreements. The petition continues:

"Knowing, as we do, through the American press, the practices in Korea, Formosa, Minanoa and other places in this archipelago, together with concrete evidences which we have recently seen and experienced, and the absolute disregard of the law of contract, we simply cannot live peacefully with them side by side, nor would we care to work under them after they have taken active management of the whole estate."

The petition points out that one kilometer of the water main from the Montalban reservoir crosses the estate and that the wanton destruction of forest lands by the Japanese endangers its foundation, therefore the health and safety of Manila's people are in Japanese hands.

The petitioners offer to purchase the estate, allowing the Japanese a reasonable profit, but they want three months in which to raise the money. They ask Governor Harrison to intercede in their behalf. Present leases expire on May 1. Governor Harrison appeared on the balcony of his office, but did not commit himself. It is feared that unless the Government intervenes, serious disturbances will affect the region. Minor disturbances already are reported.

DEMOCRATS ARE OPPOSING THE PEACE RESOLUTION

Washington, April 6.—Almost solid democratic opposition has developed in the house against the adoption of the joint resolution to declare war with Germany next Thursday, two years and two days since the declaration of war.

This opposition is based chiefly on the belief that the resolution is unconstitutional in that it abrogates the authority of the president to negotiate peace with sovereign powers. Another objection raised by friends of the administration is that the republicans themselves are not satisfied that congress has the authority to end war and that the move is intended to embarrass the president and furnish political capital in the coming campaign.

In the opinion of democratic leaders there is no earnestness behind the resolution. It was conceived, they say, as a legislative maneuver to force the president to act upon the peace treaty itself, and also to show to the country that a republican congress intended to go as far as possible to effect peace, even though the president would not compromise and accept the reservations to the peace treaty favored by a majority of the senate.

NO SPECIAL RATES FOR BIG COTTON CONVENTION

Columbia, April 6.—No special rates will be allowed for the convention of the American Cotton association, to be held in Montgomery, Ala., May 13-16, according to an announcement made today by the South Carolina Railroad Commission.

The railroad commission took up with the railroads the matter of special rates to the cotton association convention. This gathering will be attended by between 5,000 and 6,000 people, it is stated. The commission has just received advice from the roads, stating why they cannot grant the special fares for the convention of planters.

The roads, state the officials, are operating under unusual circumstances for the six months following return to private ownership, March 1. The government has guaranteed a certain return to the railroads for this period, and the railroads take the position that it would not be fair to the government to do anything that might hinder the lines from making the best possible showing for the money invested. For this reason the request for reduced rates was rejected. Many requests for special fares are being declined by the roads now, it is stated.

WANT TO STAGE BIG STRIKE TO SAVE EIGHT-HOUR DAY

New York, April 6.—A general strike of the 6,000,000 union workers in the country against what is termed "a conspiracy on the part of employers to do away with the eight-hour day" is being agitated in this city, it was learned yesterday, as an outgrowth of the strike of harbor workers begun last week.

Leaders in the Marine Workers' Affiliation admitted yesterday that the nation-wide strike was being urged with the object of getting assurance from employers that the eight-hour day would not be jeopardized. The plans, it was said, were being submitted to Samuel Gompers, head of the American Federation of Labor. Although their primary purpose is to gain aid for the striking harbor workers, who charge that the Erie Railroad, in selling seven of its lighters to a former employee of the company, was merely evading the Esch-Cummings eight hour law, there is a broader object of forcing ironclad agreements respecting hours from every employer in the country.

COTTON GROWERS WANT LOWER FREIGHT RATES

Columbia, April 6.—Cotton transportation and especially the securing of a lower freight rate on linters will be the principal matters before conference of state railroad commissioners in Montgomery in May, during the convention of the American Cotton association, which begins May 13th and continues through the 16th, according to an announcement made by the South Carolina Railroad Commission today, the meeting of the commissioners having been called by the South Carolina commission, and reports reaching the office of the commission indicate that there will be a large attendance of commissioners from the cotton states.

The commissioners, when they meet in Montgomery, will take up the matter of recommending to the Interstate Commerce Commission that the rate on linters and re-ginnings be lowered. The present rates on these commodities are prohibitive, state members of the South Carolina railroad commission. In many cases the freight rate is more than what the commodity will bring.

In addition to this question of linters rates the commissioners of the cotton states will discuss the question of better protection for cotton in transportation, and also a number of transportation problems, involving routing, rates, and the like.

The South Carolina Railroad Commission recently sent out a call for the meeting of all cotton-state commissioners, to be held with the cotton association in Montgomery. The commission has received a large number of replies, indicating that many of the cotton states will be represented by their railroad commissioners. It is likely that every Southern state will have representation from its railroad commission. The questions of cotton transportation will be discussed jointly, in some instances, with the cotton association members.

WOULD END LIQUOR TRADE ALONG U. S.-MEXICAN BORDER

Mexico City, March 22. (By Mail).—Mexico's embarrassing position—that of having a dry neighbor to the north of her has no end of worries.

Reports of smuggling difficulties continue, booze threatening to supplant the place of arms and munitions as a source of contraband trouble. The latest American complaint, however, instead of coming from the border, is voiced by the officials of Galveston, New Orleans and other Gulf ports. Sailors on tankers and other steamers from Mexico, they declare, are acting as "booze agents" and are carrying liquor across the gang planks when they are granted shore leave.

Mexican authorities have been asked to co-operate with the Americans in suppressing this practice, so that henceforth, according to an announcement made here today, every effort will be made to strip Mexican sailors of bottled goods before they leave home ports for the United States.

Fear is expressed here, following the receipt of communications from Mexican consuls in the United States, that the producers of wood alcohol and other forms of pseudo-whiskey in the States, hard pressed by American federal authorities, will attempt to dispose of their fake stocks in Mexico and other Latin-American countries. The Mexicans don't want these bogus goods—they have plenty of the genuine article—so the border and port authorities have been instructed to maintain a sharp lookout for anything that smacks of imitation booze.

General Ignacio Enriquez, head of the Social Defense League in Chihuahua and candidate for the governorship of that border state, offers a remedy for the international booze problem.

"Make the border dry," says Enriquez, "the Mexican as well as the American side." Whereupon violent protests are heard, both from Mexican and American sources.

"It is a blow to my pride as a Mexican," Enriquez says, "that Americans should look upon Mexico as a place where their worst vices may be satisfied. I am not a teetotaler, but if I become governor of Chihuahua, every saloon, gambling den and house of prostitution on the Chihuahua border will be closed. Enriquez is a graduate of the University of Illinois.

HOW PRESBYTERIANS WILL SPEND THE CAMPAIGN FUNDS

York, April 5.—The ways in which the \$314,339 fund is being raised by the Presbyterians in the synod of South Carolina will be spent, were announced here today by the Rev. E. M. Gillespie, synodical manager.

Synodical and presbyterial causes will receive 40 per cent of the total, of \$125,735. The synod and presbyteries support quite a number of local institutions, which are directly under their control, and this portion of the fund will go to their benefit.

The assembly's home missions will receive \$50,294. Foreign missions will receive \$104,675. Christian education and ministerial relief has been allotted \$23,675. For publication and Sunday school extension will be spent \$6,387. Both the Assembly's Training school and the American Bible society will be beneficiaries to the extent of \$1,886. The American Bible society is an organization, non-sectarian in purpose and scope, which has for its aim the distribution of Bibles to people all over the world.

The Presbyterian Progressive Program in the synod of South Carolina, is meeting with wonderful success, according to Dr. Gillespie. Practically all the churches throughout the synod have held their every-member canvasses, and reports that have come in, have been optimistic almost to a unit.

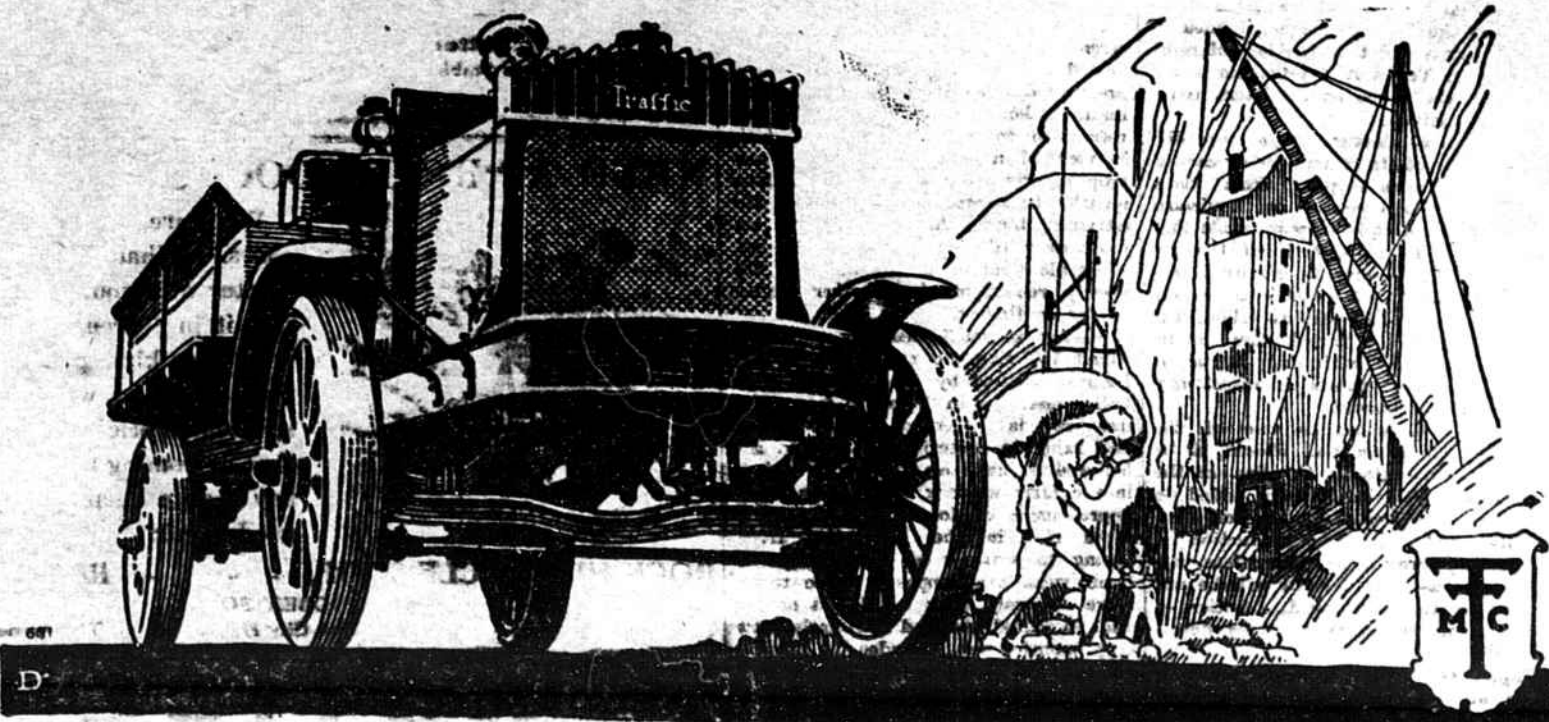
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The Traffic Motor Truck Corporation, at St. Louis, is extending every ounce of pressure to increase the production of Traffic Trucks so as to meet the constantly increasing demand for them. The Traffic factory is running night and day. The men in the production department of the Traffic Company are exerting themselves to the limit in an effort to keep the supply up to the demand.

New buildings are being erected, additions to the present plant of the Traffic Company, and even before their completion, are being used to house materials that enter into the construction of the Traffic.

The factory reports that not only in South Carolina is the Traffic the most popular and the most desired truck, but everywhere in the United States, Canada and foreign countries, the Traffic has been accepted "with open arms."

There must be a reason for this extraordinary demand, and there is. Motor truck buyers are realizing that it is possible to buy a motor truck that will fill four out of every five known hauling needs—to buy a motor truck that is constructed out of units recognized as standards—to buy a motor truck that is so constructed as to withstand a great deal of hard usage and abuse—to buy a motor truck that is at all times absolutely dependable—to buy a motor truck that will carry its load on any road, and at the same time to buy a motor truck for hundreds of dollars less than any other truck of like carrying capacity. This is the reason why the demand for the Traffic Truck is daily increasing.

Due to the fact that it will be impossible for the factory to manufacture as many trucks this year as are wanted we were not able to contract for the number of trucks that we desired. For that reason, we will not be in a position later in the year to make deliveries of Traffic Trucks when needed. We therefore suggest that any prospective Traffic owner who is going to need and will want a Traffic in the next month or two, place his order now, so as to be assured of delivery at the time the Traffic is wanted.

SOME TRAFFIC FEATURES

Red Seal Continental 33-4x5 motor; Covert transmission; multiple disc clutch; Bosch high tension magneto; 4-piece cast shell, cellular type radiator; drop forged front axle with Timken roller bearings; Russell rear axle, internal gear, roller bearings; semi-elliptic front and rear springs; 6-inch U-channel frame; Standard Fisk tires, 34x31-2 front, 34x5 rear; 133 inch wheelbase; 122-inch length of frame behind driver's seat; oil cup lubricating system; chassis painted, striped and varnished; driver's lazy-back seat and cushion regular equipment; Pneumatic cord tire equipment at extra cost.

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STATEMENT
Of the Ownership, Management, Etc., of the Fort Mill Times, Published Weekly at Fort Mill, S. C., Required by the Act of August 24, 1912.

Editor—W. R. Bradford, Fort Mill, S. C.

Managing Editor—W. R. Bradford, Fort Mill, S. C.

Publishers—W. R. Bradford, Fort Mill, S. C., and J. J. Bailes, Fort Mill, S. C.

Owners—W. R. Bradford, Fort Mill, S. C., and J. J. Bailes, Fort Mill, S. C. Known bondholders, mortgagees and other security holders, holding 1 per cent. or more of total amount of bonds, mortgages, or other securities: Mortgagees—Savings Bank, Fort Mill, S. C.

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Sworn to and subscribed before me this 1st day of April, 1920.
W. B. MEACHEAM,
Notary Public S. C.

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