

The Watchman and Southerner.

THE SUMTER WATCHMAN, Established April, 1850.

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

THE TRUE SOUTHERNER, Established June, 1866.

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GREAT RAILROAD STRIKE.

Four Big Brotherhood Leaders Direct Trainmen to Quit Work Tomorrow.

Each Side Rejects Offers Proposed by The Other and Only Hope to Avert Traffic Tie-up is Intervention of President Wilson, Which, Possibly, Would Not Prove Effective—Southern Part of United States to Be Affected by Sunday.

New York, March 15.—"pro-gressive strike" of the 400,000 members of the four great railroad brotherhoods to begin at 6 o'clock (central time) Saturday on Eastern roads was ordered here late today. The walk-out will extend to all the railroads in the country within five days. Chiefs of the workers' organizations set the strike machinery in motion within a few minutes after an ultimatum delivered to the conference committee of railroad managers had been rejected. A compromise proposal offered by the managers was declined without debate.

Only successful intervention by President Wilson, it appeared to-night, can avert a strike. The brotherhood leaders gave no indication that even an appeal from the nation's chief executive can change their purpose to obtain a basic eight hour day and prorata time for overtime through the use of the "protective feature" of their organizations. They refused flatly to submit their case to the eight hour commission headed by J. Gen. Goethals or to await the decision of the supreme court on the constitutionality of the Adamson law.

Freight employes, yardmen and engine hostlers on the New York Central lines east and west, the Nickel Plate and the Baltimore & Ohio and in the great yards in Chicago and St. Louis will be the first to leave their posts.

They will be followed on Sunday by the same classes of workmen on the Southern railway, the Norfolk & Western, the Virginian, the Chesapeake & Ohio and a group of Northwestern railroads.

The time when the walkout will extend to the other lines was uncertain. It was said, but the men will be called out in groups every 12 or 24 hours.

Elihu Lee, chairman of the national conference committee of the railroads, made the following statement: "We have offered to leave to the Goethals eight hour commission recently appointed by the president any question that may remain unsettled by the decision of the supreme court in the pending Adamson law case. We regret that the leaders of the organizations have refused to accept this offer and that they have notified us that they have ordered a series of strikes on the railroads of the country beginning Saturday night at 6 o'clock.

"The ultimatum presented to the railroads by the organizations was that we must immediately put into effect their interpretation of the law now before the supreme court for a determination of the constitutionality and meaning without waiting for the decision of the court.

"We declined to accept this proposition, feeling that we must await and abide by the judgment of the court; and we thereupon made the following formal offer for a settlement of the issues involved:

"(1) If the supreme court holds the Adamson law to be constitutional and the two sides can not agree on the application of any of the points we will agree that the eight hour commission shall determine how the law shall be applied.

"(2) In case the law is declared unconstitutional we offer to join you to determine the whole controversy; in asking the eight hour commission any settlement arrived at to be effective January 1, 1917.

"This offer for a feasible adjustment was refused."

The brotherhood's side of the controversy was made public in a statement signed by the four brotherhood chiefs, W. L. Lee for the trainmen, W. S. Carter for the firemen, L. E. Sheppard for the conductors and W. S. Stone for the engineers.

or 11 miles per hour, insert eight hours or less, for a basic day and 12 1-2 miles per hour for speed basis for the purpose of computing overtime, overtime to be paid for not less than one-eighth of the daily rate per hour. In all yard, switching and hostling service where schedules now read '10, 11 or 12 hours or less shall constitute a day's work' insert 'eight hours or less shall constitute a day's work.' Overtime to be paid for at not less than one eighth of the daily rate per hour. In passenger service the present mileage basis will be maintained provided that the basic passenger day will not be in excess of eight consecutive hours. Overtime to be paid for at not less than one-eighth of the daily rate per hour.

"The conference committee of the railroads took our proposition under consideration at the afternoon meeting, notified us that they could not accept it and submitted in lieu thereof the following:

"If the supreme court holds the law to be constitutional and the two sides can not agree on the application of any of the points, we will agree that the eight hour commission shall determine how the law shall be applied.

"In case the law is declared unconstitutional we offer to join you in asking the eight hour commission to determine the whole controversy. Any settlement arrived at to be effective from January 1, 1917."

"It will be noted that in eventuality the managers' committee have declined to negotiate any settlement of the eight hour day, that if the law is held constitutional they will not agree to our interpretation of the law and desire to submit the application of the law to arbitration, the members of the eight hour commission being the arbitration board.

"On the other hand, if the law is declared unconstitutional they decline to make any settlement of the matters in controversy with us and again offer to submit the matter to arbitration, the members of the eight hour commission being the arbitrators.

"If the railroads are willing to submit either of these propositions to arbitration it is evident they are willing to give their employes an eight hour day if the arbitration board so decides, but the roads themselves will never grant the request directly.

"We submit that this is an unfair attitude for the conference committee of the railroads to assume, for if they are willing to grant the eight hour day through any method they should be willing to grant it directly to their employes and not prolong the controversy.

"The public should remember that after having failed to reach an agreement with the conference committee of the railroads last August, President Wilson intervened and attempted to mediate our differences and, after hearing both sides of the discussion and considering the matter for several days, proposed a settlement which settlement is practically the same as we have just proposed to the railroads. The railroads refused to accept the president's proposition, when the president recommended to congress the enactment of a law similar to his proposition. This congress did when the railroads again refused to accept the decision of congress and have not yet observed the law in a single instance.

"It is apparent to us that the purpose of the railroads is to avoid any settlement of the matter until such time as the country becomes involved in war, when they expect to escape any settlement of whatever character. Even though the supreme court decides that the law was constitutional, we have noticed that they will not accept our interpretation thereof, which is practically the same as the president proposed when he recommended the enactment of the law, therefore decision of the supreme court upholding the constitutionality of the law would not even indirectly

REVOLT IN RUSSIA.

STARTLING NEWS OF REVOLUTION IN CZAR'S EMPIRE.

German and Swedish Newspapers Publish Reports of Widespread and Successful Uprising Against Russian Government.

Berlin, March 15.—The Overseas News Agency says there has been a successful revolution in Russia.

Stockholm, March 15.—Reports of serious disturbances in Russia are appearing in Swedish newspapers. It is reported that the railroad bridge over the Neva at Petrograd was dynamited and that mobs stormed the shops there Saturday. Travelers from Moscow say there has been open revolt in many Russian cities since Thursday.

obtain for the employes the purpose of the law.

"It goes without saying that railroad employes have been patient and loyal to the interests of the country and in the event of war have offered their services to the government. It must not be overlooked that during this period when the railroads have persistently denied their employes that which was intended by the president in his proposition and which was intended by the congress in the Adamson law, the railroads during a year's period show net earnings of over \$1,000,000,000, while the employes with no increase in wages have suffered an increase in cost of living equal to more than 10 per cent.

"If after more than a year we have failed to get some relief and train and enginemn conclude to fold their hands and starve in reality rather than by degrees, should they be considered as disloyal to their flag?"

"Why not place some of the responsibility on the employers who can very easily stop all talk of stoppage of trains by recognizing that such employes must either lower their standards of living or they must work longer than ten hours out of each 24 in order to retain American standards."

Joseph Hartigan, city commissioner of weights and measures, who had appealed to the brotherhoods to permit the movement of food trains into this city, received a letter signed by the chiefs of the four organizations in which they said the strike call had been so arranged that the movement of food and fuel into New York city would not be stopped for several days after the strike begins on certain Eastern roads. The letter follows:

"Every indication now seems to warrant the statement that the freight trains, engine and yard employes on certain railways entering this city will peacefully withdraw from service at 7 p. m. Saturday, March 17, and that the employes on other lines will continue service for several days thereafter, raking it possible, in our opinion, to furnish this city food and fuel supplies for several days after the strike becomes effective.

"We regret exceedingly the necessity of inconveniencing the public in any way and have declined to give our approval for the stoppage of the work of regular road passenger employes for a period of five days after the strike becomes effective, the result of which will be that regular milk trains and passenger trains handling only passenger equipment can operate as usual."

In his statement to the New York Central employes, President Smith said:

"Concerning the controversy now in progress regarding wages of employes in train service, I wish to give you the following facts for your information:

"The position of this company is that we should properly await the decision of the supreme court which now has the Adamson law under consideration. We have joined with the other railroads in saying to your representatives who are in session here that if the Adamson law is declared constitutional you are automatically taken care of. Should any question arise as to the interpretation of the law which we can not readily agree upon among ourselves, we shall be glad to abide by any award made in the matter by the Goethals commission, which was appointed by the government to investigate the question.

"Should the Adamson law be declared unconstitutional, the Goethals commission shall act as intermediary and declare what is equitable and we shall abide by its decision, which shall date from January 1, 1917.

"You are all aware that the people

MONEY FOR SITE SECURED.

EDWIN W. ROBINSON OF COLUMBIA WIRES ARMY OFFICERS.

Columbians Raise \$50,000 to Purchase Land for Army Encampment—Tillman's Aid is Appreciated by Committee.

Columbia, March 15.—Gen. Leonard Wood and his staff were notified yesterday that Columbians have contributed \$50,000 to purchase a site for the United States army cantonment. A telegram announcing the result of the meeting was sent by Edwin W. Robertson, chairman of the central committee, in charge of the movement to secure the army for Columbia. The result of the meeting was telegraphed to Senator B. R. Tillman and August Kohn, who returned yesterday from New York. He signed the pledge to contribute \$1,000.

Mr. Robertson wired Maj. C. E. Kilbourne, member of the staff of Gen. Wood, as follows:

"Had a rousing meeting of our substantial citizens last night who quickly, gladly and enthusiastically put up \$50,000 to buy and donate to government 1,200 to 1,500 acres of the land over which you have been. We await the pleasure of the army officials and extend a royal welcome. If there is anything we have not done which ought to be done just say the word. Senator Tillman has pledged his active support and his word is as good as old wheat. I have excellent reason to believe Washington much impressed by condition and personnel of our two regiments on the border which is ascribed to the healthy conditions and climate surrounding Columbia. Please file with our report. I feel this morning as good as a game cock."

The following message was sent to Senator Tillman:

"Had rousing meeting of our substantial citizens last night who quickly, gladly and enthusiastically put up \$50,000 to buy and donate to government 1,200 acres of land for army cantonment and have wired this information to headquarters, Governor's Island. Your endorsement and support wonderfully and sincerely appreciated by all of us. Wish you could have been present and witnessed temper of crowd."

Until the year 1874 the Japanese used to vaccinate on the tip of the nose.

of this country are confronted by many critical situations at the present moment. These include food for its people, supplies for the millions of laborers engaged in manufacturing plants, as well as the safety of the nation itself.

"In view of the foregoing facts, I ask you to remain at work pending a conclusion of the matter as above outlined, which we trust will be reasonably prompt and equitable, and we trust that the government and the people will see to it that the railroad companies themselves are in some way fairly reimbursed to meet these new requirements as well as the very high cost of all material and supplies we now are using and which is causing much embarrassment and retarding their development."

No formal outline of the brotherhood's programme beyond the plans for these two days was made either to the managers or to the public. It was said, however, that the freight employes on the other roads in the country would be called out in groups at 12 or 24 hour intervals after Sunday.

If the paralysis of freight traffic thus caused does not result in surrender by the railroads before that time the employes on all passenger trains will be ordered out Wednesday.

The railroad managers said tonight they expected that enough of their men would remain loyal to enable them to operate a skeleton service on most roads.

The members of the managers' committee will remain here until tomorrow. If the men ask another conference it will be granted. They said they would make every effort to operate their roads in spite of their strike. Preference will be given to the movements of trains carrying food and fuel.

When the managers offered to abide by any decree of the Goethals commission if the Adamson act were declared unconstitutional, W. G. Lee, president of the Brotherhood of Railroad Trainmen, spokesman for the employes, declared:

"That would be only another form of arbitration and our men are sick and tired of arbitration."

AMERICAN SHIP SUBMARINED WITHOUT WARNING.

The Algonquin Sailed from New York for London With Foodstuffs.

Sunk by Shell-Fire From Submarine at 6 O'clock Monday Morning. Attack Made Without Warning. Submarine Refused to Render Any Assistance to Crew.

London, March 14.—The American steamer Algonquin was sunk by a German submarine, without warning, on March 12th. According to a report from American Consul J. G. Stephens at Plymouth, all aboard were saved. Consul Stephens reports that the captain of the Algonquin stated that his ship was sunk by shell fire. The steamer was submarined at 6 o'clock in the morning and the submarine refused to render any assistance. Twenty-seven of the men have been landed.

LOSS ABOUT \$2,000,000.

Algonquin Had Cargo of Foodstuffs Valued at \$1,700,000.

New York, March 14.—The Algonquin, which was owned by the American Star Line, sailing from New York for London February 20th, was submarined March 12th, according to a cablegram to the owners from Penzance, England. Where the sinking occurred was not mentioned.

The officers of the line said the Algonquin was a vessel of 1,830 tons, and was worth approximately \$450,000. She carried a cargo consisting mostly of foodstuffs, worth more than \$1,700,000.

There were ten American in the crew including Captain A. Nordberg, a naturalized American, of Norwegian birth.

The steamer was one of the first American vessels to sail after Germany announced the submarine campaign. The steamer was expected to reach the submarine zone on March 8th. It is assumed that she went out of her course.

Does Not Change Situation.

Washington, March 14.—The official view is withheld in the absence of official dispatches confirming the sinking of the Algonquin, but it is the unofficial opinion that the incident does not change the German situation.

FIRED TWENTY SHELLS.

Submarine Made Thorough Job of Algonquin.

London, March 14.—Later advices from Plymouth said that the submarine opened fire at a distance of four thousand yards, firing twenty shells. When the Algonquin did not sink German sailors boarded the vessel and blew it up with bombs. The crew was given time to leave the ship.

SEVEN LIVES LOST.

Cunard Freighter Folla Sunk by Submarine—Nashville Man Escaping Unharmed.

Washington, March 13.—Seven lives were lost and one American placed in jeopardy in the sinking without warning by a submarine of the Cunard freighter Folla off the Irish coast Sunday. Consul Frost at Queenstown cabled the state department today this report:

"Seven lives lost out of crew of 78 in sinking Cunard Folla. Folla bound New York to Avonmouth. Torpedoed without warning five miles off Ram Head, County Waterford, in heavy fog Sunday, 7.20 a. m. Dr. Core and officers reached Bristol this morning."

Earlier in the day Consul Frost sent a report as follows:

"Cunard non-passenger Folla sunk off Waterford 10th. Survivors landed Lungarron. Sole American, Boat's Surgeon W. J. Core, Nashville, Tenn., saved, uninjured."

CHINA FOR WAR.

Has Severed Relations With Germany and Seized Interned Ships.

Washington, March 14.—China has severed diplomatic relations with Germany and taken possession of six German ships interned in Shanghai harbor, according to advices from naval officers in Chinese waters.

American Minister Reinsch, at Peking, reported that China has severed relations with Germany and the German minister has been handed his passports.

SOLDIERS REACH HOME STATE

SECOND REGIMENT OF SOUTH CAROLINA BACK ON OWN SOIL.

Short Stop is Made in Greenville by First Detachment of Troops, Who are Jubilant at Their Return.

Greenville, March 14.—Brown as berries, but with jubilant smiles, 700 soldiers comprising seven units of the Second regiment, South Carolina infantry, passed through Greenville tonight en route to the State concentration camp near Columbia, after a tour of duty on the Mexican border.

Traveling from 12 to 14 hours late most of the way, the first section of more than 20 cars pulled into Greenville shortly after 10 o'clock, and remained here until 10:55 o'clock, departing for Columbia via Spartanburg. All the men in full uniform, were awake and just as enthusiastic as the exultant throng that welcomed the troop train to Greenville. Lusty cheers were exchanged and out of the din was heard the shrill note of the bugler, then the regimental band struck up a martial air that sent a thrill of patriotism into the hearts of the happy hundreds.

Whether the Palmetto guardsmen where happy to be on the homeward stretch, or whether their patriotism was inspired by the report that they would again be called to arms on April 6, in view of the international crisis is not known, but the report was current tonight among the toolers that officers had received orders to the effect that a call would be issued to the National Guard on April 6. It was said afterwards that local officers also received such intimation. Although the second section left El Paso only 15 minutes behind the first section, it is now traveling ten hours behind.

This section, like the first, experienced delays in sidetracking all along the route.

Just as Col. Holmes B. Springs, stepped aboard tonight he was handed a telegram, advising him that the second section was held up on account of a wreck ahead somewhere in Alabama. This train is scheduled to reach Greenville at 7 o'clock tomorrow morning.

According to Capt. J. D. E. Myer of Charleston, regimental adjutant, Lieut. William B. Walker, Company I, Timmonsville, was taken from the train at San Antonio and operated upon in a hospital there for appendicitis. A case of measles and a case of mumps were also found in the second section and the two patients were left in San Antonio.

LATEST WAR BULLETINS.

New York, March 15.—With exception of the German retirement on the French front, which still continues, the most interesting military developments are progressing in Persia and Mesopotamia.

The Turks continue their retreat up the Tigris river and by the last report were thirty miles north of Bagdad. Two Russian columns which are presumably expecting to form a junction with the British are moving rapidly westward along the Persian border driving other Turkish forces before them. Petrograd officially announces that one of these columns has captured Kermanshah, ninety miles east of the Persian border, while the other has reached Ebanes, only ten miles from the Mesopotamian frontier. Both Russian forces are thus threatening the main Turkish army retreating from Bagdad, both on the Turkish flank and in the Turkish rear.

London, March 15.—An Amsterdam dispatch says Chancellor von Bethmann-Hollweg in a speech before the Prussian diet predicted the political reorganization of Germany after the war, involving a greater participation by the people in the conduct of imperial affairs.