

# THE COLUMBUS COMMERCIAL

GEO. O. BENTLER, Editor and Manager.

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## DEMOCRATIC NOMINEES

Election Nov. 7, 1916

For President:  
WOODROW WILSON.

For Vice-President:  
THOMAS R. MARSHALL.

## Presidential Electors:

State-at-Large..... W. A. Henry, Jesse D. Jones  
First District..... E. C. Sharp  
Second District..... S. Joe Owen  
Third District..... Boomer Montgomery  
Fourth District..... Hugh M. Bradley  
Fifth District..... J. S. Byrd  
Sixth District..... J. D. Donald  
Seventh District..... James McClure  
Eighth District..... James E. McDowell

For United States Senator:  
JOHN SHARP WILLIAMS

For Congress:  
First District.  
E. S. CANDLER.

For Supreme Court Judge:  
Northern District.  
E. O. SYKES.

## WELCOME, VISITORS.

Columbus extends a most sincere and cordial welcome to the many visitors who are here to attend the annual reunion of the Confederate Veterans and Sons of Veterans of Mississippi, and its citizens are doing everything possible to convince them that their presence is considered an honor and to make their stay here a most delightful one.

The assemblage represents in concrete form the grace, beauty, valor and chivalry of the state, including, as it does, men and women who for two generations have defended the South both on the battle field and in the forum and who are now fighting to preserve its traditions.

The gallant warriors who spilled their blood on fields of carnage for their beloved Southland are fast passing to the Elysium beyond the River Styx, where there is no turmoil and where life is unknown; so it will devolve upon their descendants to preserve the traditions of the South and to see that the valiant deeds of her citizens are properly recorded in history. This the Sons of Veterans and the Daughters of the Confederacy are doing, steps having been taken during the past few years to bar from all public schools in this section histories which deal unfairly towards the South in chapters relating to the civil war.

A personal experience serves to illustrate the wisdom of this action. At school the first history we studied was written by the late Thomas W. Higginson, and, even though young in years at the time, we had heard our father, who was a Confederate soldier, recount a sufficient number of experiences to know that the history insofar as it dealt with the civil war, was grossly partisan; and so deeply were we impressed with this fact that it remained in our memory, and when we grew to manhood and came to learn the value of encyclopedias, one of the first things we did was to look up Col. Higginson's record. We found that he was a native of Massachusetts and had commanded a negro regiment during the war between the states. This explained the partisan nature of his writings, for although a profound thinker and a learned scholar, he was very much prejudiced against the South, and the idea of slavery was abhorrent to him.

Since the Sons of Veterans have banded themselves together, however, it is impossible for a history like the one written by Col. Higginson to find its way into the hands of Southern adolescents, as the organization maintains a committee which examines every history published, and unless the chapters relating to the civil war are fair and impartial it is placed under the ban.

The Sons of Veterans are also doing a great work in

causing for their ancestors who fought in the civil war and who are now in either physical or financial distress. They have purchased Beauvoir, the old Jefferson Davis home near Biloxi, and are taking care of the indigent veterans of the state. About sixty of the inmates of this home are attending the reunion, and are enjoying to the fullest extent the privilege of again meeting and mingling with their old comrades-in-arms.

It is indeed a pleasure to have the Confederate Veterans, the Sons of Veterans and the Daughters of the Confederacy with us, and the Commercial joins the citizens of Columbus in extending them a most cordial welcome and in expressing the hope that the stay of each individual will be fraught with both pleasure and profit.

## INVESTIGATING CAR FAMINE.

An official investigation of the existing freight car famine has been undertaken by the Interstate Commerce Commission with the view of forcing the railroads to make public the reason for the existing scarcity of transportation facilities for manufactured products and for items of varied character which have recently been harvested and which are now awaiting shipment.

Railroad officials assert that they are not responsible for the shortage, declaring with much vehemence that the prosperity of the country is so great that it is utterly impossible for them to provide sufficient rolling stock to transport its products. If this contention is founded on fact it furnishes a splendid argument for the re-election of President Wilson, as never during a Republican administration was there a car shortage so acute as the one which is now being experienced.

It has been hinted that the car shortage was not due to natural causes, but resulted from the fact that railroad officials were doing everything in their power to hinder business activities, thus hoping to embarrass President Wilson in retaliation for his action in having induced Congress to pass the Adamson eight-hour bill. Facts, however, do not seem to warrant this contention, as the unprecedented prosperity of the country has been conclusively demonstrated, and it appears that the car shortage is the legitimate outcome of this condition.

The Interstate Commerce Commission will, however, investigate the matter thoroughly, and if the car shortage has been artificially created the public will be so informed.

## CAMPAIGN EXPENSES.

That fifteen-million-dollar campaign fund which newspaper correspondents assured us the Republicans were going to raise failed to materialize. Both the great political parties last week filed with the Federal authorities at Washington schedules showing their contributions, and three million dollars more than cover the total donations to both the Republican and Democratic funds.

The report of the Republican National Committee shows that total contributions amounted to \$1,667,757.29, while the Democrats succeeded in raking together only \$1,006,283.

Cleveland H. Dodge, a classmate of President Wilson, leads the list of contributors to the Democratic campaign fund, having contributed \$79,000, while Harry Payne Whitney, who gave \$30,000, was the chief contributor to Republican coffers.

While contributions to the national funds of both parties are fairly close together, the Republicans took a big lead in raising cash to boost the causes of congressional candidates. For this purpose they succeeded in amassing the tidy sum of \$316,930.04, while the Democrats could rake up only \$25,646.42. Republican congressional workers have a surplus, while the Democrats are struggling along under a deficit. This deficit amounts to \$15,736.09, and the committee has obligations totaling \$41,383.31, most of the money being due for printing speeches and other campaign documents.

The cotton market has been in control of the bulls practically ever since the season opened; but the bears took the bit in their teeth last week, and proceeded to hammer prices downward in the face of a ginning report which, considering its exceedingly bullish nature, should have brought an advance.

With the prices of flour, meat and potatoes all soaring skyward, the man who receives but a meager wage will soon be forced to confine his diet to prunes, which, according to a recent report, are the only commodities that have not advanced in price during the past year.

An exchange facetiously remarks that the reason Justice Hughes did not make a better impression in the West was because he spoke more rapidly than the people could think.

## EXCHANGE COLUMN

**Progressive Leadership.**  
In announcing an eight-hour day for the employes of a shipbuilding company at Portland, Oregon, the president of the concern, who disclaims allegiance to any political party, credits Mr. Wilson with having furnished the inspiration for the voluntary action of the corporation. This change, he says, "was brought about by President Wilson's action in the railroad case." That the eight-hour movement in general industry has received a decided and perceptible impetus from Mr. Wilson's endorsement of the principle involved has been evident during the last few weeks. There have recently been other notable cases, as in the clothing trades of Chicago, of the unsolicited concession of the eight-hour day by employers. Henry Ford, who has been an enthusiastic believer in the workday of shorter hours on account of the excellent results observed in his automobile factories, declares that if Mr. Wilson never does another thing for the workers "he will always have the honor of having begun a movement that may revolutionize working conditions" for the better.

However, the settlement of the railroad strike by congress may be criticized by the more conservative-minded, nothing could be surer than Mr. Wilson's future rank as one of the great progressives of his time by reason of his powerful stroke in support of the eight-hour movement in industry. The effects will be lasting and incalculable. That the wage earners in innumerable occupations will the sooner be advantaged by shorter hours, with something more to live for aside from toil, because of the plain spoken and unentertained declaration of the President that the eight-hour day has "the sanction of society" must be apparent to all who labor for wages. Nor can it be seriously doubted that in a very large number of occupations the shorter workday for which Henry Ford stands so emphatically will be vindicated by experience as against the doubt and hostility that now assail it.

In identifying the Democratic party with this movement, Mr. Wilson performed a genuine feat of constructive progressive leadership. Controversy over the issue of the eight-hour day for railroad trainmen from this angle is beside the point. The far-reaching influence upon social and industrial relations of this episode needs only to be studied to convince one that the cause of 100 per cent progressivism has been signally promoted in this country by the Democratic president, and that railing at him because of features incidental to the action of congress in preventing a nation-wide railroad strike, in accordance with the requirements of the supreme public interest, must stamp the critic as conservatively blind to one of the most clearly progressive movements of the time.

Republicans like Mr. Hughes, Mr. Taft, Mr. Roosevelt, Mr. Root, Nicholas Murray Butler, Mr. Lodge, Mr. Dewey, Mr. Weeks—there is no end of these conservative Republican leaders—are unmistakably giving to their party a tory cast by their attitude. It matters little that some of them now profess devotion to the general principle of the eight-hour day; what counts is their partisan attack on the specific eight-hour day for the railroad trainmen and their jealous, hostile appraisal of the President's words which averted the great crisis and started the movement. Mr. Ford says may revolutionize working conditions in this country. Mr. Taft, in his speeches, cannot see the net gain that has been made for labor and the forward industrial and social movement, and sees only a tendency "to disregard constitutional limitations" and to make force supreme, while the deeply alarmed Dr. Butler foresees that "government by discussion and majority rule will both disappear before government by threat and the rule of well-organized and determined minorities." These men misinterpret naturally enough the action of congress on the Adamson law because they are so thickly crusted with conservatism, but are they following Mr. Hughes' leadership, to

dominate all Republican thinking and all Republican sympathies on the question? The liberal, the progressive attitude is that of Mr. Ford, the great manufacturer and employer of an army of workmen; and the liberal and progressive leadership is that of Mr. Wilson, who is today the only great progressive left in American politics.—Springfield (Mo.) Republican.

**Steel Trust Torquism.**  
The Journal bespeaks the careful attention of its readers for the editorial from the Springfield Republican, reprinted on this page. The Republican is perhaps the most scholarly paper in America, edited by and for thoughtful, studious men and women, and is normally Republican in its affiliations. Yet it says openly that the attitude of Hughes on the eight-hour law is torquism, that Woodrow Wilson is the only great progressive leader left in the United States, and that his stand in behalf of a shorter workday will be of incalculable benefit to millions of workers.

All this is true to the letter, but the Journal wishes to deal with one phase of the subject which was not brought out by the Republican. It is not merely blind conservatism that makes Mr. Hughes and other Republican campaigners turn their heaviest batteries of misrepresentation and abuse against the eight-hour law. They are pushed forward on this course by the political and industrial power of the biggest corporation on the planet, the steel trust.

The steel trust has been even more successful in crushing labor than in making steel. It has well-nigh stamped out unionism among its employes. It picks its laborers from as many races as possible, in order that prejudice and difficulty of communication may keep them from organizing. It uses the power thus gained in a manner that would excite the admiring envy of Simon Legree. It has adopted a policy of "speeding up" which leaves a workman old and worn out at 40, and it drives thousands of men at this killing pace for the longest workday known. Thousands and thousands of steel trust employes face the scorching heat of the furnaces twelve hours a day and seven days in the week, and every two weeks, when the shift changes, these men work eighteen hours at a stretch. Obviously, a corporation which manages its affairs in this wise does not like to have the President of the United States declare that the "eight-hour day is sanctioned by the judgment of society." Since Mr. Wilson made this daring but truthful statement, the steel trust has redoubled its efforts to "get" him. It is using all its power on Wall Street, all its influence in every industry to punish the President who has dared to proclaim the gospel of industrial democracy and fair play.

Eight hours on the railroads today means eight hours in the steel mills tomorrow. That is the heart and center of the tory attack on President Wilson. Mr. Hughes may not know it, but when he raves about "coercion" and denounces the Adamson law as a "wage measure," he is merely uttering the words which the steel trust puts into his mouth, and making himself the defender of the twelve-hour day, the seven-day week and the eighteen-hour shift in the trust works at Gary.

ly forbidden all persons. Gasoline should be stored away from buildings. Screens should be provided for open fireplaces where children stay or where sparks are likely to fly out. A bucket of water should be kept handy if there is no water supply, and one or two chemical fire extinguishers purchased and hung up for convenient use.

A little precaution is better than a big fire.—Southern Agriculturist.

"Where is Hughes gone? The Hughes of 1908?" inquires the Times. That is what Democrats and Republicans alike are asking themselves—the Democrats with astonishment and delight, the Republicans with bewilderment and disgust. The Hughes that New York used to know, the Hughes whom the World supported in 1906 and in 1908, has disappeared. In his place we have a Hughes of the Penrose-Gallinger-Cannon type whose mind never rises above the petty partisanship of Republican organization politics. The speeches he made in the west tonight have been made by any ordinary, clever young Republican candidate for the state legislature.—New York World (Dem.)

## ORDINANCE.

An act to regulate the running or operation of motor vehicles and other vehicles whose motive power is other than animals, along or over the streets, avenues or alleys and the streets, avenues or alleys of this city; to provide that in an action to recover damages for injuries inflicted to person or property by any motor vehicle that proof of operation or running of same contrary to any provision of this act and proof of injury to make a prima facie case for plaintiff; and to provide the method of procedure to enforce the provisions of this act and to fix a penalty for the violation of any of the provisions thereof.

**Defining the Term "Motor Vehicle."**  
Section 1. Be it enacted by the mayor and City Council of Columbus, that the term "motor vehicle" in this act shall include all vehicles propelled by any power other than animal, whether same be used for pleasure or business or commercial purposes, except road rollers, street sprinklers, fire engines and fire department apparatus, police patrol wagons, ambulances and such vehicles as run only on rails or tracks.

**Speed Permitted.**  
Sec. 2. No person shall operate a motor vehicle on a public highway, or street, avenue, or alley of this city, at a greater rate of speed than is reasonable and proper, having due regard to the traffic and use of the highway, or so to endanger the life or limb of any person or the safety of any property, or in any event on any public highway where the territory contiguous thereto is closely built up, at a greater rate of speed than fifteen miles per hour, or elsewhere in this city at a greater rate of speed than fifteen miles per hour.

**Special Speed Regulations.**  
Sec. 3. No person running or operating, or causing to be run or operated a motor vehicle, shall pass a person driving a horse or horses or other domestic animals, or foot passengers walking in the roadway of the highway, at a greater rate of speed than eight miles per hour, nor pass a public school, in school days, when school is held, between the hours of eight o'clock ante meridian and four o'clock post meridian, or pass a building of public worship on the Sabbath day during the usual hours of service, at a greater rate of speed than eight miles per hour, or cross a levee or causeway where the traveled portion of the roadbed is less than twenty feet wide at a greater rate of speed than ten miles per hour.

**Speed at Bridges, Crossings, Sharp Curves, Steep Descents or Dams.**  
Sec. 4. Upon approaching a bridge, levee, sharp curve or steep descent, and also in traversing such bridge, levee, curve or descent, a person operating a motor vehicle shall have it under control and operate it at a rate of speed not exceeding ten miles per hour, and upon approaching a crossing of intersecting highways at a speed not greater than is reasonable and proper, having due regard to the traffic then on such highway and

the safety of the public.  
**Meeting Pedestrians, Drivers and Riders.**  
Sec. 5. Upon approaching a person walking in the roadway of a public highway, or a horse, or other draft animals, being ridden, led or driven thereon, a person operating or causing to be operated a motor vehicle, shall give or cause to be given reasonable warning of its approach; and use every reasonable precaution to insure the safety of such person or animal, and, in case of horses or other draft animals, to prevent frightening the same.

**Stopping on Signal.**  
Sec. 6. A person operating, or causing to be operated a motor vehicle shall, at request or signal, by putting up the hand, from a person riding, leading or driving a vestive horse or horses, or other draft animals, bring, or cause to be brought such motor vehicle immediately to a stop, and, if traveling in the opposite direction, use reasonable precaution in thereafter passing such horse or animal; provided, that in case such horse or animal appears badly frightened or the person operating such motor vehicle is requested to do so, such person shall cause the motor of such vehicle to cease running so long as shall be reasonably necessary to prevent accident and insure safety to others.

**Giving Name and Address in Case of Accident.**  
Sec. 7. In case of accident to a person or property on the public highway, streets, avenues or alleys of this city, due to the operation thereof of a motor vehicle, the person operating, or causing to be operated such motor vehicle shall stop, and upon request of a person injured, or any person present, give such person his name or address, and if not the owner, the name and address of such owner.

**Rules of the Street or Avenue.**  
Sec. 8. Whenever a person operating a motor vehicle, or causing the same to be operated, shall meet on a public highway any other person riding or driving a horse or horses, or other draft animals, or any other vehicles, the person so operating such motor vehicle, or causing the same to be operated, shall reasonably turn or cause the same to be turned to the right of the center of such highway, street, avenue, or alley, so as to pass without interference. Any such person operating, or causing to be operated, a motor vehicle shall, on overtaking any such horse, draft animal or other vehicle, pass on the left side thereof, and the rider or driver of such horse, draft animal or other vehicle shall, as soon as practicable, turn to the right of the center of such public highway, street, avenue, or alley, so as to allow free passage to the left. Any such person so operating, or causing to be operated, a motor vehicle shall, at the intersection of public highways, streets, avenues or alleys of this city, keep to the right of the intersection of the centers of the highways when turning to the

Continued on page three.

## THE QUESTION: "HOW WILL YOU VOTE?"

Would you rather re-elect Wilson to a \$75,000 income for the next 4 years

OR

Do you want to help pay that salary to Hughes for the same period

OR

Do you prefer to cast a vote for yourself and elect to secure an income for disability—by buying an accident and health policy?

**Maryland Casualty Co., of Baltimore, Md.**

**Jesse P. Woodward**  
GENERAL AGENT.  
COLUMBUS, MISS. Odd Fellows Bldg.  
Phone 531.

## For a Dime: The Price of a Movie

YOU CAN—

- Use a 25 candle power light 40 hours.
- Iron an average ironing with an electric iron.
- Operate an electric vacuum cleaner 6 hours.
- Percolate 70 cups of delicious coffee.
- Toast 100 slices of toast.
- Brew 75 cups of tea.
- Operate an electric washing machine 5 hours.
- Operate a sewing machine motor 35 hours.
- Or you can take an hour's ride on the street cars of the company and enjoy 7 miles or more of changing scenery.

Can You Think of Any Bigger, Better or More Useful 10 Cents Worth?

**Columbus Ry., Light & Pw. Co.**  
Day Phone 197 Night Phone 173