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NO PROSPECTS OF EARLY INDUSTRIAL PEACE IN NATION

Strike Situation Such That No Prophet Can Foretell Final Outcome

Washington, July 20.—No signs are in sight tonight that the twin coal and rail strikes are abating, conditions being chaotic, with President Harding finding new plans for ending these plans that prove no better than those he has proposed. The uncertainty of the situation grows and there is no prophet with any credit who will forecast the result. In the twin tie-up there are now approximately 1,250,000 to 1,500,000 men involved, the estimate being that 690,000 miners and 550,000 rail workers are involved, with track men numbering some 400,000 men threatening to walk out. Trains are being taken off in all sections of the country, schedules are balled up, railroad equipment is getting in worse and worse shape.

Mine owners and mine workers have refused the request of President Harding to resume digging coal at the rates that were in operation before the strike began and conditions look so bad, with but a small amount of coal in sight, that regulations for the distributing and rationing of coal will be promulgated by the government within a very few days. This statement comes from Secretary of Commerce Hoover, who says that various government departments are co-operating with the Interstate Commerce Commission in working out plans for distributing coal after mining operations are resumed. Declaring that unless something unforeseen intervenes, "the nation is about to be plunged into a reign of force, instead of reason," because of matters arising from the coal and rail troubles, the Washington Daily News this afternoon, stating that it will be public opinion in the finality that will decide the issue and that public opinion should spring from a knowledge of basic facts, says there are four things at the root of the trouble, and giving what it declares are simple facts declares they "should be taken into consideration of the causes and consequences of the impending bayonet experience." The four things which it declares lie at the root of the trouble and which it holds the public should not overlook, give a clear idea of the trouble, these being:

"First, the Railroad Labor Board, a Government agency, is under injunction, granted by a court at the railroads request, which forbids it even to publish its findings.

"Second, the final effort to settle the railroad dispute broke down when, agreeing on all else, the railroads refused in taking men back to observe their seniority rights. That is another way of insisting that the railroad unions be paralyzed.

"Third, the coal miners are not on strike. They had a contract with the coal operators which expired last April. The contract provided that on or before April 1 operators and miners should meet and negotiate a new contract of employment. The operators refused and still refuse to so negotiate. The men's jobs ended in April when their contract ended.

"Fourth, the government for nearly two years has been under injunction, granted by a court at the coal operator's request, forbidding the collection of the information as to cost of production, wages, etc., that any commission such as suggested by President Harding must have if it is to intelligently arbitrate the coal dispute."

MR. TAFT RETURNS FROM BRITISH TRIP

Chief Justice Says English Trade Has "Turned the Corner"

Quebec, July 19.—William Howard Taft, Chief Justice of the Supreme Court, and Mrs. Taft, home from their visit to England, were spending today at their summer home near Murray Bay, Quebec.

Mr. Taft, who landed here yesterday said he believed the "corner had been turned" in British trade conditions. British business men, he said, showed strong optimism and were attacking post war problems with great courage and industry.

Mr. Taft spoke appreciatively of the welcome he had received in England. He soon will begin preparation of a report on his study of the British law code, which was the prime purpose of his visit. The report will be submitted to the Government for guidance in revision of the American legal system.

THE MAN DIRECTING THE RAILWAY STRIKE

Works Day and Night to Guide Cause 401,000 Workers; Opposes Violence

Chicago, July 19.—The directing genius of the present railway strike bids fair, win or lose, to continue the stormy petrel of the labor world for many months to come. Many of his methods are new. His personality is more or less of a puzzle to all with whom he comes in contact. Yet today, in a tiny office over a North Side movie palace, seated about a plain-topped table, surrounded by shirt-sleeved associates, Bert M. Jewell dominated the group, although some of them have been leaders in the labor field for years. Here, far removed from the great railroad centers of the city, the plan of campaign is being manipulated to meet the hourly changes that take place in the situation, which today holds the attention of the entire world.

Jewell, according to his associates, is a genius. Sandy-haired, wearing heavy horn-rimmed glasses, thin but hard and sinewy, with the long fingers of an artist, he looks more like a high school principal than the leader of an organization that already has crippled the country. With his shirt sleeves rolled up and his hands resting on the table, this blue-eyed man hardly would stand out in a crowd, no matter how well he stands out in an argument.

Officially he is chairman of the railway department employes, American Federation of Labor. Actually and actively he is the leader of six federated shop crafts and the general-in-chief of the army of 401,000 strikers who have left their work in protest against the wage reductions ordered and approved by the United States Railway Labor Board.

"Who is this man Jewell," is the question that for more than a week has been repeated with more force daily as the strikers continue to show their solidarity of purpose.

Jewell is an American, thirty-eight years old, born in Omaha. He quietly assures anyone who inquires that he is a boilermaker, "and a good one," and that he has "drifted" about the country. He came into the union leadership from the shops of the Atlantic Coast Line, and his present position of leadership is one which he proudly points out, was earned. As a labor leader he enjoys the confidence of his men and of the chiefs of the American Federation. When the Railway Labor Board was established and Chicago selected as its headquarters, Jewell removed his small office force to this city, located a small office on the edge of the loop region, threw away the door key and settled down to long hours, working day and night.

His office, where the strike board of strategy remains in almost continuous session, is as plain as his own. The main room is 10 by 12 feet square. The big desk occupies the center, while in the corners are filing cases with cards inside carrying the "vital statistics" of the organizations. Directly in front of Jewell's chair stands a file of letter baskets, into which are dropped a perfect avalanche of letters and telegrams from every section of the United States.

A typical message reached him early today. It was a request from New Jersey for 500 words of encouragement. There is to be a mass meeting of strikers late today. The committee wanted the "low down" for the strikers.

Jewell calls his stenographer. He dictates his message. Some of it is well worth reading. It is language that is rather new in the strike line.

"We are opposed to all violence," he says. "One hundred men are not needed to get a single individual off the job. Two men will serve as well. The mob is an evil, a detriment to the strikers' cause."

"Let two men seek out the man on the job and talk to him quietly persuasively and earnestly. The truth and a friendly argument will accomplish results impossible with force. Force is forbidden."

ONE RANGER ENOUGH

Some decades ago there was a riot down in Texas and a hurry call for help was sent to the Texas Rangers.

The governor wired back: "Rangers en route." The sheriff met the train. One lonely ranger—little old Billy Macauley—got off. The sheriff said: "Oh my Lord, where's the rest of the outfit?" Rest,—!" said Billy, "you ain't got but one riot here, have you?"

KU KLUX THREATEN TO GET POLITICIAN

Robt. Young, Senatorial Candidate in Missouri, Ordered to Cut Out Ad in Jewish Paper

St. Louis, July 21.—Robert I. Young, of St. Joseph, candidate for the Democratic nomination for United States senator in a letter made public today, said he had received notices from the Ku Klux to remove a campaign advertisement which he had contracted "for insertion in the Jewish Record, a local Hebrew language newspaper, because the Jew is after the almighty dollar and to hell with the country."

Fred Weissman, attorney for the newspaper, made public the letter which Young wrote to H. D. White, advertising representative of the paper, in explanation of his refusal to fulfill the contract.

An excerpt from the letter follows: "I have always been very friendly to the Jewish people and am yet, I am no normal coward, but I do not care to get a coat of tar and feathers."

Counsel for the paper announced suit would be filed against Young to collect money due it under the contract.

LARGE YIELD OF ARIZONA MELONS

Heavy Shipments Being Made From Imperial Valley

Tucson, Ariz., July 12.—This is a banner year for melons in Arizona, the first load being marketed early this week. Melons grown in this county alone will be ample to supply all the needs of Tucson and vicinity for the coming two months, according to the report of the county agricultural agent, as 250 acres were planted in cantaloupes this year, and about half as many acres in watermelons. The rich soil of the dry river beds, the long periods of warm weather, with the present irrigation facilities make for the production of a high grade melon, known particularly for flavor and sweetness. The Salt River valley surrounding Phoenix, which has been under irrigation for a much longer period has begun shipments of melons to eastern and northwestern points, 2500 carloads having been shipped out last week. Many of these cars passed through Tucson for eastern points.

From 500 to 700 cars of melons are now passing through Tucson daily from the Imperial Valley in California to eastern cities. All of the cars are iced in Tucson; 610 cars of cantaloupes, and 158 cars of watermelons. The highest number recorded during the week passed through in a single day, the icing of which under strike conditions being a vast undertaking, but which was accomplished expeditiously, according to the superintendent of the division. It required 10 trains of 78 cars each to transport this day's shipment. The trains of melons are run on fast passenger schedule and are iced at all divisions. The empty cars are returned on the same swift schedule as it is somewhat of a problem to keep the growers supplied with cars at this season.

Danville Tobacconist Owns an Airplane

Danville, July 18.—Danville now boasts of a privately owned airplane. Lowell Bass, a well known tobacco man and who saw service during the war as an aviator having purchased a Curtis biplane for private transportation purposes. Bass is called upon frequently to visit the tobacco markets in eastern Carolina and many of the larger North Carolina cities at which are already established private or municipal fields equipped with standard insignia and markers.

Bass had an accident the first day he owned the machine. He made a good landing in the field now used for such purposes on the farm of W. E. Gardner, but when he found that his machine on touching the ground was racing straight towards another machine brought here for passenger flights, he diverted his machine in a 2-foot ditch, where it tipped over and was damaged. Bass sustained no personal injuries and the ship will be ready for flight by the end of this week.

Interest has been aroused here in a municipal flying field and the Chamber of Commerce is trying to bring about the establishment of a field. The government is said to be trying to interest towns along the main line of the Southern to establish such fields 20 miles apart providing airtighting points for forced landings.

Four Facts the Public Must Not Overlook

(Washington (D. C.) News)

Unless something unforeseen intervenes the nation is about to be plunged into a reign of force, instead of reason, as a result of the coal and railroad disputes.

In the end public opinion will decide the issue.

Public opinion should spring from a knowledge of basic facts. Here are four things that lie at the root of the trouble:

First—The Railroad Labor Board, a government agency, is under injunction, granted by a court at the railroad's request, which forbids it even to publish its findings.

Second—The final effort to settle the railroad dispute broke down when, agreeing on all else, the railroads refused in taking men back to observe their seniority rights. That is another way of insisting that the railroad unions be paralyzed.

Third—The coal miners are not on strike. They had a contract with the coal operators which expired last April. The contract provided that on or before April 1 operators and miners should meet and negotiate a new contract of employment. The operators refused and still refuse to so negotiate. The men's jobs ended in April, when their contract ended.

Fourth—The government for nearly two years has been under injunction, granted by a court at the coal operators' request, forbidding the collection of information as to cost of production, wages, etc., that any commission such as suggested by President Harding must have if it is to intelligently arbitrate the coal dispute.

These are simple facts which should be taken into any consideration of the causes and consequences of the impending bayonet experiment.

W. J. Bryan Urges Democrats to Resist Wet Propaganda

Lincoln, Neb., July 17.—In the current issues of the *Commoner*, W. J. Bryan appeals to Democrats not to permit the wet interests to use the party to serve the fight against the prohibition amendment. He says that the efforts now being made to capture Democratic nominations in many parts of the country will, if they are not defeated, spoil the present splendid chance of the Democrats to control the next House. He says in part:

Prohibition is here to stay. No intelligent wet has any hope of repealing the Eighteenth Amendment; neither has any intelligent wet any hope of a law permitting the manufacture and sale of intoxicating beverages. So long as the Eighteenth Amendment remains the Supreme Court will be compelled to nullify any law permitting the use of enough alcohol to make beverages intoxicating.

All that the wets hope for is a majority in the House or Senate—just enough to enable them to block appropriations for enforcement. Any man who represents the wet side of the contest will oppose appropriations and thus invite an era of lawlessness in which the liquor traffic can do as it pleases. The real question is law or lawlessness, and that issue supercedes all others. We cannot have governments without obedience to law.

Wherever, therefore, the enforcement of the law is threatened, other questions must be postponed. The dries greatly outnumber the wets, but the wets are more intense in their feeling and therefore more active in their efforts. We should not only have a working majority in both houses, but a two-thirds vote so that we can override vetoes, if necessary, and impeach judges who fail to enforce the law. The dry forces should unite everywhere to defeat a wet candidate.

Flier Hopes to Cross Continent in One Day

San Antonio, Tex., July 18.—Crossing the American continent in one day by airplane and making only one intermediate stop will be attempted by Lieut. James H. Doolittle of Kelly Field, about August 8, he announced today. Lieutenant Doolittle will "hop off" at Kelly Field the morning of August 4 for Jacksonville, Fla. A few days later he will begin his dash from the Atlantic coast to San Diego, Cal., traveling in a specially built airplane of a one-man type, with a gasoline capacity of 275 gallons.

The only scheduled stop will be made at San Antonio, Tex., at day-break for replenishing fuel.

DENBY IN AN AIRPLANE ACCIDENT BUT ESCAPES

Machine Was Flying 4000 Feet Over Great Wall When the Engine Stalled

Peking, July 19.—Secretary Edwin Denby of the American navy narrowly escaped death here today in an aeroplane accident. He was flying at a height of 4,000 feet over the Great Wall when the engine of the plane stalled. The machine was demolished on landing, but Mr. Denby was uninjured.

The plane belonged to the Chinese government and had seen service in the recent fighting between Generals Wu Pei Fu and Chang Tao Lin. Secretary Denby emphasizing, however, that he had made the flight at his own suggestion, and that he did not go as the guest of the Peking administration.

The forced landing, made in the heart of the hills traversed by the Great Wall, was a thrilling one, after a spectacular flight in which a high altitude was reached to avoid the mountain top.

The party took off from the capital at noon. In the plane, besides the head of the American navy, were Captain Robert Bruce and Commander George Simpson of the American navy, and Charles Dolan, of Boston, who piloted the machine.

After circling over Peking, Mr. Denby suggested that they proceed to the Great Wall of China. After half an hour's flying over the wall at an altitude of 4,000 feet, the secretary expressed a desire to follow the course of the ancient barrier to observe its serpentine path over the hills and sides.

The plane was turned along the course of the wall when suddenly the gasoline feed clogged and the pistons stopped, leaving the party 4,500 feet in the air with a series of jagged peaks and crags below.

Realizing his danger, Pilot Dolan started the plane downward, seeking a landing place. Finally he located what appeared to be a comparatively clear space in the midst of the hills. Here the plane was brought to earth, only to be wrecked against the rocks that strewed the ground.

Secretary Denby was the first man clear of the machine as it struck and he and his companions all escaped uninjured.

MARCONI STATION OPENED ON DESERT

England-Egypt Telegraph Service Transmits Messages in Ten Minutes' Time

Alexandria, Egypt, June 13.—It was in June, 1914 that the Marconi Company commenced to install a wireless receiving and transmitting station at Abou Zabal, situated on the edge of the Eastern Desert, some 15 miles north of Cairo, as a link in its chain of wireless communications of the British Empire. The station was to have been completed originally in 18 months time, but on account of the world disturbing events of 1914, the Admiralty took over the installation and had it completed sufficiently to transmit messages regularly in six weeks.

During the war it was naturally of great utility, but it was not until a few weeks ago that it was opened for public use, the British General Post Office being now its administrator. The rates for the public have recently been advertised and are 25 per cent lower than those of the Eastern Telegraph Company, which owns the submarine cables in this part of the world. As regards the quality of service perhaps it is too soon to make comparisons. It is, however, well known that the Eastern Telegraph Company has in anticipation of possible competition improved its service remarkably, the speed for messages between England and Egypt being reduced to 10 minutes for urgent telegrams and to from 25 to 30 minutes for ordinary full rate cables, while the reliability of the service is unquestionable.

So far their rates, which are now 1s. 3d. a word to England, have not been reduced. It will be interesting to see whether the wireless service will be able to offer serious competition.

SOME COW!

This advertisement appeared in a newspaper the other day: "Wanted, a steady, respectable young man to look after a garden and milk a cow who has a good voice and is accustomed to sing in the choir."—Selected.

BRICKLAYER IS PAID \$24 FOR 10-HOUR DAY

Wage Scales in New York Building Trades Are Said to be the Highest Ever Known

Albany, N. Y., July 12.—Even if the word "downtrodden" might have been applied in years gone by with reference to the treatment of men who work with their hands, apparently it is obsolete today. Wage scale comparisons show that the several building trades workers demand and receive the highest wages ever paid. This is especially true in New York City, where bricklayers, carpenters and plasterers are paid daily more than they once received weekly.

Statistics compiled by the New York State Department of Labor show that a pay envelop containing \$24 for a single day's work is not unusual for bricklayers in New York City. It is shown by the same statistics that other building trades workers receive wages much higher than the prevailing scales in other lines of industry.

The explanation given us is that the revival of building has had the effect of bringing about a greatly inflated wage scale in New York City. It also is said that contractors who have obtained work which must be hurried to completion also have been responsible for abnormally high wages which bricklayers, carpenters and plasterers are receiving.

Still the inference is made in addition that the building trades unions have purposely kept down the membership lists. Investigations have shown the accuracy of this inference. State Labor Department officials say.

The schedule of building trades wages for New York City as filed with the State Department of Labor, does not indicate the wages of bricklayers. Bricklayers' helpers, however, receive \$7 for a basic eight-hour day, extending from 8 a. m. to 5 p. m., except on Saturdays, when the noon hour is quitting time.

The State Labor Department has been told that bricklayers are receiving \$16 a day, or \$2 an hour for an eight-hour working day, with double time for all overtime. Bricklayers, quite generally, are working 10 hours daily and receiving \$4 an hour for the two hours overtime. This brings their daily wage for 10 hours to \$24 a day.

The union schedule on file in the State Labor Department shows that carpenters and framers receive \$9 for an eight-hour day. Many other building trades workers find their employment usually lucrative. It is said that the lowest paid worker, according to the schedule submitted, is the excavator and general laborer, who receives \$6 per day.

Wearing of Mask Bars Klan Says Governor of Kansas

Topeka, Kan., July 15.—The Ku Klux Klan and any other organization which finds it necessary to have its members wear masks is an unlawful assemblage in Kansas and will not be permitted to hold meetings in this State, according to an announcement by Gov. Henry J. Allen, made in connection with a railroad strike. He has sent a special order to all mayors, sheriffs, county attorneys and peace officers generally to see to it that these meetings are not held.

The Governor's proclamation said in part:

"In Kansas the mask heretofore has been worn exclusively by those who sought to cloak their identity while robbing banks, railroad trains, houses and individuals upon public highways. The idea of masking is associated in this state inseparably with violence and the inescapable effect of it is to create fear and terror in the mind of the citizen who has no occasion to employ disguise.

It is my judgment that any assembly of men wearing either white or black masks is against the peace, safety and welfare of the public at this particular time. Especially is this menace serious in those communities where industrial quarrels are now going on. The privilege of men to employ disguises gives to those who might become foes to the Government and to law an opportunity to cloak their identity and to work mischief.

State Highway Commission Installs 11 Radio Phones

Raleigh, July 13.—Frank Page, state highway commissioner, will install a radio station at the headquarters of the state highway commission and in the 10 district headquarters in the state, in order to be in constant communication with the district forces, it was announced today. The outfit will probably be at work during August.