Norwich Bulletin

1796 1922

VOL. LXIV—NO. 185 POPULATION 29,685 NORWICH, CONN., WEDNESDAY, AUGUST 2, 1922 TEN PAGES—70 COLUMNS PRICE TWO CENTS

RAIL EXECUTIVES UNANIMOUSLY DECLINE TO RESTORE SENIORITY RIGHTS TO STRIKERS. STRIKERS LIKELY TO ACCEPT PROPOSALS

Two of the Proposals Made by President Harding for Settlement of the Rail Strike Were Accepted Conditionally by the Executives—That Wage Decisions Rendered by the Railroad Labor Board Should be Accepted by All—That Law Suits Resulting From the Strike Should be Withdrawn by Both Sides for Settlement by the Board—Acceptance of White House Peace Pan by the Striking Shopmen is Practically Assured—Definite Action is Expected to be Taken Today.

New York, Aug. 1.—(By The A. P.)—Railway executives today rejected the proposals of President Harding that the striking shopmen be reinstated without forfeiting seniority rights, but accepted conditionally the other two suggestions made by the White House for settlement of the nation-wide strike. This announcement was made by President Loree, of the Delaware and Hudson, after the heads of 148 roads had met here today, considered Mr. Harding's programme, drafted a reply and adjourned.

The reply to President Harding was put on the wire to the White House as soon as it had been drawn up by a sub-committee headed by Robert S. Lovett, of the Union Pacific and approved unanimously by the general conference.

The proposals conditionally accepted were that wage decisions rendered by the railroad labor board should be accepted by all and that law suits resulting from the strike should be withdrawin by both sides for settlement by the board.

The railroad heads balked on the seniority question after Secretary Hoover, appearing before them earlier in the day as the representative of President Harding, had told them the administration considered that the issue of the authority of the railroad labor board far transcended that of seniority.

Referring to the coal strike as a complicating factor in the rail situation, Mr. Hoover implied that if conditions were different, the administration would not have taken the point of view it had assumed and urged the roads to co-operate with the government in upholding the labor board.

Mr. Hoover was followed later in the day by Judge Lovett, who asserted flatly that there was no moral or practical reason for the roads to alter their stand.

This was learned after Mr. Hoover, following a 20-minute address, took the next train back to Washington.

Mr. Hoover indicated to the executives that while the administration did not intend to belittle the importance they attached to seniority, it considered the major issue the upholding of the labor board and the return of the men to work.

The vote of the railway executives today to reject the programme outlined by President Harding for settlement of the nation-wide strike first was announced as unanimous.

This later was corrected to 265 to 2. L. F. Loree, chairman of the eastern conference, explaining he had cast two votes against the reply sent the White House because he did not thing the executives had taken a strong enough stand against the seniority proposal.

Mr. Loree, who voted for the Delaware and Hudson and Kansas City Southern, stated that he was quite in sympathy with his fellow executives as far as they had gone.

It became apparent from the very opening of today's conference that the seniority question would be the wedge which would divide administration and railway executives.

The only question which arose during the short period during which the president's proposal was under discussion was how emphatically the reply rejecting his plan should be worded.

In the balloting, each road was given one vote for each 1,000 miles of track it operated. The reply, drafted by the standing committee, was adopted by a vote of 265 to 2.

This, however, represented unanimous disapproval of the president's plan, the two dissenting votes being cast by L. F. Loree, chairman of the eastern conference, representing the Delaware and Hudson and the Kansas City Southern, with the explanation that he wished the seniority proposal turned down even more decisively.

Presidents A. H. Smith, of the New York Central, apparently crystallized the sentiment of the rail chiefs when, in the midst of their discussion, he threw upon the conference table a bundle of 400 telegrams from foremen and supervisors of the road, announcing they would have to resign, if the seniority ranking of the strikers was returned.

Immediately others leaped to their feet to testify to a similar condition among officials on their roads. Resignations would be wholesale, from sub-foremen to general managers, if their personal pledges to protect present employes could not be made good, they declared.

"What we want the government to do is to let us alone to let us settle this strike in our own way," declared Mr. Smith.

"We have organized new shop forces and are getting the roads back to normal. Unless the government ceases its interference, we will have a far worse strike on our hands. You must stand by those who stand by you to maintain discipline; if strikers are reinstated with seniority rights it will be impossible to maintain discipline.

"Acceptance of President Harding's proposal would result in complete demoralization of America's transportation system and the system of honorable co-operation between employer and employee upon which it was founded."

Samuel Felton, president of the Chicago and Great Western, understood to be the leading spirit among representatives of mid-western roads, was strong in his support of Mr. Smith and those who echoed his statements.

Those who framed the association's reply to the White House made it plain that the new employes and those who declined to join the strike had done much to uphold the railroad labor board, the importance of whose authority the president had emphasized through Secretary Hoover. The committee set forth in the letter very distinctly that they felt themselves bound morally and legally to back up the pledges they had given to the workers now manning the shops.

The executives contended that, in standing by present employes, they were not upholding the railroad labor board which in a resolution adopted on July 3, after the strike was called, set forth that the new men who entered the service of the roads were not strike-breakers, but new employes who had a legal right to engage in such service to prevent interruption of railway transportation and were entitled to the protection of the government.

RAIL EXECUTIVES REFUSE TO ACCEPT PRESIDENT'S PLAN

New York, Aug. 1.—(By the A. P.)—The unanimous refusal of the American Association of Railway Executives to accept President aHrding's plan for settlement of the rail shop crafts strike was contained in the following message, telegraphed to the White House tonight:

"Resolved (1)—That we accept recommendation of the president, reading as follows:

" 'First, railway managers and workmen are to agree to recognize the validity of all decisions of the railroad labor board, and to faithfully carry out such decisions as contemplated by the law,' with the understanding that this is not intended to preclude any party to a controversy from proceeding by legal action to question the validity of any order of the board on the ground that jurisdiction and authority to make the order was not conferred by the statutes creating the board and defining its authority.

"(2)—That we accept the second proposal of the president, reading as follows:

" 'Second, the carriers will withdraw all law suits growing out of the strike, and railroad labor board decisions which have been involved in the strike may be taken in the exercise of recognized rights by either party to the railroad labor board for re-hearing,' with the understanding that the strike is first called off, and the representatives of the strikers pledge themselves and the strikers against violence in any form against the men now at work and the property of the carriers, since otherwise it would be impossible to consider the dismissal of injunctions and other legal measures necessary to protect such presons and property from the violence and intimidation of the character restorted to in many localities since the strike was called.

Reject Third Proposal

"(3)—That it is impossible to agree to the first sentence of the third proposal of the president, the whole of which reads as follows:

" 'Third, all employes now on strike to be returned to work and to their former positions with seniority and other rights unimpaired. The representatives of the carriers and the representatives of the organizations especially agree that there will be no discrimination by either party against the employes who did or did not strike.'

"The railroad executives and managers agree entirely with the president's statement in his letter that it is 'wholly unthinkable that the railroad labor board can be made a useful agency of the government in maintaining industrial peace in the railway service, unless employers and workers are both prompt and unquestioning in in their acceptance of its decisions. 'I think it is more desirable than I know how to express to have established the unchallenged authority of the railroad labor board, because we must do things which are necessary to bring about the recognition of suitable uathority to decide and end such disputes as menace the continuity of transportation.'

"By this language the president has expressed with great force and clearness the policy which we advocate. But, the decisions of the railroad labor board were flouted and defied by the six organizations comprising the Federated Shop Crafts; the strike was called to take effect July 1, 1922, and even the summons of the board to appear with the railroad executives before the labor board, after the strike was called and befort it took effect, was contemptuously ignored by the leaders of the strikers, who refused to attend the hearing. Thereupon it became the plain duty of the railroads actively and vigorously to undertake to uphold the orderly processes for the adjustment of industrial disputes contemplated by the statute creating the board and represented by the decisions of that board against which the strike in question was directed, and at the same time continue to be the best of their ability to discharge their duty to the public as common carriers.

"Many men in the service refused to join the strike and in so doing were assured of the seniority rights accruing to them and of the permanence of their positions. On some important lines fifty per cent. or more, refused to join the strike. To these old loyal employes have been added thousands of new men, who were employed and could be secured only upon a definite promise that their services would be retained regardless of the settlement of the strike, with all the rights appertaining to such employment, including that of seniority under the working rules and regulations previously approved by the railroad labor board. We especially point out that a refusal to the old men who remained in the service and to the new men who accepted service of the rights of seniority incident to their employment would have just the opposite effect to that desired by the president, and would most seriously discredit the labor board. The board itself prescribed the rules of seniority under which the men referred to have secured their seniority rights, and the railroad companies have neither the legal nor moral right to deprive these men of those rights. By public utterances since the strike began the board has recognized and emphasized these rights, and to deny them now would, instead of upholding the authority of the labor board, overthrown its rules and discredit its authorky.

"The chairman of the labor board at the time the strike was called made the following public statement:

" 'Upon one question, the striking employes should not be deceived. Their leader has said that the strikers are no longer employes of the railways, and they have thus automatically abandoned all the rights they possess under their agreements and under the decisions of the board, including their seniority. This is not the boards action. It is their own.

" 'Many carriers are giving their former employes the opportunity to re-enter the services within a limited time. It must be understood now that men who remained in the service and those who are now entering it will have rights of seniority that the board could not ignore.'

"The chairman of the board's statement that 'this is an individual utterance, but it expresses, in substacne, the sentiments of a large majority of the members of the railroad labor board' was justified by formal action of the board taken in its resolution of July 3, 1922, which stated, among other things, as follows:

" 'Be it further resolved. That the employes remaining in the service and the new ones entering same, be accorded the application and benefit of the outstanding wage and rule decisions of the railroad labor board, until they are amended or modified by agreements with said employes, arrived at in conformity with the transportation act or by decision of the board, and,

" 'Be it further resolved. That, if it be assumed that the employes who leave the service of the carrier because of their dissatisfaction with any decisions of the labor board are within their rights in so doing, it must likewise be conceded that the men who remain in the service and those who enter it anew are within their rights in accepting such employment, that they are not strike-breakers seeking to impose the arbitrary will of an employer or employes; that they have the moral as well as the legal right to engage in such service of the American public to avoid interruption of indispensable railway transportation, and that they are entitled to the protection of every department and branch of the government, state and national.'

"It must be understood that any proposal that employes now on strike shall be permitted to return to the service, without impairment of their seniority, is merely another way of suggesting that those men who took employment in this crisis in good faith, relying on the promises of the railroads to protect them in their positions, these promises being justified by the authoritative utterances of the labor board and thus have made possible the continued operation of the railroads, shall now be sacrificed in favor of men now on strike, who not only brought about the crisis, but by their own action and declaration are no longer employes of the railways, under the jurisdiction of the United States railroad labor board, or subject to the application of the transportation act.

"In addition to the necessity of upholding the labor board, and maintaining the pledges made by the roads to the men now at work, there is the practical effec on the supervisory officers of a violation of the pledges they were authorized to make. Their discouragement and demoralization would be far more disastrous than this or any other strike. Much harm has already been done by repeated publication of rumors in recent days that the loyal men and the new men are to be sacrificed to the strikers. This has discouraged new men from accepting employment in as great numbers as would come forward if certain that the pledges given would be fulfilled. Such published rumors only delay the complete collapse of the strike.

"In view of the above, it is submitted that the striking former employes cannot be given preference to employes at present in the service, without doing violence to every principle of right and justice involved in this manner and without the grossest breach of faith on the part of the railroads to the men at present in their service. Under these circumstances, it becomes apparent that the railroads cannot consider any settlement of the present strike which does not provide protection in their present employment, both to the loyal employes who remained in the service and to the new employes entering it."

PRESIDENT'S PROPOSALS FOR ENDING THE RAILL STRIKE

Washington, Aug. 1.—President Harding's proposal for ending the rail strike, made public at the White House today, provides with reference to the big controversial point of seniority that "all employes now on strike to be returned to work and to their former positions with seniority and other rights unimpaired."

The basis of the executive's settlement plan follows:

1—Railway managers and workmen are to agree to recognize the validity of all decisions of the railroad labor board and to faithfully carry out such decisions as contemplated by law.

2—The carriers will withdraw all lawsuits growing out of the strike and railroad labor board decisions which have been involved in the strike may be taken in the exercise of recognized

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CABLED PARAGRAPHS

40 Persons Killed in Collision.

Paris, Aug. 1 (By the A. P.)—Forty persons were killed and fifty others injured in a collision between two trains of pilgrims to the Grotto of Lourdes, one of the world's most famous shrines, early today. The collision occurred near Villecomtal.

Chinese Parliament Reassembles.

Peking, Aug. 1 (By the A. P.)—The old republican parliament of China, dissolved by the militarists in 1917, reassembled today with a quorum and immediately began the transaction of business. The opening of the parliament, it is believed, will weaken the cause of Sun Yat Sen, deposed president of South China, who had attempted to prevent southern members attending its revival. Drafting of a permanent constitution for the country is expected to be an early item on the program.

Early Returns of Primary Elections

Long Leading Reed in Missouri—Reed's Strongholds to be Heard From.

St. Louis, Aug. 1.—(By the A. P.)—With one-seventh of Missouri's 3,848 precincts heard from at 10 p. m., Senator James A. Reed is running 5,431 votes behind Breckenridge Long, third assistant secretary of state in the Wilson cabine. All by 24 of the 543 precincts reporting, however, are in rural communities concede to Long. Twenty-four of of 389 precincts in Reed's home town, Kansas City, gave Reed 3,940 to Long's 186.

R. R. Brewster, of Kansas City, endorsed by the regular republican organization, is leading a field of six for the republican senatorial nomination by almost as many votes as the next three men combined. Re turns from 294 out of 3,848 precincts gave Brewster 9,351 and John G. McKinley his nearest opponent, one of three running as progressives, 3,431.

William Sacks, advocate of light wines and beer is running fourth.

Senator Reed continued to maintain his big lead in Kansas City, with forty of the 389 precincts heard from. In these forty he led Long by an average of 112 votes per precinct.

In the statet as a whole, including Kansas City precincts, Long has a lead of approximately 10 votes to the precinct.

BRECKENBRIDGE LONG LEADS SENATOR REED BY 9,104 VOTSE

Later—St. Louis, Aug. 1.—(By the A. P.)—With Reed strongholds St. Louis and Kansas City, embracing more than one-quarter of all the precincts in the state, virtually unheard from Breckenridge Long is leading Senator James A. Reed by 9,104 votes in the race for the democratic nomination for United States senator. Only 65 of the 1,007 precincts in the two big cities have reported.

The returns from 973 out of 3,848 precincts in the entire state give Long 64,067 and Reed 54,963.

R. R. Brewster, Kansas City, a regular republican, is leading a field of six on returns from 610 precincts with 18,343 votes for the republican senatorial nomination.

His nearest opponent, John G. McKinley, a progressive, has 8,001 votes.

SENATOR SWANSON WINS RENOMINATION IN VIRGINIA

Richmond, Va., Aug. 1.—On the face of early unofficial returns from many parts of the state, Senator Claude A. Swanson has defeated former Governor Westmoreland Davis for the democratic nomination for United States senator. Senator Swanson registered substantial majorities in each of the sections from which early returns were obtained in the cities and rural communities.

SEIATOR SUTHERLAND IS LEADING IN WEST VIRGINIA

Charlestown, W. Va., —(By the A. P.)—Senator oward Sutherland at midnight maintained his lead for the republican nomination for United States senator in the statewide primaries, followed by H. C. Ogden, of Wheeling. Sutherland's vote in 440 precincts out of 2,093, was 15,535, while Ogden had 11,864. M. M. Neely, democrat, was leading Mrs. Brown with 11,354 to 10,326.

FARMER-LABOR CANDIDATE LEADING IN OKLAHOMA

Oklahoma City, Aug. 1.—(By the A. P.)—With 282 Precincts out of 2,337, heard from in today's statewide primary election, J. C. Walton, farmer-labor candidate for the democratic gubernatorial nomination was leading his nearest opponent, R. H. Wilson, state superintendent of public instruction, by more than 2,000 votes.

The count gave Walton 11,601; Wilson 9,410; Thomas H. Owen, 7,068; Ziska 15; Finn 14.

Miss Alice Robertson, republican representative in congress from the second Oklahoma congressional district, was leading her republican opponent, Gus Tinch 111 to 15, in returns from nine precincts out of 284. Manuel Herrick, republican congressman from the eighth district, was running third on returns from 12 precincts out of 339. The count was M. C. Garber, 205; Charles Swindall, 156, Herrick 133.

ARKANSAS MOB TOOK NEGRO FROM JAIL AND LYNCHED HIM

Hot Springs, Ark., Aug. 1.—Battering its way into the city jail here today, a mob of about 500 men, forced a police guard to surrender Gilbert Harris, a negro, under arrest in connection with the fatal wounding of Maurice Connelly, an insurance solicitor, and hanged him to an electric light pole, near the center of the down-town business district.

TO DRAFT CONSTITUTION FOR IRISH FREE STATE

Philadelphia, Aug. 1.—Michael Francis Doyle, attorney of this city, has been asked by Irish leaders to aid in drafting the constitution for the new Free State, and will leave New York for Dublin tomorrow aboard the President Polk. His services are said to have been requested by Arthur Griffith and Michael Collins.

KILLED WHILE CROSSING RAILROAD TRACKS IN AUTO

Stamford, Conn., Aug. 1.—Jerry Colabella of South Norwalk was instantly killed by a train on the New Canaan division of the N. Y., N. H. & H. railroad here late today when he attempted to cross the tracks at a private crossing in an automobile at Springdale. The machine was wrecked. Colabella was an employe of the Saunders Rubber company and had just finished his day's work.

SIX PERSONS KILLED IN WRECK ON C., L. & N. ROAD

Cincinnati, Ohio, Aug. 1.—(By the A. P.)—Six dead, nine seriously injured, including two, who may die, and more than fifty bruised and shaken up, was the toll today when a Cincinnati, Lebanon and Northern train collided head-on with a negro Sunday school excursion train at Lester station, a suburb of this city.

OBITUARY

Glenn E. Plumb.

Washington, Aug. 1.—Glenn E. Plumb, counsel for the sixteen larger railroad organizations and author of the celebrated "Plumb plan," of railroad operation and ownership, died tonight. Death was due to an affection of the heart from which he had suffered for several months.

Coal Conference of Governors Called

Chief Executives of Five States to Meet in Indianapolis Thursday.

Indianapolis, Ind., Aug. 1.—Governor McCray of Indiana today invited the governors of Ohio, Illinois, Michigan, Wisconsin, Kentucky and Pennsylvania to meet here Thursday, Aug. 3, for a conference on the coal situation.

Governor A. J. Groesbeck, it was announced this afternoon will accept the invitation of Governor McGray of Indiana to participate in the five-state governor's conference called to discuss the coal strike in Indianapolis Thursday.

HARD COAL OPERATORS READY TO REOPEN NEGOTIATIONS

Philadelphia, Aug. 1.—Anthracite operators are "ready and willing" to reopen negotiations with their employes' committee at any time, according to a statement issued tonight by S. D. Warriner, head of the operators' committee, after a conference with the mayors of six leading cities of the hard coal fields.

The statement said the operators were ready either to continue negotiations for a new wage scale by direct conference or to refer the matter to unrestricted arbitration in accordance with the proposal made by the operators to the miners' representatives at a conferece on June 2.

The mayors conferred today with John L. Lewis, international president of the miners' union. They carried word to the operators' representatives that Mr. Lewis was willing to meet the anthracite operators to negotiate by direct conference for peace.

COAL CONFERENCE IN CLEVELAND NEXT MONDAY

Philadelphia, Aug. 1.—(By The A. P.)—Governmental and financial influences are being exerted it was learned here today to have bituminous coal operators enter the interstate joint wage conference called for Cleveland next Monday by John L. Lewis, international president of the miners' union, to make possible the adoption of a basic wage scale.

Mr. Lewis said he fully expected that the meeting will result in an agreement.

PLAN FOR GOVERNMENT'S EMERGENCY FUEL CONTROL

Washington, Aug. 1.—A plan of procedure under which the government's emergency fuel control machine will be operated was completed today at a meeting of the central coal committee with Fuel Distributor Henry B. Spencer presiding. It was understood that the plan would be submitted to Secretary Hoover tomorrow and that federal distribution would thereupon become actually effective.

Mr. Spencer made public the appointment of the public utilities commission, Hartford, as the fuel agency for Connecticut.

WOULD PROBE INTERESTS OF SENATORS IN TARIFF RATES

Washington, Aug. 1.—Senator Gooding, of Idaho, chairman of the republican agricultural-tariff bloc and one of the senators charged with having a financial interest in the wool rates recently voted into the tariff bill, announced today in the senate that he would introduce a resolution proposing an investigation of the interests, if any, of all senators in tariff schedules. He intimated that the inquiry might be extended to Metropolitan papers opposing the tariff measure.

Senator Gooding charged that the Metropolitan newspapers had started a fight on the tariff bill just as soon as they learned that for the first time agriculture was to get protection. He added that "as long as we could be given schedule K, (the wool schedule of the Payne-Aldrich law) that was crooked and dishonest, not a single Metropolitan paper raised a voice against it."

Senators Harrison, Mississippi, and Hitchcock, Nebraska, democrats, said Senator Gooding had taken a courageous stand. The latter expressed the hope that Mr. Gooding would be able to remove the objection on the republican side to such an inquiry.

The senate completed consideration of the silk schedule as re-written last week by the finance committee majority and took up the schedule dealing with pulp, paper and books. The controversy over the proposed five per cent duty on chemical wood pulp, the first in that schedule, was in progress when the senate recessed. Opponents of the duty claimed, and some advocates of it conceded, tha tthey had the necessary votes to return this pulp to the free list.

The fight against the silk schedule was all from the minority side, but Senators Lenroot, Wisconsin, and Kellogg, Minnesota, who opposed the wool duties, voted against several of the silk rates as did Senator Borah, republican, Idaho, Senator Sheppard, democrat, Texas, sought to have each of the duties proposed reduced to the level of the existing law, but his amendments were rejected.

BELIEVE E. W. O'BRIEN TO BE AMONG LIVING

New Haven, Aug. 1.—Edward W. O'Brien, formerly of Hartford, but more recently of Simsbury, is still believed to be among the living, despite reports circulated early this morning that he had been cut in two by a train in the Cedar Hill yards of the New York, New Haven and Hartford railroad. The report started when three employes of an undertaking establishment came to police headquarters here inquiring for the body of O'Brien, which they expected to find in the morgue.

According to reports from Hartford, O'Brien left Simsbury six weeks ago and has not been heard from since. Last midnight a man who gave his name as Conlon, called at the Hartford police headquarters and told the story of O'Brien's supposed death. The family was communicated with and not having heard from him since his departure, made arrangements for the return of the body. When the undertakers arrived here they were told that neither the police nor the railroad officials had a report of a man having been killed but the insistence of their demands caused an investigation to be started. It was not until nearly noon that the police decided that no accident had occurred.

According to information from Hartford, O'Brien was desirous of having it appear that he was dead and caused the report of his death to be circulated. The man Conlon also disappeared.

Directors of the Keystone Watch Case company have suspended the quarterly dividend due at this time.

TO PAY DEBT DUE AMERICA, GREAT BRITAIN IS TO EXACT PAYMENT BY DEBTOR NATIONS

BRIEF TELEGRAMS

Sunday, in Chicago, Samuel De Grossky, aged 108, died.

Stephen Cushing Smith, 87, a retired Providence, R. I., merchant, died at his summer residence in Ashburnham, Mass.

Peter Lemezes, 45, committed suicide in New Britain by inhaling illuminating gas.

American relief work in Soviet Russia will continue for three or four months at least, Secretary Hoover announced.

A distress signal made by a Boston fisherman's burning shirt saved two fishermen from being swept out to sea in a disabled dory.

There is a noticeable lull in the American demand for British coal, due to the inability of the exporters to guarantee early delivery before September.

Japan is observing every detail of her obligations under the naval and four-power treaties entered into at Washington.

Governor Cox of Massachusetts telegraphed Secretary Hoover that there was a total deficit in Massachusetts of bituminous and anthracite coal this year up to date of 3,000,000 tons.

Harry Boland, formerly representative of The Dail Eireann in the United States, is in a critical condition in a Dublin hospital.

Foodstuffs exports during the past fiscal year fell off in value by more than $500,000,000 as compared with the fiscal year 1921.

The Rev. William Burgess, author, publicist and social reformer, died at his home in Des Plaines, in his 80th year.

Electric railroad service in Concord, N. H., suddenly ceased just before noon yesterday when electricians in the power plant at Eastman's Falls, Franklin, went on strike and pulled the switches.

A National Guard sentry on duty at the Boston & Maine railroad shops in Concord, N. H., fired twice early at a man detected in the act of scaling the fence surrounding the shop enclosure.

Approximately 300 employes of seven of the principal outsole plants in Haverhill, Mass., were called out on strike yesterday by the Shoe Workers' Protective Union.

Governor Robert Carey, of Wyoming, telegraphed to President Harding, protesting against the sending of marines to Wyoming to eject alleged squatters from the Teapot Dome naval oil reserve.

Heavy ice was the cause of the transfer of Captain Amundsen, Arctic explorer, from his ship Maud to the schooner Holmes, according to a radio message received in Nome, Alaska.

The General Electric company, Schenectady, N. Y., announced it has paid $1,011,568 to employes of its plants who have been in the company's service five years or more.

Thousands of replies from all parts of the country, without exception stating "We want Henry" have been received in response to a circular sent out by the Henry Ford for President club, Secretary E. F. Kelley announced.

Brigadier General Oliver Lyman Spaulding, former Assistant Secretary of the Treasury and for many years prominent in public affairs in Michigan, died at his home in Washington, aged 83 years.

The police of Salem, Mass., have redoubled their efforts to run down the slayer of 12-year-old Henry C. McMahon, who was brutally murdered in a pasture ten days ago. Another important arrest is expected.

The shoe factory of J. H. Winchell & Co. Inc., Haverhill, Mass., was indefinitely closed as the result of a strike by the 500 employes in protect against a recent wage reduction by the state board of arbitration.

The New Haven road yesterday reported a continuance of recruiting of a "permanent force" of shopmen to take the places of the strikers. More than 150 mechanics were added to the companys forces since Monday.

The prickly pear pest is spreading at the rate of 20,000 acres a month in New South ales, agriculture authorities say. About five million acres are infested with a loss in value of at least 250,000 pounds sterling.

A Grecian maiden, with classically bound hair, long draping and flowing robes, and sandal-like footwear, such will be the stylish girl who will replace the present "flapper" in the opinion of some of the delegates who are attending the three day convention of the Nation Hair Dressers' Association in St. Louis.

Warning against unofficial promoters of colonization schemes in South America was issued today by the commerce department, which added that such promoters have been particularly active in the western states.

A nationwide search for a scion of former Russian nobility ended when representatives of the Red ross society found Leon czarowitch Gussell in Clinton, Ill., serving as a private in Company L, 132nd Light Artillery.

Brigadier General Edward W. Whitaker, who as a Union officer is said to have carried the message which halted the prepared Union charge at Appomattox and which resulted in the unconditional surrender of Lees army, died at his home in Washington.

Walter Hinton and Dr. E. Pinto Martins, who are planning an 8,500-mile flight from New York to Brazil, named the new hydroaeroplane in which they will sail, the "Sampaio Correia" in honor of the president of the Aero club of Brazil.

Privates Harry Long of Logansport, Indiana, and Fitzhugh Langston of Auburn, North Carolina, were killed at Ehrenbreitstein, Germany, when the machine gun truck in which they were riding skidder into a telegraph pole and overturned.

Willing to Surrender Share in German Reparations If a General Cancellation of Inter-Allied Indebtedness Can be Effected—To Make Payment of Debt to America, Britain Feels Constrained to Call Upon France to Make Arrangements to Deal to the Best of Its Ability With Payment of Anglo-French Loans—Similar Requests Are to be Sent Italy, Jugo-Slavia, Rumania, Portugal and Greece.

London, Aug. 1. (By the A. P.)—The British government cannot treat the repayment of the Anglo-American loan as if it were an isolated incident in which only the United States and Great Britain had any concern, says a note, addressed today by the Earl of Balfour, acting foreign secretary, to France, Italy, Jugo-Slavia, Rumania, Portugal and Greece.

This transaction, continues the note, is but one of a connected series in which Great Britain appears sometimes as a debtor and sometimes as a creditor. If, it says, Great Britain's undoubted obligations as a debtor are to be enforced, her not less undoubted rights as a creditor cannot be left wholly in abeyance.

Declaring it is regretfully constrained to request the French government to make arrangements for dealing to the best of its ability with the Anglo-French loans, the British government says it desires to explain that the amount of interest and repayment for which it asks depends less on what France and the other allies owe Great Britain than on what Great Britain has to pay to the United States.

The policy favored by his majesty, the note states is that of surrendering Great Britain's share of German reparations and writing off through one great transaction, the whole body of inter-allied indebtedness.

"But if this is found to be impossible of accomplishment," the note says, "we wish it to be understood that we do not in any event desire to make a profit out of any less satisfactory arrangement. In no circumstances do we propose to ask more from our debtors than is necessary to pay our creditors."

"And while we do not ask more," it continues, "all will admit that we can hardly be content with less; for it should not be forgotten, though it sometimes is, that our liabilities were incurred for others, not for ourselves."

Pointing out in conclusion that it is not merely a question between the allies, because former enemy countries also are involved, and the greatest debtor is Germany, the note declares that the government does not suggest, either as a matter of justice or expediency that Germany should be relieved of her obligations to the other allied states. But Great Britain would be prepared, subject to the just claims of other parts of the empire, to abandon all further rights to German reparations and all claims to repayment by the allies, provided this renunciation should form a part of a general plan whereby this great problem could be dealt with as a whole and a satisfactory solution found.

A general settlement, in the view of the British government, the note says, would be of more value to mankind than any gains that could accrue even from the most successful enforcement of legal obligations.

The note, which was addressed to six European powers, by the Earl of Balfour, acting foreign secretary, advocates international settlement of debts and reparations on the basis of a general cancellation.

The note in its preamble explains that there has been no formal discussion between the French and British governments nad that the British government is not anxious to raise the discussion, but that recent events leaves little choice in the matter.

The note proceeds to state that no international discussion has yet occurred on "the unexampled situation partially disclosed by these figures," and says if the British government hitherto silently has abstained from making any payments upon its allies for repayment of interest or capital, it is not because the government under-rates the evils of the present state of affairs or because it is reluctant to make large sacrifices to bring them to an end. On the contrary, it is prepared as a part of an international settlement to remit all debts due Great Britain by the allies in respect to loans or by Germany in respect to reparations.

Stating that recent events make such a policy difficult of accomplishment, the note proceeds:

"With the most perfect courtesy and in the exercise of their undoubted rights the American government have required this country to pay interest acrued since 1919 on the Anglo-American debt, to convert it from an unfunder debt and to reply it by a sinking fund in twenty-five years. Such procedure is clearly in accordance with the original contract. His majesty's government makes no complaint of this. They recognize their obligations and are prepared to fulfill them, but evidently they cannot do so without profoundly modifying the course they would have wished to pursue."

Stating that the government does not conceal the fact that it abandons the policy of general cancellation of indebtedness with the greatest reluctance, the note explains that the British treasury would be a large gainer if all debts were paid, because Great Britain is owed more than she owes.

"But can the present world situation," the note continues, "be looked at only from this narrow financial standpoint?"

The note then proceeds toargue that the allied and associated powers were partners in the greatest international effort ever made in the cause of freedom and that they are still partners in dealing with some at least, of its results.

"To generous minds," says the note, "it can never be agreeable, although for reasons of state it may perhaps be necessary to regard the monetary aspect of this great event as a thing apart, to be torn from its historical setting and be treated as no more than an ordinary commercial dealing between traders who borrow and capitalists who lend."

Then referring to the economic ills from which the world is suffering, including the weight of international indebtedness "with all its happy effects upon credit and exchange," the note asks:

How can normality be reached while conditions so abnormal are permitted to prevail, and how can these conditions be cured by any remedies that seem at present likely to be applied?"

Arguing that the policy Great Britain has pursued in refusing to make demands upon its debtors "is only tolerable so long as it is generally accepted," the note continues that it cannot be right that one partner in a common enterprise "should recover all she has lent and that another while recovering nothing should be required to pay all she has borrowed."

"Such procedure," says the note, "is contrary to every principle of natural justice and cannot be expected to commend itself to the people of this country. They are suffering from an unparalleled burden of taxation, from an immense diminiuition in national wealth, from serious unemployment, and from a severe curtailment in useful expenditure.

"These evils are courageously borne, but were they to be increased by an arrangement, which, however legitimate, is obviously one-sided, the British taxpayer would inevitably ask why he should be singled out to bear a burden which others are bound to share. To such a question there can be but one answer, and I am convinced all opinion all opinion will admit of its justice."

BRITISH DEBT COMMISSION NOT COMING TILL SEPT.

London, Aug. 1 (By the A. P.)—To meet the American government's convenience, the British delegation to arrange for the funding of the British debt to the United States will not arrive in Washington until the end of September, Sir Robert Horne, chancellor of the exchequer, stated in the house of commons today.

CHARGES AGAINST BRIDGEPORT PARCEL POST CARRIERS

Bridgeport, Aug. 1.—Charged with substituting cancelled postage stamps for unused ones and retaining moneys given them for the purchase of good stamps, six parcel post delivery carriers, the entire force of the main parcel post station here were today arrested and held in bonds of $500 on complaints sworn out by Postal Inspectors T. J. Rice and E. A. Courter.

Warrants in the cases state that the men would misappropriate money given them by patrons along their routes which was to be used for the cost of mail handed to the men as outgoing matter without stamps.

The men will be given a hearing Saturday before United States Commissioner Hugh J. Laverq.

AMERICAN SOCIALISTS SEND PROTEST TO SOVIET GOVT

Chicago, Aug. 1.—The national executive committee of the socialist party today adopted a resolution instructing the executive secretary to cable a protest to the soviet government of Russia against the possible execution of the social revolutionists now on trial. The protest read:

"The socialist party of the United States joins the protest against the possible execution of the socialist revolutionaries now on trial. Their execution would be a disgrace to a workers' government and a crime against the revolutionary workers of all countries."

VERNER E. MATHER, HARTFORD, COMMITTED SUICIDE IN ESSEX

Essex, Conn., Aug. 1.—Verner E. Mather, of Hartford, an employe of the Connecticut Humane Society, was found dead this morning near the home of B. F. Platt here. The body was discovered by Turey Ferrandi, a fruit dealer, who kept his auto truck in Platt's garage. There was a bullet hole in Mather's head and a pistol in his hand.

Merical Examiner F. B. Bradeen viewed the body, but declined to state whether he believed the man had committed suicide. Mather had been visiting at the Platt home. He leaves two sisters, Mrs. Arthur M. Sweet of Essex and Miss Lillian Mather of Hartford.

POISON PIE RESTAURANT OPERATING PERMIT REVOKED

New York, Aug. 1.—The board of health late today rescinded the operating permit of the Shelburne restaurant, following the deaths of three persons who had eaten huckleberry pie there yesterday. About 140 other persons were made ill by the pie.

Investigation by the district attorney's office during the day developed the fact that the pie crust had contained arsenic.

ANOTHER MILITARY AVIATOR KILLED AT KELLY FIELD

San Antonio, Tex., Aug. 1.—Lieutenant Samuel M. Lunt, Kelly Field aviator, met almost instant death here today when his plane fell 150 feet as he was attempting to land.

He is survived by a widow here and a mother, Mrs. Caroline E. Lunt, of Alexandria, Va. The body will be sent to ashington for burial in Arlington cemetery.

DEATH OF HARRY J. BOLAND FORMER SINN FEIN AGENT IN U. S.

Dublin, Aug. 1.—(By the A. P.)—Harry J. Boland, former representative of the Sinn Fein in the United States, died tonight in a hospital here of wounds received early Monday morning in the Grand hotel in Skerries, a fishing village, north of Dublin, while attempting to evade capture by troops of the national army.

OBENCHAIN JURY FAILED OF AGREEMENT

Los Angeles, Calif., Aug. 1.—The jury in the case of Madalynne Obenchain, charged with the murder of J. Belton Kennedy, here, late this afternoon was discharged because of failure to agree.