

VOL. XXXIX

MANNING, S. C., WEDNESDAY, DECEMBER 10, 1919

NO. 50

## SOUTH INUNDATED BY HEAVY RAINS

Train Service on Six Railroads Indefinitely Suspended at Meridian, Miss.

### WATERS HIGH IN GEORGIA

Three Persons Drowned Near Atlanta as Waters Approach Record Heights

Torrential rains in various sections of the South tonight had brought many rivers to the flood stage and caused heavy property damages at several points.

A thousand persons were homeless and train service was indefinitely suspended at Meridian, Miss., due to the overflow of small streams south of the city. One negro is reported to have lost his life. The rainfall of 48 hours in the vicinity of Meridian totaled 10.10 inches.

Street car service was interrupted in Mobile by the inability of storm sewers to convey the great volume of the rainfall. Train service on the Mobile and Ohio Railroad, between Enterprise and Quitman, Miss, was interrupted by washouts. Flood warnings were ordered for streams in Southwest Alabama.

The hydro-electric plant of the Montgomery Light and Power Company at Tallassee, Ala., was put out of commission by a broken dam, leaving the city without lights or street car service. Heavy damage was reported in the vicinity of Montgomery, with railroad service impaired. Water was rising in North Montgomery from the flooded Alabama river.

High water on the Chattahoochee river near Columbus, Ga., is said to have caused property damage with a continued rise of the river predicted.

### Three Deaths Near Atlanta.

Atlanta, Ga., Dec. 9.—Three persons were drowned near here tonight, railroad tracks were under water, street car service stopped on many local lines and the city waterworks system threatened as a result of the heaviest rains in forty years. More than ten inches of rain has fallen here since Saturday, the weather bureau announced.

Southern Railway tracks between here and Macon were washed out late today and trains were being detoured over the Central of Georgia. North of here the Southern tracks were reported to be under water but not to such an extent as to stop traffic. Trains were being operated on slow schedules, however, between Chattanooga and Atlanta. The same conditions were said to apply to the Seaboard Air Line Railway tracks between Atlanta and Birmingham, and also on the Atlanta, Birmingham and Atlanta Railway tracks west of here.

The Chattahoochee river, normally only a few feet deep, had reached a stage of twenty-eight feet tonight and still rising. Three feet more, it was said, by the engineer at the city waterworks would flood the pumping station and hamper the city water supply.

The three deaths from the flood came late tonight when Eutaw Creek, ordinarily a small stream, became a raging flood and undermined the foundation of a bridge six miles from here. An automobile passing over crashed through into the stream. J. D. Clements, of Atlanta, who recently enlisted in the army; Mrs. Inez Tazebig, of Atlanta, and an unidentified woman were drowned. Two other men in the machine were rescued. It was estimated tonight that the damage to county roads around Atlanta amounted to \$50,000.

### GERMAN DYE COMPANY INCREASE CAPITAL

Berlin, Nov. 23.—The Aniline Dye Corporation at a general conference, has voted unanimously to increase its capitalization from 33,000,000 marks to 88,000,000 marks.

The administration gave exhaustive reasons for this move, citing among other things that the Baden Aniline Soda Corporation had succeeded in perfecting synthetic ammonia and that there had been further development during the war in the creation of an enormous plant for explosives at Merseburg. It was stated that the capital invested in explosives now totals several hundred millions, but that more than a billion marks are needed.

### THE FLOWER SHOP

School Auditorium, Wednesday Evening, December 10th, at 8 O'clock

Mr. Lockwood, the florist—Mr. Chovine Sprott.  
Tom Lockwood, the florist—Mr. Charles Hilliard.  
Dick, Tom's pals—Albert Katzoff.  
Harry—Earl Watkins.  
Horatio, the porter—B. B. Thomas.  
Grace, an American beauty—Miss Grace Nimmer.  
Mary, Her girl friends—Miss Alice Wilson.

Violet—Miss Rounette Hirschmann.  
Miss Perkins—Miss Marguerite Duncan.  
Lushtisha, a colored maid—Miss Lucy Wilson.  
An unknown woman, Flora—Miss Corinne Barfield.  
The girl in the basket—Miss Virginia Geiger.

The husband—Master Pryor Legg.  
The wife—Elizabeth Singletary.  
The mother-in-law—Sarah Ellen McKelvey.

The neighbor—Elizabeth Orvin.  
The card girl—Virginia Orvin.  
A voice—Mrs. S. Oliver Plowden.  
Pansy—Miss Nina Sistrunk.  
Water Lily—Miss Cecil Clark.  
Aster—Miss Irma McKelvey.  
Hydrangea—Mrs. R. E. Broadway.  
Chrysanthemum—Miss Emily Geiger.

Geranium—Miss Addie Weinberg.  
Wistaria—Miss Katherine Arant.  
Nasturtium—Miss Tora Bagnal.  
Roses—Misses Sarah Lesesne, Alice Clark, Frances Dixon, Lula Rigby, Lily Emma Sprott, Myrtle Higginbotham, Mildred Smith and Mary Hamlin.

Chinese Girls—Misses Emily Geiger, Hattie Breedin, Mary Sue Wilson, Mary Rigby, Frances Harvin, Virginia Geiger, Lynn DuRant, Frances Brown and Janie Keels.

Butterflies—Virginia Broadway, Leila O'Bryan, Gulelma Belser, and Frances Marian Meyer.

Ivy Vines—Messrs. Horton Rigby, Burgess Sprott, Willie Bradley, Charlie Davis, Jack Gerald, Brownie Bagnal, Wauleland Davis and Isaac Bagnal.

Carnations—Rosalie Weinberg, Laura Peevy, Cornelia Sprott and Cooper Belle Dixon.

Black-eyed Susans—Frances Davis, Christine Patrick, Marian Bradham and Vivian Katzoff.

Morning Glories—Frances McElveen, Marie Nimmer, Virginia Williams and Agnes June.

Daisies—Doris Coffey, Florence Davis, Wilmer Bradham and Nell Hamlin.

Act one—The Flower Shop. Act two—The same. Between acts one and two, there will be an intermission of ten minutes.

Musical numbers—Act one.  
The Fashion Parade—by the eight show girls.  
The Heart of a Rose—By Tom.  
The Dance of The Flower Baskets—By Carnations, Black-eyed Susans, Morning Glories and Daisies.

Here's A Rose For You—By Grace and the eight show girls.  
Honeycomb—By Dick, Violet, the eight show girls and Ivy Vines.  
Act Two.

The Rosy Morn—By Mrs. S. Oliver Plowden.

Lovetime in Picardy—By Mary, 'he Eight Roses and Butterflies.

Can You Imagine?—By Tom, the Husband, the Wife, the Mother-in-law and the neighbor.

Jazzin' The Blues Away—By Horatio, Lushtisha and the eight beaux and belles of coontown.

In China—By Misses Emily Geiger and the Chinese Girls.

### DECLARES GOMPERS JOINED RADICALS

Washington, Dec. 8.—Anti-strike provisions of the Cummins railroad bill afford the "time and opportunity" to make the final test of the issue between the government and organized labor, Senator Myers, Democrat, Montana, declared today in the Senate. Labor seeks power and advantage, apparently with no thought of the common welfare, he declared, and the coal miners "openly defied an injunction issued from a high federal court." Affirming his belief that Samuel Gompers, president of the American Federation of Labor, was unable to stem the tide of radicalism in the ranks of American labor, the Senator charged the labor leader had joined hands with radical elements in the steel strike.

A national railroad strike that continued two weeks would cause the death of five to ten million persons, Senator Myers said, supporting the anti-strike clause of the Cummins bill. When the roads were losing a million dollars a day, he added, the railroad brotherhoods took advantage of the situation to demand increased pay and support of the Plumb plan of railroad ownership, which he denounced as "a form of Sovietism." Mr. Gompers, speaking before a Senate committee, had asserted that if anti-strike provisions of the railroad bill were enacted workers would not obey them, the Senator said, and added: "I favor taking up that challenge. If the federal government cannot triumph in this battle against the inner government, constitutional rule in this country is dead."

## NATION MUST SAVE COAL LATEST ORDER

Further Sharp Cut in Use of Heat, Light and Power by Stores, Offices and Non-Essential Manufacturing Plants

### FEW EXCEPTIONS ALLOWED

Many Industrial Establishments Are Required to Reduce Operating Time to Three Days Per Week; Electric Railway Service Will Be Reduced to Minimum.

Washington, D. C. Dec. 8.—Viewing with alarm the steadily dwindling bituminous coal supply due to the miners' strike, Fuel Administrator Garfield, by an order tonight, restored for the entire nation most of the drastic restrictions on lighting and heating, which were in effect during the coal shortage of 1917-18.

The limitations which are applicable to consumers of bituminous coal and coke, were made effective tonight with issuance of the order and are to be enforced by the railroad administration. Consumers of anthracite coal gas and other fuels are not affected by the order.

All street lighting, other than that necessary for the safety of the public, must be curtailed and stores, office buildings and industrial plants, with a few exceptions, are put on a reduced ration as to both lighting and heating.

Another of the restrictions provides that all manufacturing plants, except those engaged in the making of necessary products, shall reduce their operations not to exceed three days in any one week. Electric railways are required under the fuel administrators order to reduce schedules to minimum requirements and no heat shall be provided in electric cars during the rush hours.

The restrictions were announced through the railroad administration as follows:

No ornamental lights, white ways or other unnecessary street lights outline lighting, electric signs or illuminated billboards, show windows or showcase lights are to be operated. This does not affect street lighting necessary for the safety of the public.

No cabaret, dance halls, pool hall or bowling alley shall be permitted to use light except between 7 p. m. and 11 p. m.

Stores, including retail stores, but excepting stores selling food, and warehouses must not use light (except safety lights) except for six hours per day. Manufacturing plants shall be allowed to use a light only during the time prescribed for the use of power.

Drug stores and restaurants may remain open according to present schedules, but must reduce lighting one-half.

General and office lights must be cut off not later than 4 p. m. in office buildings, except necessary federal, state and municipal offices, and except where office operation of vital industries is involved.

Dairies, refrigerator plants, bakeries, plants for the manufacture of necessary medicinal products, water works, sewerage plants, printing plants for the printing of newspapers only, battery charging outfits in connection with plants producing light or power for telephone, telegraph or public utility companies are exempted.

Only enough heat may be used in offices, stores, warehouses and manufacturing plants to keep the average temperature at 68 degrees Fahrenheit and then only during the hours for which light is permitted. During other hours only enough heat is to be used to prevent freezing of water pipes or sprinkler systems.

In manufacturing plants or plants coming under power curtailment rules heat (to 68 degrees Fahrenheit) will be allowed only during that time prescribed for use of power.

No manufacturing plant or factory shall be furnished bituminous coal or coke, or heat, light power from bituminous coal or coke furnished by or through the United States fuel administration for operation in excess of three days a week on the basis of present working hours. The exceptions are dairies, refrigerating plants, bakeries, plants for the manufacture of necessary food products, of necessary medicinal products, water works, sewerage plants, printing plants for the printing of newspapers only, battery recharging outfits in connection with plants producing light or power for telephone, telegraph or public utility companies.

Elevator service must be curtailed as much as possible in accordance with above regulations on use of heat, light or power.

Electric railways shall reduce schedules to minimum requirements of service under revised hours of heating, lighting and power as herein provided.

No heat shall be provided on electric cars during rush hours and heating during non-rush hours shall be curtailed as much as possible.

Electric railways and manufacturing plants, stores and offices are required to cooperate in arranging, within the provisions of the order, schedules, days and hours of work to permit the maximum utilization of transportation equipment.

Many of the restrictions contained in the order have been in force in some States some days, having been placed in effect by regional coal committees and State authorities. The order issued tonight, which will affect more persons than any coal rationing measure taken since the strike began more than five weeks ago, will make itself felt, however, in every community in the nation.

Issuance of the order, officials explained, did not mean that hope of settling the strike, possible tomorrow at Indianapolis, had been given up, but restrictions were necessary as a precautionary measure. This was explained by Dr. Garfield in the following portion of his announcement of the order:

"A careful survey of the coal situation indicates that even if there is a prompt settlement of the coal strike, it will take some time to adjust the country to a normal basis and that therefore certain restrictions will have to be placed on the consumption of bituminous coal and of light, heat and power derived therefrom, so that urgent domestic needs may be cared for, the necessity foodstuffs produced and really essential light, power and heat supplied. Already in many parts of the country restrictions as to the use of coal and coke for lighting and heating purposes and for the production of electricity and power for such purposes have been adopted. Regulations were tonight issued to make such restrictions uniform over the country and thus aid in the conservation of coal."

Although the announcement issued by Administrator Garfield did not make it clear, it was presumed that the restrictions would not be enforced for industries and business places which have sufficient coal on hand. When the first rationing measures were taken, Dr. Garfield said that limitations would not be placed on consumers having a sufficient supply of coal. Accordingly the restrictions will be applied only to the designated consumers dependent on the railroad administration distributory system for their supply.

### INSTANTLY KILLS BEDON

Walterboro, December 9.—W. R. McManus, captain of the chaingang, shot and instantly killed Adolphus Bedon Saturday night at a negro restaurant in town. Sheriff Padgett was sent for by Mr. McManus who surrendered and was placed in jail, where he is still incarcerated. Efforts will be made to secure bail. Judge Jas. E. Purifoy having arrived in town.

The story of the shooting as best as can be gathered is that Mr. McManus and four other young men, E. P. Hiers, Legare Berry, Hooley Fox and Klein Herndon had come to town in a truck from the chaingang camp which is located just outside the town limits. They started out about 9 o'clock, and passed the Rachel Martin restaurant which was open. It was suggested that they get some bottled soft drinks and Mr. McManus went inside to get the drinks. Upon asking for them, he was informed that the time was out and that they could not sell anything after 9 o'clock. McManus said something about the government permitting the burning of lights for dancing, a player piano was going and several couples dancing, and not the sale of drinks. He started out when the negro accosted him, it is alleged, and cursed at him threatening to cut him with a knife which he had open in his hand. McManus pulled his pistol and fired, the bullet piercing the heart and the negro falling dead just inside the door.

### BOARD SUBMITS ITS BUILDING PROGRAM

Washington, Dec. 9.—Recommendations of the navy general board for the building program for 1921 include two battleships, one battle cruiser, ten scout cruisers, five destroyers "floatilla leaders" and six submarines. "The navy of the United States should ultimately be equal to the most powerful maintained by any other nation of the world," not later than 1925 the report adds.

The statement of policy as to the ultimate strength of the navy and the time when it should be achieved is a reiteration of the board's position as carried in its report to Secretary Daniels each year since 1915.

Contrary to this custom for the last few years, Mr. Daniels did not make public the board's recommendations when his own annual report was released, although it was attached to that document as it went to the President. Mr. Daniels did not himself recommend any building program, withholding this for later presentation.

In its recommendations, made public today at the department, the general board urged a policy of naval expansion that will guarantee protection of coast lines and the rapidly expanding merchant marine against any naval power in the world. Such protection, the board declared, can be had only by increasing American sea power to a point where it is "second to none," and maintaining it at that level.

The board further asserted that the war having demonstrated that possession of a fleet powerful enough to protect its sea-borne commerce is vital to any nation in time of hostilities, the maintenance of such a navy by the United States would be "a great preventative of war, for no nation would likely provoke hostilities when her own commerce would thereby be imperiled." The necessary future strength of the American navy, therefore, must depend, the board said, upon the naval strength of the "powers in a position to challenge our legitimate commercial expansion upon the high seas."

Declaring the greatest naval lesson of the war was the immense advantage of uniformity in speed and armament of first line ships, the board asserted it already was evident that first line ships of the America navy must have heavier armament than the 12-inch guns of the first dreadnaughts. These ships, the board said, were rapidly assuming the same relationship to the navy's superdreadnaughts that the older battleships bear to the first dreadnaughts themselves, with the time approaching when they can no longer be considered as effective first line ships. The German fleet, the board declared in this connection, was handicapped and not strengthened by the presence of pre-dreadnaughts of slower speed and lighter armament in the battle of Jutland, because they reduced "the maneuvering and fighting powers of the entire force."

Emphasizing the deficiency of the American navy in scout cruisers, the board, recommending the construction of ten of these ships, cites the value of such craft to the British fleet during the war and declared them to be essential to "any well-balanced navy." Recommending construction of five ships of the super-destroyer type, the board emphasized the usefulness of such ships in connection with destroyer operations. As a means of applying and developing the lessons of the war in submarine construction, the board recommended construction of six type or pilot submarines rather than a large building program in present types. One destroyer and one submarine tender completed the program. For the development and construction of aircraft during the year, the board recommended an appropriation of \$27,000,000 with \$6,000,000 to be used for experimental construction.

### RAPID ADVANCE OF STOCK

Greenville, Dec. 9.—Victor-Monaghan common featured the local cotton mill stock market today, when it advanced 16 points, from 282 to 298, and was hard to obtain at that figure. Future deliveries sold at several points above the market. Woodside common rose from 330 to 340 today, an advance of 10 points; Toxaway gained 2 points to 64, and Poe advanced 5 points, to 325. Other quotations of the day follow: Watts 24 pfd., 128 1-2; Anderson common, 166; Watts common, 102 Union-Buffalo 2d pfd., 76 1-2, and Mount Vernon-Woodbury, 57 1-2.

## DIAL FINDS FAULT WITH RAILROAD BILL

Says Some of Provisions Are "Dreams and Illusions."

### ALSO CRITICIZES LABC

Opposes Underwriting of Roads by Government as Entrance Into Paternalism

Washington, Dec. 9.—Given a renewed opportunity by restoration of the measure to the committee of that whole, Senate critics of the Cummins railroad bill today launched a new and heated attack on various provisions of the legislation designed to meet conditions incident to the forthcoming return of the railroad properties.

Senator La Follette, Republican of Wisconsin, and Senator Dial, Democrat of South Carolina, led the renewed attack, and their discussion of the bill occupied virtually the entire session.

The result at the adjournment was that the measure was no nearer passage. Leaders, however, expressed hope tonight that a final vote would be reached before the end of the week.

### Before Holiday Recess

During the debate today Republican leaders of the Senate and House conferred regarding holiday recess plans, and leaders of the lower branch were assured that there is every prospect of having the railroad legislation sent to conference before the holiday recess, planned to begin December 20. Final enactment of the legislation is not probable, the leaders agreed until after Congress reconvenes next month. Confidence was expressed by the conferees, however, that President Wilson would await enactment of the legislation in January before turning back the properties.

Director General Hines has completed his report to President Wilson on his recent conference with Chairman Cummins and Esch, of the Senate and House committees, respectively. There was no intimation of the information contained in the report.

### La Follette Against Return

In his attack on the bill Senator La Follette opposed immediate return of the railroads to private ownership as impracticable, urged a five-year extension of government control and charged that the pending measure was virtually for the benefit of the railroads.

The Senate tomorrow is expected to reach an amendment introduced late today by Senator Myers, Democrat, of Montana, eliminating provisions authorizing two employees and two representatives of the public to be members of the boards of directors of each railroad company.

The railroad bill was opposed in the Senate today by Senator Dial, Democrat, of South Carolina, who characterized some of its provisions as "dreams and illusions," and also impracticable. He found fault especially with the plan for specifying a return of 5 1-2 per cent upon the investment to the railroads, which, he said, means the underwriting by the government of the railroad securities of this country. Such a plan means this country's entrance into paternalism, said Senator Dial, who said he doubted the constitutionality of the provision. Should this be done, he declared, the government would be honor bound hereafter to keep up the freight rates so as to make such a return possible.

### Conflict with Laws

Creation of a transportation board was also opposed by Senator Dial who declared that the provisions in the bill providing for two railroad employees to be members of the board of directors of the various companies would conflict with laws in various States which prohibit persons from serving as directors of corporations in which they are not financially interested. The South Carolina Senator criticized the general tendency of labor to demand increased pay for less work, declaring it is time "the people of this country who do something, who have something and who pay taxes to be heard from."

### IRISH HOME RULE BILL

London, Dec. 9.—For the first time in history there is every prospect of the Irish question being settled satisfactorily, according to a statement made in a speech tonight by Walter Hume Log, first lord of the admiralty.