

# The Muskogee Cimeter.

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## SEEK PROGRESSIVE AND LABOR VOTES ON FALSE CLAIMS

Democrats Posing as the Enactors of Legislation Which the Indisputable Facts Show to Be of Republican Origin.

## AUTHORITY ON SOUND SOCIAL LAW CITES 11 GLARING CASES

Organized Labor Resents This Deception and Running True to Form Will in November as at Many Previous Elections Indignantly Smite Those Who Without Justice Lay Claim to Its Gratitude—Even the Much-Touted Federal Reserve Law is Based Entirely on the Statistical Research of a Republican Administration.

That "No class is more instant than labor to condemn and punish those who without foundation by claim to its gratitude" is the assertion of John Williams, ex-commissioner of labor, apropos of certain false claims set forth by Vance McCormick, Democratic National Chairman, in behalf of his party.

Chairman McCormick caused to be published in the New York Times, on July 31, an appeal for Progressive and Labor support, based on "twenty measures enacted by Congress while President Wilson has been in the White House," and for which he claims credit for the Wilson administration and asks Progressive approbation. Commenting on this statement, the former Commissioner of Labor says:

"Students and promoters of sound social legislation will do well to examine this list for it contains a number of items of unusual interest.

"We may well believe that it was with a great deal of pride that Mr. McCormick contemplated the record of his party and that he drew a vivid mental picture of Progressives flocking to the support of Mr. Wilson because of the things claimed on behalf of this administration.

"It is a pity that in the interest of truth, which knows neither Democrat, Progressive nor Republican, we must now this remarkable statement. Nevertheless, it is our duty to call attention to the fact that in his effort to induce support for Mr. Wilson the Chairman of the Democratic National Committee has fallen into a glaring error. He has no desire to disparage the achievements of the Wilson administration, but we must enter emphatic protest against any attempt to pad the record.

"Mr. McCormick claims 'twenty measures enacted by Congress while President Wilson has been in the White House.' This claim we dispute. More than one-half are measures enacted under a Republican administration and were approved by ex-President Taft, and for others the Democratic administration deserves no credit.

"Let anyone think that this is a groundless assertion we herewith furnish the record which can easily be verified:

From among the twenty pieces of legislation cited by Chairman McCormick, I select the following:

(1) Eight hour law on government work. In effect March 1, 1913. Signed by Mr. Taft.

(2) Eight hour provision for post office clerks. In effect generally August 24, 1912.

(3) Eight hour provision applicable to the manufacture of ordinance for the government. In effect January 1, 1913. Signed by Mr. Taft.

(4) Children's Bureau. In effect April 9, 1912. Signed by Mr. Taft.

(5) Industrial Commission Law to Investigate Industrial Relations. In effect August 23, 1912. Signed by Mr. Taft.

(6) The phosphorous match law. Enacted in 1912, effective as to the importation of white phosphorous matches January 1, 1913, and as to the manufacture of such matches July 1, 1913. Signed by Mr. Taft.

(7) The Department of Labor Law creating a department with a secretary who shall be a member of the President's Cabinet. In effect March 4, 1913. Signed by Mr. Taft.

(8) The Parcel Post Law. In effect January 1, 1913. Signed by Mr. Taft.

(9) The Federal Reserve Law which, while passed during this administration, is based entirely on the vast work of investigation and compilation done by the Monetary Commission, during the Taft Administration, and closely follows, except in certain details, the legislation recommended by that commission.

(10) The eight-hour law for the District of Columbia, was fathered

and put through by a Republican, Senator La Follette.

"The restriction law antedates the Cleveland Administration—although President Cleveland never enforced it. From time to time, as with all great legislative acts, it has been necessary to amend or add to it, and the restriction law of the Wilson Administration was merely such an amendment, a logical development of the original act.

## HE KEPT US OUT OF WHAT WAR?

Disingenuous to Deist That It's Through Any Act of Wilson We Are Out of the European Contest.

## RATHER SHOULD BE BLAMED FOR MEXICAN BELLIGERENCY

During the Present Administration We Have Seized a Mexican Port and Sent Our Entire Army and Militia to Fight Mexicans While Armed Mexican Forces Have Invaded American Soil and Fought Battles Against Our People.

Sometimes you hear men, sensible men, too, say, "I'm going to vote for Wilson this year because he kept us out of war."

Ask such men a short question. Ask them, "Out of what war?"

Did Mr. Wilson keep us out of the European war? No. He has himself in a formal address to congress spoken of the European war as "a war with which we have nothing to do, a war whose causes do not touch us." How could Mr. Wilson keep us out of a war with which we have nothing to do and whose causes do not touch us?

Did he keep the rest of the western hemisphere out of the European war? No independent nation on this side of the world is involved in it; the only people in it are the colonies of European powers and they had no vote in their fate, for they were automatically at war when their mother governments went to war. Who kept Argentina, Brazil, Chile, Peru, out of the European war? Did Mr. Wilson?

Did Mr. Wilson keep us out of war with Mexico? No. In his term more Americans have been killed by Mexicans and more American property has been destroyed by Mexicans than by Spaniards during the whole Spanish war. In his term we have seized a Mexican port and have sent our entire regular army and militia to fight Mexicans. In his term Mexican armed forces have invaded American soil and fought battles against our people within our boundaries.

President Taft went through two Mexican revolutions during his term, the revolution against Diaz and the revolution against Madero. American lives were safe in Mexico during that time. No Mexican cities were seized by Americans and no armed Mexicans invaded the United States while Mr. Taft was in the White House. Yet Mr. Taft never thought of asking the American people to vote for him because he kept us out of war with Mexico. He put an embargo on arms so that American weapons would not be sent across the boundary, and he refused to interfere in Mexican affairs.

When he left office Mexicans liked Americans and Americans were safe in Mexico. Since he left office Mexicans hate Americans and Americans dare not remain in Mexico. Did Mr. Wilson keep us out of war with Mexico? Not if words mean anything.

Mr. Wilson did not keep us out of the European war and he did not keep us out of war with Mexico.

Out of what war, then?—Detroit Free Press.

### HUGHES' LABOR RECORD.

When Mr. Gompers, remembering only that he is a Democrat and forgetting that he is a leader of organized labor, ventured to assert that Mr. Hughes is unfriendly to labor because he concurred in the unanimous decision in the Danbury hatters' case, he ventured on very thin ice. The Chicago Tribune promptly reminds him that an honest judge must apply the law as he thinks it is, not as he thinks it ought to be; and asks him to tell those who look to him for political advice something about the record of Mr. Hughes as Governor. Read what the Legislative Labor News, the official organ of the New York Federation of Labor, said editorially when Mr. Hughes left the Governor's chair at Albany for his place on the supreme court. Here it is:

"Now that Gov. Hughes has retired from politics and ascended to a place on the highest judicial tribunal in the world, the fact can be acknowledged without hurting anybody's political ears that he was the greatest friend of labor laws that ever occupied the Governor's chair at Albany. During his two terms he has signed fifty-six labor laws, including among them the best labor laws ever enacted in this



ROBERT CARRANZA, in New York Evening Sun

"Well, I reckon he will find out next November!"



CARRANZA, in New York Evening Sun

Carranza (to Uno's Sam): "Giddap!"

or any state.

"He also urged the enactment of labor laws in his messages to the Legislature, even going so far as to place the demand for a labor law in one of his messages to an extra session of the Legislature.

"Only 162 labor laws have been enacted in this state since its erection in 1777—in 133 years. One-third of these, exceeding in quality all of the others, have been enacted and signed during Gov. Hughes' term of three years and nine months."

Let organized labor take to heart what the Chicago Tribune says on this point: "Mr. Hughes is no demagogue and no visionary. He is a man of courage and conscience, and if labor cannot confide its cause to his rock-bottom Americanism there is something wrong with its cause."—Boston Herald.

Political opponents are beginning to find that why Mr. Hughes kept silence so long wasn't because he had lost his tongue.

Another encouraging feature about our new navy is that when it is completed, Mr. Daniels will not be Secretary of it.

Having discovered that the Democrats don't like what he is saying, Mr. Hughes doubtless is convinced that he is on the right track.

The Democrats are finding out that pork comes home to root out their standing.

Vance McCormick says the Progressives are stampeding to Wilson, and it's a ten to one bet he wishes he could believe it.

The men and women who prefer a man who does things to a man who writes notes about them will vote for Hughes. Government by correspondence takes too long to get anywhere, but government by deeds is always on the job.

Can the folks on the Democratic hand wagon continue to play by the President's notes?

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## Midland Valley R. R.

"ARKANSAS RIVER ROUTE" NEW TIME CARD EFFECTIVE SUNDAY, MARCH 5th, 1916 2-TRAINS DAILY-2

Between Muskogee & Tulsa, Okla. Between Muskogee, & Ft. Smith EASTBOUND

No. 4 [Motor Train] For Ft. Smith and points beyond 7:45 a.m.  
No. 2 For Ft. Smith and points beyond 6:20 p. m.  
No. 6 From Pawbuka and Tulsa 10:40 a. m.  
No. 2 Wichita, Ark City and Tulsa 6:15 p. m.

WESTBOUND  
No. 1 For Tulsa, Ark City and Wichita 8:00 a. m.  
No. 5 For Tulsa and Pawbuka 5:00 p. m.  
No. 7 From Ft. Smith and point beyond 11:45 p. m.  
No. 3 [Motor Train] From Ft. Smith and points beyond 7:30 p. m.

FOR FURTHER INFORMATION Phone 1308 or 495 Muskogee, Okla.

## FRISCO LINES Change of time on the Frisco Lines

Effective Sunday, April 30th

The Governor will leave Muskogee 11:45 p.m., arrive Oklahoma City 7:15 a.m., twenty-five minutes earlier. The whole train, sleeping car, chair car and coaches will run through. Sleeper ready for occupancy at 9:30 p. m.

A re-arrangement of schedules affords

### Afternoon Service to Oklahoma City

Leave Muskogee	1:50 p. m.
Arrive Sapulpa	5:15 p. m.
Leave Sapulpa	6:50 p. m.
Arrive Oklahoma City	10:20 p. m.

A parlor car is operated on this train Sapulpa to Oklahoma City. For complete schedules and additional information, see Frisco Agent.

C. O. Jackson, Division Passenger Agent, Oklahoma City, Okla. R. H. Phinney, General Agent, Muskogee, Okla.

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### IMPROVED PASSENGER SERVICE ON M., O. & G.

Negro Democrats have a hard row to hoe when all of us can vote and that we will do in November.

Ho'y rollers on the north side of town, the Seven Day Adventists on the south side and the regulars between them. They should have the devil on the jump.

They say Oklahoma had a big place in the Kansas City parade and Muskogee was 'IT.'

John D. Epps is the colored lawyer at Eufaula, a bright, able young man who should have the support of the people.

Every citizen regardless of color, race or creed, can vote next November. The men who attempt the disfranchising act will catch H—

Effective Sunday, May 21st, the M. O. & G. Ry. established sleeping car service between Joplin, Miami, Wagoner, Muskogee, Henryetta and Oklahoma City, on trains 3 and 4. Train No. 3 leaves Joplin at 4:15 P. M.; Muskogee at 9:30 P. M., arriving at Oklahoma City at 6:55 A. M., the entire train running through to Oklahoma City, via Dustin and the Ft. S. & W. R. R.

Parlor cars have been placed in service between Muskogee and Oklahoma City on trains 5 and 8, leaving Muskogee 9:30 A. M. arriving at Oklahoma City at 5:35 P. M. and leaving Oklahoma City at 9:30 A. M. arriving at Muskogee at 4:50 P. M. Luncheon is served enroute, and the convenient daylight service gives passengers a view of the bustling Henryetta-Dewar-Kusa smelting district—the plants being in full view from the car windows.

Handsome brick depots have just been completed and occupied by the M. O. & G. Ry. at Deware and Kusa. Rock ballast is being installed as fast as possible, and the road-bed is being put in good condition.