

The Watchman and Southron.

UNIV. OF SOUTH CAROLINA

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

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CAMPAIGN PLANS DEVELOP.

MANNING COOPER WORKERS TO CANVAAS STATE.

Committee Organized—Specially Careful Attention Will be Given Popular Platform Leaders in Conference.

Columbia, Sept. 2.—Realizing fully the task that is before them, Cooper and Manning supporters were busy yesterday putting the final touches on the organization to prevent the return of C. L. Blaine to the governors' office for a third term.

After a day of conferences with leaders from many sections of South Carolina, Gov. Manning announced that organization had been effected in every county in the State and that a determined fight would be made to win the nomination at the second election to be held September 12.

Yesterday Gov. Manning received hundreds of letters, telegrams and telephone messages from Cooper supporters announcing their intention to work for the reelection of the present Governor.

"We were strong Cooper supporters, but we are now with you and will fight to the end for your reelection," was the substance of many messages received by the governor from many sections of the State.

The big contest for ballots will be in the Piedmont section of the State and the Cooper and Manning forces will pay particular attention to this section. Most encouraging reports have been received from Anderson, Spartanburg and Spartanburg counties.

The leaders in the Pee Dee section of the State have gone to work in earnest and every effort will be made to increase the vote for the governor in that section.

Robert A. Cooper of Laurens, who has been declared in favor of Mr. Manning's reelection.

Yesterday night and last night meetings were held in Laurens.

Mr. Manning was expected to win the election.

South Carolinians sojourning in the mountains of western North Carolina are urged to return to the State in time for the election Tuesday week.

The administration leaders will use every effort to bring out the voters on election day, because there must be a full vote for the success of the cause.

Practically complete returns would indicate that about 136,000 votes were cast in the recent primary.

GERMANS TO AID AUSTRIANS.

Effort Made to Stem Tide of Russian Advance in Transylvania.

London, Sept. 2.—Fifty thousand Germans have been sent to help check the Russian and Roumanian advance through Transylvania. The Austrians are evacuating Klausenburg, 66 miles inside of Hungary. Violent fighting is going on in the Transylvanian alps, where the Roumanians continue to advance. Portions of trenches in the Beskide wood lost on Thursday have been recaptured, it is announced, by vigorous attacks against the Germans.

KILLED IN AUTO ACCIDENT.

Mrs. Dawson Dead and Mrs. Evans Seriously Wounded.

Norfolk, Va., Sept. 2.—Mrs. Vernon Dawson was killed and Mrs. E. R. Evans is near death as a result of an automobile turning turtle at this place this morning.

PASSENGERS HAVE SHAKEUP.

Spring of Loose Freight Cars Crash into Passenger Flier.

Lafayette, Ind., Sept. 2.—Nearly fifty passengers on the Big Four railroad, Cincinnati to Chicago flier, were shaken up and bruised when a wild string of fifteen freight cars crashed into train while it was standing at the station here. The cars broke loose at Altamont, two miles east of here.

DEMAND TEN PER CENT. RAISE.

4,000 of General Electric Plant Workers Walk Out.

Pittsfield, Mass., Sept. 2.—Four thousand workers of the General Electric plant have struck. They demand a ten per cent. increase in wages.

Russians Advance in Galicia.

Petrograd, Sept. 2.—The Russians are again advancing in Galicia. The Germans delivered fresh attacks along the Mokhad, but were repulsed.

EIGHT HOUR DAY QUESTION.

NOT AN ISSUE, NOW SOUTHERN RAILROADS SAY.

Statement Asserts That Workers' Demand is Only for Increased Compensation.

Washington, Sept. 1.—Advancing the contention that the eight hour day is not the issue in the present controversy, 12 railroad officials representing practically all Southern roads issued a statement today explaining their position. It is addressed "To the people of the South."

"It has been suggested that an eight hour day is not the proper subject of arbitration," says the statement. "To this they (the railroads) have replied that an eight hour day is not an issue, but even if it were there is no evidence sufficient to place the question beyond the limits of honest difference of opinion, that the eight hour day for men engaged in train service has been finally accepted by social opinion."

"To justify this view they point to the fact that the men themselves have not demanded it, do not want it and would not accept it if offered; that the underlying principle of an eight hour day, where it has been introduced, is humanitarian for the purpose of actually shortening the hours of labor and has never been justified by any law or by any social movement as a means of increasing wages for hours that shall remain unchanged; that the establishment of an eight hour day in train service has never been favored in any political platform of any party and while the subject of an eight hour day has been under consideration in party conventions, its application has been carefully limited by party opinion and has excluded employes in railroad service and generally in industrial pursuits; that it has never been recommended by an executive officer of this country for adoption by any legislative body and has never been put into law either by any State, and that it has never been brought into prominent public discussion except in the misleading aspect given to it in this wage controversy and is now being thought of only as a means of avoiding the nationwide disaster of interrupted transportation facilities."

After pointing out the fact that the men had refused arbitration of all points at issue, the reason given being that "no fair arbitration of such matters of difference is possible," the statement says:

"In saying that no arbitration can be fair, they indict the whole nation for the proposition was that the president should appoint the arbitrators. They claim the right to arbitrarily put upon the railroads, upon the other employes and upon the whole public, their own demands by the strong arm of their irresponsible and unregulated power."

"The country is, therefore, confronted by the question whether it is to be ruled by law or by the few men who acknowledge no limitation, except the limitation of force, upon their obligations to the social welfare."

SCHOLARSHIPS GIVEN.

Announcement is Made of Awards for Citadel.

Columbia, Sept. 2.—The State superintendent of education announces the following winners of the scholarships at the Citadel: J. L. Whitten, Anderson; J. W. Simmons, Bamberg; Virgil Harvey, Pinopolis; Charles James, Jr., St. Matthews; T. C. Latimer, Chester; Moses Alexander, Batesburg; Judson Stewart, Easley; Robert Baynard, Landrum; Hughes Bradley, Sumter.

Austrians Advance on Roumanians.

Vienna, Sept. 2.—The Austrians evacuated Hermannstad and Sepiszent Gyorgy before advancing on the Roumanians, it is announced. The latter are thirty miles inside the border.

Allies' Aeroplanes Active.

London, Sept. 2.—The allies have developed intense aerial activity. Their aeroplanes are bombarding the Bulgarian camp at Sorrovitch, killing one hundred and fifty.

Italian Advance Checked.

Vienna, Sept. 2.—The Italians attempt to push forward their lines have been frustrated by the Teutons says the war office statement. The Italian artillery is kept active.

Railroads Remove Embargo.

Chicago, Sept. 2.—More railroads have reduced their freight embargoes as the strike outlook brightens. Preparations for the strike continue, however.

R. R. STRIKE ORDER REVOKED.

ADAMSON BILL AVERTING GREAT TIIEUP OF TRAFFIC PASSED BY SENATE.

Despite Desperate Opposition and Efforts to Amend Measure is Sent to President for His Signature by Strictly Party Vote—Senators Declare Congress Was Coerced into Action—To Take Effect January 1.

Washington, Sept. 2.—The threat of a general railroad strike, which has been hanging like a pall over the country for nearly a month was lifted tonight.

Three hours after the senate had passed without amendment the Adamson eight hour day bill, passed by the house yesterday, the heads of the four great railroad employees' brotherhoods telegraphed 600-odd code messages to their general chairmen in all parts of the country cancelling the strike order issued a week ago to take effect next Monday morning at 7 o'clock.

The legislative expedient to avert the strike was passed in the senate by a vote of 43 to 28—almost a strict party vote—amid stirring scenes, after many senators, Democrats and Republicans, had fought desperately to amend the measure by provisions designed to prevent industrial disasters in the future. Some senators, thoroughly aroused, declared congress was being coerced into enactment of legislation that it did not desire, and that it knew would return to plague it in the future.

In both houses the measure was signed within a few minutes after a final vote in the senate.

Officials of the brotherhoods, who witnessed the final passage of the bill had announced early in the night that cancellation of the strike would not be ordered until the bill had been signed by the president and actually had become law. But later they were signalling to the waiting trainmen of the country through their chairmen the message that a satisfactory settlement had been secured.

The bill that stopped the strike provides that after January 1, 1917, eight hours shall be regarded as a basis of reckoning for a day's pay for men engaged in the operation of railroad train in interstate commerce, (excepting roads less than 100 miles long and electric lines,) that they shall receive pro rata pay for work in excess of eight hours and that their rate of compensation shall not be changed pending an investigation for from six to nine months of the effect of the eight-hour day upon the railroads by a commission to be appointed by the president.

Efforts to amend the bill in the senate were futile, the supreme effort to alter it having been led by Senator Underwood, who sought to provide that the interstate commerce commission should have power to fix railroad wages and hours of service in the future. This amendment was defeated by a vote of 57 to 14.

Only two Democrats, Senators Hardwick, of Georgia, and Clarke, of Arkansas, voted against the bill, and one Republican, LaFollette, of Wisconsin, voted for it.

In the debate on the Adamson bill Senator Borah said he doubted if the price about to be paid would "cure the patient." He had his own views, he said, of the ability of the four brotherhood's chiefs to call off the strike, but he was certain the great body of trainmen never would carry the strike order out if they were assured that the president and congress were seriously investigating with a view to legislation. No severer indictment could be drawn against their character and intelligence, he said, than to say they would not accept such assurance.

"If congress cannot proceed to consider this deliberately and with all facts at hand," he asked, "then it is truly yielding to dictation. If that is the situation, then congress has reached the greatest crisis of its whole history . . . and the halo that has hovered over the body for years will soon be dissolved."

"I warn union labor that the amendment to give the interstate commerce commission authority to fix wages is the inevitable logic of the position we will occupy when we pass this bill. When they accept this bill the union men will have conceded the right of Congress or other governmental tribune to fix wages."

"I cannot get the consent of my conscience and my judgment to vote for this bill," said Senator Jones. "This act is a compulsory and arbitrary settlement."

Senator Pomerene said he would support the bill because he felt the

RAILROADS REMOVE EMBARGO.

ACTION OF RAILROADS IN PREPARATION FOR STRIKE CANCELLED.

Stopping of Freight Traffic Had Threatened Great Damage to South—Southern Railway One of Those to Act.

Atlanta, Sept. 2.—Railroad embargoes that twenty-four hours previously had threatened to work immeasurable hardships on producer and consumer alike throughout the South had been almost entirely removed late today and conditions were rapidly becoming normal. Roads that did not immediately lift their embargoes either modified them or indicated that no shipments would be refused after a short time.

Among the roads that have announced they would accept shipments of all classes are Norfolk and Western, the Chesapeake and Ohio, Central of Georgia, the Georgia Railroad, Atlantic and West Point, New Orleans, Mobile and Chicago, Yazoo and Mississippi Valley, Nashville, Chattanooga and St. Louis, Mississippi Central, Natchez and Southern, Georgia, Southern and Florida, and the Texas and Pacific.

The Southern Railway has raised its embargo insofar as it applies to shipments to destinations on its own lines. Perishable freight, including livestock and explosives, will not be accepted for other lines, unless the shipper has made arrangements for its delivery in advance. Mobile and Ohio announced today that its embargo would be lifted tomorrow and the Louisville and Nashville officials are expected to take similar action.

The Atlanta, Birmingham and Atlantic Railroad has modified its embargo and will probably be operating under normal conditions soon.

In many cases the embargoes were raised when advices from Washington made it certain that the senate would pass the Adamson eight hour bill.

URGES USE OF TEN CENT LOAF.

President of Master Bakers Says Five-cent Loaf is Not Economical.

Memphis, Tenn., Sept. 2.—S. F. McDonald, president of the National Association of Master Bakers in a statement issued here today urged the adoption by housewives of the country of the ten-cent loaf of bread, instead of the popular five-cent loaf, as a matter of economy.

He called attention to a resolution passed at the recent bakers' convention held in Salt Lake City to abandon the making of the five-cent loaf, and make the ten-cent loaf the unit of bakers' bread.

Mr. McDonald said this resolution had been widely misconstrued into meaning that the bakers intended to charge ten cents for the five-cent loaf. The five-cent loaf, he said, was impossible because of the high cost of flour and the labor connected with its production.

He asserted that the high standard of quality maintained by the bakers in the United States can not continue unless the larger unit is adopted.

Prisoner is Not Fay.

Corinto, Miss., Sept. 4.—A prisoner suspected of being escaped Lieut. Robert Fay, the German plotter, proved not to be Fay when photographs were compared.

crisis demanded it.

Senator Lewis submitted a resolution declaring it to be the sense of the Senate that any other future disputes between railroad employers and employes pending the proposed investigation should be submitted to the interstate commerce commission for investigation, the commission to make a public report of what it concludes to be just and reasonable. The resolution was offered as a separate measure to be taken up after disposition of amendments to the bill.

Debate on amendments began at 4 o'clock, Senator Underwood's proposal to give the interstate commerce commission authority to fix railway wages and hours being taken up first. Senator Underwood said the bill without his amendment was a price of peace without any attempt permanently to solve the great questions involved. Senator Newlands also urged adoption of the amendment.

Senator Reed told the Senate that Chairman Adamson of the House commerce committee, had informed him it would be impossible to pass the bill before Monday with the Underwood amendment included, because there is no quorum of the House in Washington. Senator Reed opposed the amendment.

SIGNS EIGHT HOUR DAY BILL

PRESIDENT AFFIXES SIGNATURE IN PRIVATE CAR AT WASHINGTON STATION.

Will Sign Document Again Tuesday Removing All Doubt of Legality of Act—How Long Peace Shall Reign Depends on Developments.

Washington, Sept. 3.—The Adamson eight-hour day bill, exacted from congress last week by the railroad brotherhoods as the price of calling off the nation-wide strike ordered for tomorrow, was signed by President Wilson today in his private car at the union station, where he stopped on his way from Shadow Lawn, N. J., to Hodgenville, Ky. That there may be no question as to the legality of the measure as a result of it having been signed on Sunday, the president will affix his signature again upon his return to Washington next Tuesday.

How long peace shall reign as a result of the bill apparently is dependent upon developments in the proposed move to test the constitutionality of the act. Should the railroads take no action but await the beginning of an investigation of the workings of the eight hour day by the special commission for which the measure provides, the brotherhoods will remain inactive. The employes' leaders declare, however, that should the law be held unconstitutional and the railroads attempt to restore the ten hour day on their lines, a strike will follow promptly.

Brotherhood heads in a circular letter to their members today made no comment on the measure as passed. They merely pointed out that it would not become effective until next January 1 and that many things might occur between now and then which would change materially any suggestions or comment they might make.

None of the brotherhood leaders witnessed the signing of the bill. They had expected, according to tentative arrangements made by Secretary Wilson last night, to be present, but the president decided to attend to the business at the railroad station and newspaper correspondents gave them their first information about it. The four pens used by the president in signing the bill—one for each syllable of his name—will be presented to the four brotherhood heads, A. B. Garretson, W. G. Lee, W. S. Carter and W. S. Stone, after being used for resigning the bill Tuesday.

No ceremony attended the signing today. It originally had been planned that the president should go to the White House, but this was changed and instead Rudolph Forster, assistant secretary to the president, took the bill to the train. Near the car window a group of trainmen in their overalls paused in their work long enough to watch the president write his name. An engineer, passing on a yard engine, celebrated the occasion with several prolonged blasts of his whistle.

While at the station the president also signed several commissions and executive papers and sent Secretary Tumulty to the home of Majority Leader Kern of the senate to urge that the senate pass the Webb bill, passed yesterday by the house, designed to permit American firms to utilize common selling agencies abroad without violating the Sherman anti-trust law.

Later the President and Mrs. Wilson took an automobile ride about the city. During their absence the private car was attached to a special train carrying guests of the Lincoln Farm association, bound for Hodgenville to participate in the exercises incident to the transfer of the log cabin in which Abraham Lincoln was born to the federal government grounds tomorrow, at which time the president will make an address.

It developed today that the brotherhoods before being summoned to Washington by President Wilson three weeks ago had agreed to call a strike effective August 20. The orders they drafted were used when the strike finally was set for Labor day. After having been printed in preparation for the proposed strike on August 20 they were locked in a vault in New York. Decision a week ago last Saturday to order a strike the next day, when the majority of the committee of 640 were leaving for their homes, was followed by a hasty trip to New York by two representatives of the brotherhoods. The strike date, September 4, was filled in with a rubber stamp, but the original date of the call, August 14, was not changed.

Hundreds of telegrams came to the brotherhood leaders at their hotel today. Most of them were congratulatory. One or two were from locals

ALL FIGHT INVESTIGATION.

RESIDENT GOMPERS OF LABOR FEDERATION SAYS DEMOCRATIC PARTY IS BEST FOR LABOR.

Opposes President Wilson's Legislative Program to Prevent Strikes in Labor Day Address.

Lewiston, Maine, Sept. 4.—Samuel Gompers in a labor day address served notice on the nation that organized labor would fight to the last to prevent the laws compelling the federal investigation of labor difficulties before strikes are called.

Gompers referred to the part of President Wilson's recent original railway strike program for preventive strike legislation, declaring it in any form would mean labor's slavery. Gompers declared for a world federation of labor.

He bitterly denounced Hughes. He held up Wilson and the Democratic party as labor's only true political friend. Gompers asserted that labor's slogan is "To reward friends and defeat enemies."

SHACKLETON PARTY RESCUED.

Explorer Succeeds in Third Attempt to Rescue His Men on Elephant Island.

Punta Arenas, Chile, Sept. 3.—Lieut. Sir Ernest H. Shackleton has rescued the members of his Antarctic expedition which were marooned on Elephant island. Shackleton returned here today with his men safe and well on board the rescue ship Yelcho.

Sir Ernest Shackleton left Punta Arenas August 26 with the ship Yelcho for a third attempt to rescue his men marooned on Elephant island.

After the failure of his Antarctic expedition, Shackleton, with five members of his crew, managed to reach Port Stanley, Falkland islands, on May 31. Twenty-two others of the crew were left on Elephant island.

4. The first attempt to rescue these men was made in June and the second attempt in July, both failing on account of the ice.

STRIKE NARROWLY AVERTED.

Action Prevented by Discovery of Error in Telegram to Texas Brotherhood.

Houston, Texas, Sept. 3.—A strike of trainmen on the Southern Pacific lines in Louisiana and Texas was averted tonight by the timely discovery and correction of an error in the code message sent from Washington revoking the general railway strike orders. The code message as received here by J. L. Morgan, general chairman of the trainmen's organization, owing to a mistake in the wording, failed to revoke the original strike order and until a second dispatch was received at 9 o'clock tonight, correcting the error, preparations were continuing for the trainmen to quit work tomorrow morning. With the receipt of the second message orders immediately were issued to abandon plans for the strike.

ALLIED AERIAL ATTACK FAILS.

Acroplanes Driven off From Artillery Depot by Zeppelins.

Amsterdam, Sept. 4.—A squadron of allied aeroplanes attacked the German artillery depot near Antwerp, but were driven off by Zeppelins. Three were killed in the raid.

who had received no notice that the strike was off, so tomorrow morning in some few far away sections of the country there may be temporary difficulties. Efforts were being made tonight to communicate with all of these points.

A circular letter, drafted by W. G. Lee and giving the complete details of negotiations since last August 1, as well as a copy of the Adamson bill, was being mailed to all members of the brotherhood tonight. After completing this work, Mr. Lee left for his home in Cleveland. The other three brotherhood heads will leave either tomorrow or Tuesday. Railroad executives called here by the president left yesterday. Virtually all of the 13 general chairmen who remained here as members of the last committee of 24, also have gone home.

Among those who departed from Washington early today was a delegation of the Order of Railway Conductors from the Northwest, who came here yesterday to protest to Mr. Garretson against a strike. They arrived about the time the senate was in the last stages of passage of the bill which will give them ten hours pay for eight hours work and called on Mr. Garretson. He declined today to discuss the conversation which followed.