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ONE DOLLAR A YEAR

BELIEF GROWS THAT RAIL STRIKE WILL BE AVERTED

LEADERS DRAFTING 8-HOUR LAW WITH 10-HOUR PAY

Heads of Employes' Brotherhoods Officially Declare That Enactment of Bill by Saturday Will Cause Them to Recall Order for Walkout Belief grew in all quarters in Washington last night that the great railroad strike called for next Monday would be averted. At the close of a day of conferences and hearings, Congress apparently was prepared to pass tomorrow or Saturday the eight-hour day legislation which heads of the employes' brotherhoods have declared officially will cause them to telegraph the code message necessary to revoke the strike order.

Although President Wilson still desires strongly to see his whole legislative program accepted and Democratic leaders in the Senate have ideas of their own what should be done, Administration spokesmen virtually conceded tonight that the bill finally passed would provide only for:

An eight-hour day for trainmen in interstate commerce, effective December 1 or January 1, with the present 10-hour rate of pay and rate overtime; and

A small commission appointed by the President to investigate the working of the law from six to nine months and report to Congress.

This, in substance, is the Adamson bill, revised by Representative Adamson and Democratic Leader Kitchin after conferring with President Wilson, which A. B. Garretson, spokesman for the brotherhoods, stated formally late today would be considered a "satisfactory settlement" and prevent the walkout.

Tonight the Interstate Commerce Committee agreed to report out a similar bill with the date January 1 and roads under 100 miles in length and electric street railway and interurban lines exempted.

House to Act Today.

The House will meet at 11 o'clock tomorrow morning to take up the Adamson measure and the majority leaders have agreed upon a special rule providing for a vote by 4:30 o'clock in the afternoon. The Senate meets at 10 o'clock to begin consideration of a bill to be reported by the interstate and foreign commerce committee with the Administration leaders determined to keep the body in continuous session until it is passed.

Only long speeches in the Senate can prevent prompt action and the Administration is confident that minority Senators will not carry their opposition so far as to make it impossible to get the necessary legislation through both houses by midnight Saturday.

Provisions of Adamson Bill.

The Adamson bill would provide for an eight-hour day at the present 10-hour day pay, effective next December 1. Employes would be given the pro-rata rate for overtime. A commission of three to be appointed by the President would report to him and Congress in not less than six nor more than nine months the effect of the 8-hour day. Expenses would be paid by a Federal appropriation of \$25,000.

Legislation Recommended By President for Averting a Strike.

First, immediate provisions for the enlargement and administrative reorganization of the Interstate Commerce Commission along the lines embodied in the bill recently passed by the House of Representatives and now awaiting action by the Senate; in order that the commission may be enlarged to deal with the many great and various duties now devolving upon it with a promptness and thoroughness which are with its present constitution and means of action practically impossible.

Second, the establishment of an 8-hour day as the legal basis alike of work and of wages in the employment of all railway employes who are actually engaged in the work of operating trains in interstate transportation.

Third, the authorization of an appointment by the President of a small body of men to observe the actual results in experience of the adoption of the 8-hour day in railway transportation alike for the men and for the railroads, its effects in the matter of operating costs, in the application of the existing practices and agreements to the new conditions and in all other practical aspects, with the provision that the investigators shall report their conclusions to the Congress at the earliest possible date but without recommendation as to legislative action; in order that the public may learn from an unprejudiced source just what actual developments have ensued.

Fourth, explicit approval by the Congress of the consideration by the Interstate Commerce Commission of an increase of freight rates to meet such additional expenditures by the railroads as may have been rendered necessary by the adoption of the 8-hour day and which have not been offset by administration readjustments and economies, should the facts disclosed justify the increase.

Fifth, an amendment to the existing Federal statute which provides for the mediation, conciliation, and arbitration of such controversies as the present by adding to it a provision that in case the methods of accommodation now provided for should fail a full public investigation of the merits of every such dispute shall be instituted and completed before a strike or lock-out may lawfully be attempted.

Sixth, the judgment in the hands of the executive of the power, in case of military necessity, to take control of such portion and such rolling stock of the railroads of the country as may be required for military use and to operate them for military purposes, with authority to draft into the military service of the United States such train crews and administrative officials as the circumstances require for their safe and efficient use.

Southern Roads Issue Embargoes.

Most of the Southern roads issued embargoes Wednesday directing that no shipment which would deteriorate if delayed en route should be accepted for destinations that would not be reached before Sunday. In some cases the ban was extended to include explosives, and some roads made the embargo immediately effective. The several lines which had not issued embargo orders tonight were preparing to do so tomorrow.

Despite these steps, road officials generally continue to insist that a strike would not seriously cripple traffic over the South. One or two companies announced that unusual inducements would be held out to employes remaining loyal and there were many claims that if the strike really occurred the brotherhoods would find their ranks badly depleted. At Norfolk & Western headquarters it was declared that fully 49 per cent of the system's men would stay at their posts.

Roads Play Strong Cards.

Railroad officials, realizing fully that enormous loss would follow a prolonged suspension of traffic in perishable fruits from the great Southern belts, are prepared, it is said, to play important cards as the strike hour approaches in their effort to prevent a tie up. The Nashville, Chattanooga and St. Louis issued a notice today that employes who strike will lose their passes and their eligibility as pensioners of the road while those remaining loyal will be placed at the head of the service rosters. There was a report that on one division of the Southern Railway 500 new men already had been employed and were in training to take the place of strikers.

The first request for extra protection in case of a strike was filed by local road officials tonight with the county sheriff at Montgomery, Ala., where the six roads converge. Fifty special deputies were asked for. The sheriff refused the request for the present.

Meanwhile Southern officials had prepared a tentative order declaring an embargo on perishable goods not reaching destinations before Sunday night.

8 Hour Law Would Avert Strike.

W. G. Lee, head of the trainmen's brotherhood, made the following statement Wednesday:

"Enactment into law of the President's 8-hour day bill as now drawn, guaranteeing the present ten-hour day wage, will be regarded as a satisfactory settlement of our differences with the railroads and there will be no strike.

"In order to prevent a strike, however, this bill must become a law before next Saturday night. It will require 24 hours for us to cancel our strike order, sent out last Sunday, which will automatically go into effect next Monday unless stopped by a code message from our four brotherhood heads indicating a satisfactory settlement has been reached. The minute the bill becomes a law—if such a thing should transpire before next Saturday night—we will begin sending out the code message. With that time allowance we can assure the country that not a man will leave his train on Monday morning at 7 a. m., eastern time, the hour set for a strike.

"The bill as now drawn contains exactly the same proposal the President made to us a week ago and which we accepted. We are ready to arbitrate collateral issues now, and we always have been. Let that be made very clear to the public.

"Whether there will be a strike is now squarely up to Congress. If this bill is talked to death, or prevented from passing both Houses, before Saturday midnight by oratory, or other methods of delay, responsibility for the strike order going into effect will rest not with us, but with Congress. It has plenty of time left in which to pass this bill."

Union County Farmers Union Meeting

The following is the program of Union County Farmers Union which convenes at the court house in Monroe, Saturday, Sept. 9th, beginning at 10 o'clock, a. m.:

1. Laying the Foundation in the Fall Season for Better Farming, by T. J. W. Broom.
2. Making Our Rural Schools More Efficient, by B. H. Griffin.
3. How Local Banks May Aid in Promoting Better Farming in the County, by P. P. W. Plyler.
4. Making the Farm Self-Supporting, by S. A. Lathan.
5. Preparing for Better Public Roads During the Winter Months, by J. W. Ballings.
6. Grading and Co-operative Marketing, by J. Z. Green.

Each topic will be open for general discussion. Every member of the Farmers Union in the county is requested to be present at this meeting. Delegates will be elected to attend the annual meeting of the State Union which convenes in Raleigh in November.—J. Z. Green, President; C. E. Rushing, Secretary.

Judicious use of "soft soap" has prevented many a black eye.

BLEASE HAS NEARLY 19000 LEAD

Total Reported Vote More Than 119,000 — Cooper Issues Statement Pledging Support to Manning.

Columbia (S. C.) Dispatch, 30th. Practically complete returns from the primary election Tuesday shows the following vote for Governor: Cole L. Blease, 55,246; Richard I. Manning, 36,473; Robert A. Cooper, 27,113; John M. Deschamps, 269, and John T. Duncan, 235. The total vote reported exceeds 119,000 and not more than 3,000 additional votes were cast.

The battle for ballots between Manning and Blease has already begun. The two candidates were busy today organizing their forces for the contest which will be held two weeks later. The big development in the political situation was the statement tonight, at Laurens, by Robert A. Cooper that he will support Manning.

"I believe I can best serve my State at this time by supporting Governor Manning," said Mr. Cooper in a statement issued tonight. "I make this statement as to myself for the reason set forth above and further that I may not be accused of political cowardice or of sulking in my tent."

Mr. Cooper at his home in Laurens gave out the following complete statement later:

"I am deeply grateful to the many friends in all sections of the State who gave me their support in Tuesday's primary. Notwithstanding the loyal support of true and tried friends, I have been defeated and the second primary will be had with Governor Manning and former Governor Blease as contestants. Among those who gave me their support are former supporters of these two gentlemen and I am not unmindful of their preferences. I recognize the right of every citizen to cast his ballot for the man of his choice. I know too that I have some friends who think I should make no statement at all at this time and I respect their judgment highly, but I cannot and do not propose to evade a stand for what I conceive to be the best interests of my State.

"Without attempting to give my reason in detail, I believe I can best serve my State at this time by supporting Governor Manning. A man in public life should act according to the dictates of his conscience and judgment without regard to the effect which his course may have upon his personal political fortunes, and should also forget any wrong which may have been done him when what he conceives to be his duty to his State is at stake.

"I do not presume to dictate to the friends who voted for me. They have a sovereign right to their ballot. I make this statement as to myself for the reason set forth above, and further that I may not be accused of political cowardice, or of sulking in my tent."

Governor Manning said tonight that he had no statement to make.

Of the six congressmen who had opposition, five have been renominated in the first primary. In the Third District Representative Wyatt Aiken will make the race with F. M. Donnick in a second primary. Representative A. F. Lever, in the Seventh District was without opposition.

In the First District R. S. Whaley had an assured lead over J. G. Padgett, his only opponent. James E. Byrnes, in the Second District, swept the field, carrying every county against his opponent, Alvin Etheridge. In the Fourth District Sam J. Nicholls piled up an enormous majority over his two competitors, A. H. Miller and D. B. Traxler. In the Fifth District D. E. Finley had a safe lead over W. F. Stevenson. J. Willard Ragdale, in the Sixth District, has been renominated over both his opponents, James D. Evans and J. S. McInnes.

Late returns did not change the results of the contests for state offices.

A large number of the daily papers of the United States will be forced to suspend publication on account of lack of paper if a nation-wide railroad strike continues for two weeks, it was declared Wednesday by Lincoln R. Palmer, manager of the American Newspaper Publishers' Association. Mr. Palmer explained that there were only 60,000 tons of news print paper on hand and that the daily consumption approximated 6,000 tons.

Chamber of Commerce Pulls Off Its First "Stunt."

Although not possessing a secretary, the Monroe Chamber of Commerce pulled off its first "deal" last Friday morning, when they secured an agreement between Mr. Raymond Shute and the Broom-Boyle Lumber Company of Peachland, whereby the former will erect a handsome brick building for the latter on Franklin street next to the Coca-Cola building, to be used as a garage. This means more money and more payrolls for Monroe, even if it is not a business of the constructive kind.

Messrs. T. P. Dillon, W. B. Love, E. C. Carpenter and A. M. Seerast were instrumental in securing the Broom-Boyle Company to locate here, and all of these gentlemen are members of the Chamber of Commerce. Mr. Dillon is the President.

City Schools Open Monday.

The Monroe Grammar school and High school will open Monday morning, Sept. 4, at 8:45. Friends and patrons of the schools are invited to the opening exercises.

Don't borrow trouble; almost anyone will gladly give it to you.

WINGATE HAS A NEW M. D.

Local and Personal Items of More or Less Interest From In and About Wingate—With Some Suggestions and Comments.

(By O. P. Timist.)

Wingate, Aug. 30.—This has been a most lovely day. The temperature just right to make us feel good; especially favorable to those engaged in harvesting the fodder crop and etc.

But what made the day all the more charming and delightful to us was a brief visit to our home of our good friends, Mr. and Mrs. John W. Bivens, and little Miss Dorthy, their youngest child; Prof. and Mrs. B. Y. Tyner of Fredericksburg, V. A., and Mrs. W. T. Sanders and her two little girls of Sanford. No one can know the joy, except the writer, the presence of such friends in our humble home. Their sympathy and loving expressions help us along over the rough journey along which we are passing. That which marred the occasion most was the time for parting came altogether too soon. And again dear friends, a cordial welcome awaits you all at times.

Mrs. Free, widow of the late W. R. Free, left today with her children for Franklinville, N. C., the home of her mother, Mrs. Jordan. Her friends here regret very much to have to part with Mrs. Free. She was an excellent lady and a good, kind, helpful neighbor.

It was uncle John Hamilton that Messrs. J. H. and Moke Williams went to see and not Hartel.

Esq. H. K. Helms and little Miss Kathaleen, their little daughter, and Mrs. Henry M. Collins returned yesterday from a week's outing at Wrightsville Beach and vicinity. They report a most enjoyable vacation and doubtless felt that the recreation has done them good. It would prove worth while if every one could or would take a week off each year for recreation and rest from our monotonous duties and environments, but the people are so busy trying to "live" that they imagine they can't spare their means or time for such.

How much of the joy of life we lose by our misconception of what life consists in.

The Wingate school was quite gratifying to its friends and patrons. The total enrollment to date is about 250, between forty and fifty of which are boarders. Every thing is moving along smoothly and the outlook is bright for a most successful term. The institution has a splendid faculty, a comfortable and capacious building, good literary societies, surrounded by the very best church and Sunday school facilities, so that the only thing needed is the hearty cooperation of all concerned to make the school a grand success.

His friends will be pleased to learn that the latest advices from the bedside of Mr. Wilson Knox is that he is getting along very nicely so that high hopes are entertained for a speedy recovery.

Your correspondent feels that he has made almost a failure in this instance but my readers will have to take it for what it is worth and wait patiently for something better which he promises when conditions are more favorable. It costs him quite an effort to do even this much with the little help he gets.

Mrs. James A. F. Green and G. W. Pounds spent Tuesday and Tuesday night with relatives in Monroe.

Mrs. J. D. Moore, state secretary for the B. Y. P. C., visited the school here yesterday in the interest of the organization.

Messrs. Ray Griffin of Morganton and Vann Griffin of Erwin, Tenn., are spending a few days with the home folks, Mr. and Mrs. Billy Griffin and children.

Rev. Dr. Williams of Norfolk, who has been spending some time visiting friends here, has returned to his home in that city to resume his pastoral duties, presumably. The doctor made quite a favorable impression upon our people while here and we hope he can say the same of us.

Mr. J. Milton Griffin of Polkton was visiting relatives in Wingate Tuesday. He is a brother of Mr. Hiram Griffin of Monroe and these two are the only survivors of the Riley Griffin family, regarded as among the best families of Union county and was worthy of the respect and esteem that it enjoyed.

Wingate has a new M. D. in the person of Dr. Lowell of Robinson county. The doctor and Mrs. Lowell and baby are boarding with the family of Mr. Hugh McWhirter at present. Will set up housekeeping later if conditions are congenial and seem to justify.

Mr. E. C. Meigs has been suffering for thirty-six hours the agonies and tortures of an old tooth. If there is anything that will make a man grunt it is an old tooth with an abscess at the root of it. But Bill Nye, I believe, said that while it lasted it was worth four dollars a minute.

Orders for the return to their State mobilization camps of 15,000 National Guardsmen now on the Mexican border was issued Wednesday by the War Department. General Funston was directed to return three regiments from New York, two from New Jersey, two from Illinois, two from Missouri and one each from California, Oregon, Washington and Louisiana. Secretary Baker announced the order after a conference with President Wilson at the White House. Early in the day the department had ordered to their home stations 6000 regular coast artillerymen who have been serving as infantry on the border.

If you have a skeleton in your closet get busy and nail it up.

DOUGLAS ORDERED TO RECEIVE NO FREIGHT

GENERAL ORDER SENT TO ALL SEABOARD AGENTS IN COUNTRY

Monroe is at Present Undergoing a Sugar Famine, and the Flour Situation is Considered Grave if Strike Lasts a Week—Men Are Lacking in Sympathizers Here.

(By John Beasley.) Seaboard Agent J. A. Douglas received the following instructions late yesterday afternoon from headquarters relative to the receiving of freight in the face of the impending railway strike: "On account of strike no perishable freight will be received from shippers or connections after Thursday, August 31. And after Friday, September 1, no freight of any character will be received from shippers or connections which will not under regular schedule reach final destination by midnight, Saturday, September 2. Until further notice all bills of lading, way bills, and card manifest must be endorsed as follows: Property covered by this bill of lading is received for transportation upon the understanding or agreement assented to by shippers or owners that the car received shall not be liable for loss by damage or delay resulting from riots or strike."

The impending strike is thus brought home. Monroe is already undergoing a sugar famine—all three wholesale houses being out with the exception of a little brown sugar, and if the strike should actually happen, and should last a week, this section in all probability would be in want of flour, sugar and meat, although there is no danger of actual starvation should the strike continue for 90 days or more.

Dependence on Railroads. Very few people really know how dependent Monroe is on the railroads. It takes a solid car-load of flour to feed the citizens of Monroe and surrounding section each day. Including Waxhaw, Marshville and other communities, approximately 500 car-loads of flour are shipped into this county each year. In all, the wholesale houses and the roller mills, probably have enough flour on hand to furnish a normal consumption of about ten days or two weeks. But there is not hardly four days' supply of meat on hand, although we would not experience any shortage of fresh meat, as the local markets are supplied entirely by nearby cattle growers.

Mr. Key Scales, Manager of the Heath Morrow Co., wholesale grocers, has prepared the following table which shows the amount of necessities and luxuries that are shipped into and consumed by Union county on an average of from January to January of each year:

Flour, 500 cars; mill feed (middlings), 75 cars; corn, 40 cars; oats, 40 cars; hay 40 cars; horse and mule feed, 20 cars; chicken feed, 10 cars; corn meal, 20 cars; sugar, 150 cars; rice (100 lb. bags), 1,000; coffee (roasted and green) 150,000 lbs; lard (compound) 250,000 lbs; lard (pure hog), 30,000 lbs; meat (dry salt), 500,000 lbs; beans (dry), 125,000 lbs; fruit, 45 cars; produce, 75 cars; cheese, 26,000 lbs; molasses, 1,000 lbs; tobacco, 150,000 lbs.

Wholesalers' Stock.

Winchester & Futch are in a position to meet the demands of their customers for some weeks on staple lines, with the exception of flour, sugar and meat. They are entirely out of granulated sugar, although they have in stock something like 4000 pounds of brown sugar. They have no meat, nor lard.

Henderson-Snyder Company are out of both sugar and meat, although they have plenty of canned goods, tobacco, etc., while the Snyder-Huntley Company have about 500 barrels of flour on hand—enough to supply the entire county about three days and a half.

A distressing demand came up from Pageland yesterday morning. There was not a sack of flour in the town, but wagons were dispatched to Monroe, and the demand thus temporarily relieved.

Heath-Morrow Company have on hand 25,000 pounds of meat, which is about enough to supply their customers for one week; 12,000 pounds of lard, which is sufficient to supply their customers for fifteen days; out of granulated sugar, but have 1,500 pounds of brown sugar on hand, which is about 24 hours supply; enough canned goods on hand to supply the entire county for 60 days; 100 barrels of flour, which is enough to supply the demands of the entire county for only one day; plenty of cigars and chewing tobacco; and enough soaps and washing powders to supply their customers for thirty days.

There is plenty of rice and grits on hand at all wholesale grocery stores to last the county for 90 days or more. But the houses here have a big South Carolina trade that they would feel obligated to supply as much as possible, and this demand may be so acute as to empty the houses of meat, lard and flour in the course of two days' time. It is understood that all three houses will fill orders as fast as they come in and not hold for high prices. This is not authoritative.

There would be no shortage of fresh meat, as all three markets here are supplied by nearby farmers. A shortage of hams, fish, etc., would occur, however. Some talk was heard on the streets today that a shortage of gasoline would occur here in a day or so if the strike order really went into effect, but information at the

freight station disclosed the fact that the oil people were sending out more oil than usual, evidently in the hope of preventing a shortage.

Little Sympathy For Men.

The men do not have many sympathizers in Monroe and surrounding community, and if this section can be taken as a typical illustration of the temper of the entire country, it is thought that the railroad men will lose out. It is authoritatively stated that some of the passenger conductors running out of Monroe are openly condemning the strike order, while it is also said that the machinists at the round-house are also opposing the strike order. However, the order does not affect the machinists, yard men and agents. The trainmen only are involved.

One Seaboard official here predicted that even if the men walked out Monday, trains would be run out of here Tuesday. Most of the railroad men are firm in the conviction that the strike will actually occur, as they do not believe President Wilson and Congress can pass effective preventive measures before several weeks at least. The action of the War Department in recalling 15,000 National Guardsmen from the Mexican border to their mobilization camps is considered significant by one railroad man. No violence is feared here by railroad men.

One railroad man, although not sympathizing with his brothers in their strike order, is fearful of the outcome. "Many of the poor fellows will be killed; some will be imprisoned and some will lose their jobs," he stated almost tearfully.

The trainmen have some sympathizers in Monroe. One person who is familiar with labor conditions in the North, believes the trainmen's demands are just and thinks that they will be successful in their strike. He pointed out, that although railroad wages in Monroe are considered good, in the industrial centers it is just the opposite. He said that in the North, where common laborers draw \$2.50 a day for the same labor that receives only \$1 per day in Monroe, the wages of the railroad men do not compare so favorably.

Mill Would Run On.

Mr. Locke Everett stated yesterday that even in case the strike lasted weeks, they would not be forced to shut-down at the Leemores mill. They would continue running by storing their products in their warehouse. The same condition is said to exist at the Monroe Cotton Mills.

OHIO MOB, AFTER NEGRO, MAKES SHERIFF PRISONER

Officer, With Rope Around Neck and Seriously Wounded, Taken Along by Crowd in Autos Hunting Alleged Assailant.

Enraged at the success of Sheriff Sherman Eley in spiriting away Charles Daniels, a negro, accused of attacking the young wife of a prominent farmer, early Wednesday evening at Lima, Ohio, a mob Wednesday night captured the sheriff, seriously wounded him, placed a noose around his neck and forced him to direct a cortege of nearly 100 automobiles into the rough country north of this city where it is supposed the negro prisoner has been hidden. The motor mob with Sheriff Eley was not located at a 100 hour.

The mob formed around the Lima all before dusk and leaders demanded admittance. Chief of Police Kinney called out his entire force but the officers were overpowered in a hand-to-hand fight. It was announced that the negro has been taken by Sheriff Eley to the Ohio State Hospital for the Criminal Insane. Refusing to accept the announcement the mob forced Mrs. Eley to open the cells.

Sheriff Met By Mob.

Sheriff Eley returned at 5:40 o'clock and was met by the mob at the city limits. They demanded that he deliver the prisoner or tell where he was hidden. The sheriff reached his residence and refused to give up the negro. The mob then broke in the front door as Eley escaped through a rear entrance. He was caught when entering the Elks Home and attacked. His clothes were stripped from his body and he was battered and kicked by the mob. A rope was taken from the trolley of a street car and the noose placed about his neck.

After half an hour of torture and insults the half unconscious man surrendered. He was taken to a waiting motortruck which formed the head of the procession of automobiles into which the mob climbed. The procession then left the city at high speed.

Firemen Called Out.

While the mob held Eley a prisoner Chief of Police Kinney called upon citizens to join his force but was refused. The fire department was called out but arrived just as the men was starting away. The motor fire-trucks were run three abreast down the streets throwing chemicals on those of the mob that had not joined the motor procession and the men on foot were dispersed.

It is understood that the mob was led by a band of farmers from the vicinity of the home of the assaulted woman, Mrs. Barber was slashed with a razor and beaten into unconsciousness. It is thought that she will die. A posse of 200 men with bloodhounds caught the negro Daniels in a woods in the same township later in the morning.

Governor Willis tonight authorized Adjutant General Hough to arrange for transportation to Lima of companies of the First Regiment of Cincinnati and the Marietta National Guards, now stationed at Camp Perry, in case they are required.