

The Weather

Generally fair Wednesday and Thursday. Stage of river at Fayetteville at 8 a. m. yesterday 7.5 feet.

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OLDEST DAILY IN THE STATE.

RAIL LABOR BOARD CUTS RAILROAD WAGES 400 MILLIONS

EFFECTIVE JULY 1 REDUCTION OF FROM 5 TO 18 PER CENT WILL BE MADE IN 31 LABOR ORGANIZATIONS

ORDER OF TODAY CUTS WAGES AVERAGE OF 12 PER CENT, BOARD SAYS

Applies to 104 Railroads Participating in Hearings for Reductions

REASON SET FORTH

Falling Prices of Necessities, Lower Wages Everywhere and Hard Times

CHICAGO, May 31.—(By Associated Press).—An estimated 400 million dollars will be slashed from the nation's railway wage bill when an order cutting an average of 12 per cent, to be handed down tomorrow by the United States railroad labor board, becomes effective July 1. The order affects members of 31 labor organizations, employed on 104 railroads.

While the decrease is specifically applied only to the roads whose cases have been heard by the board, the decision says it may later be applied to any other road asking a hearing under the provisions of the Cummins transportation act.

Percentages of reductions computed by members of the board gave the average of 12 per cent, and the same source estimated the annual reduction in wages at approximately \$400,000,000.

The decision grants reductions varying from 5 to 13 cents an hour or from 5 to 18 per cent, and in the case of section laborers, completely wipes out the increase granted that class of employes by the \$600,000,000 wage award of July 20, 1920.

Section Foremen 16 Per Cent For section men the decrease was about 18 per cent, while the train section men were cut about 7 per cent. Car repairmen were cut about 10 per cent.

Common labor is to be reduced 6 to 8 cents an hour, cutting freight truckers' average monthly wages to \$97.10 and track laborers to \$77.11. This new scale gives section men an average of \$4.02 for an eight-hour day. Shop crafts employes and train and engine service men, except those in passenger service, are reduced 5 cents an hour. Passenger and freight engine men are given increases of 10 cents an hour by the 1920 award, to be cut 6 and 8 cents an hour, respectively. Passenger and freight conductors who received increases of 7 1/2-12 and 8 per cent, respectively, by the new schedules.

The smallest reduction will apply to office and other employes under 3 years of age, who will receive 5 cents an hour less after July 1. Clerks Are Reclassified. Clerks are reclassified so that entering clerks, usually young men and women 18 to 20 years of age, will receive a monthly salary of \$67.50 for the first six months and \$77.50 for the second six months of service. Clerks with less than one year's experience now receive \$120. A new monthly schedule for floating equipment employes on tug and steam lighters gives captains \$200; engineers, \$190; firemen and oilers, \$140. On lighters and barges, captains will receive \$130 to \$150, and mates \$100.

Wage Reduction Demanded Because of Dull Business

Railroads Months Ago Began Their Fight for Lower Wages on Ground of Business Depression, as Well as Because of Declining Living Costs and the General Reduction of Wages in All Lines of Industry

CHICAGO, May 31.—Wage reductions which will be ordered by the railroad labor board tomorrow resulted from a combined hearing involving 104 railroads which filed petitions to cut the wages of the or motor-vices of employes. The hearing began April 18 and the labor and railroad representatives were each granted one week to present their cases. The final order submitting evidence was set for May 15, and the board has been at work on the case constantly since that date.

The campaign for lower wages was being fought by the winter season, W. W. Atterbury, vice-president of the Pennsylvania lines, first demanded the right to hire unskilled labor at the prevailing seasonal rate. Atterbury's demand to the board during the hearing on rules and working conditions, which the board has not yet disposed of, was to reduce the wages of unskilled labor to the prevailing seasonal rate. Atterbury demanded immediate abrogation of the national ship crafts agreements, which he further declared, would further reduce the railroads' labor bill by \$300,000,000.

The board, however, took no action on the demands at that time and it was not until the following month that the board took action on the demands. The Erie railroad and the New York Central lines then took steps toward a reduction by presenting the board with a separate hearing. An agreement was reached, however, and the disputes finally reached the labor board, both employes and employer shall have made a sincere effort to effect a settlement. In cases where no agreement was reached, the case may be referred to the labor board, both employes and employer shall have made a sincere effort to effect a settlement.

Following their hearings, the Erie, which had already put a reduction in wages into effect, and the New York Central was denied permission to make an immediate reduction, pending a hearing of the merits of the dispute. Defeat of the Erie and New York Central was then the signal for a deluge of cases which began to pour into the board's office. Realizing that the board must make a resolution on each dispute, the board combined all the cases for the hearing which resulted in today's decision.

Under the transportation act, seven factors are prescribed for consideration in determining "just and reasonable wages" of railway employes. The board's wages increase decision declared that the factors have been given consideration and that the rates established were considered just and reasonable.

The board has endeavored to fix such wages as will provide a decent living and secure for the children of the wage-earners opportunity for education, and yet to remember that no citizen should receive benefits far outweighing the cost of the increases. Basing their argument upon the board's declaration that wages are established by the market, the board was offered in July, 1920, the railroads presented a volume of testimony to show that living costs had declined and that wages should be reduced.

STATE COLLEGE CLASS OF 99 LARGEST THAT SCHOOL HAS SENT OUT

Governor Morrison Delivers the Diplomas and Praises the "Tech" Graduates

STATE NEEDS THEM

Field of Practical Endeavor Invites Them as Creators of State Wealth

By JULE B. WARREN. RALEIGH, May 31.—The closing exercises at the commencement of State college were held in the college auditorium this morning when Governor Cameron Morrison delivered diplomas to 99 graduates. The diplomas were awarded following an oratorical contest among members of the senior class. In delivering the diplomas to the graduates, Governor Morrison spoke briefly as follows:

"I congratulate you gentlemen upon having won, through your industry and intelligence, a diploma, or certificate of proficiency in the great industrial field of learning. Your class is the largest one ever graduated by this institution. I am truly thankful that the state is to have the help of 99 young men so splendidly equipped and ready for the service. I am a great believer in the character of education and training given by this institution in many important fields of the state's endeavor men are better equipped and prepared here for service than in any other institution of learning in our state. Our institutions of highest learning must furnish education of several distinct types. The high purpose of your institutions is to furnish the state trained engineers, architects, agriculturists, and other men of technical and somewhat more practical training than is given by the other institutions. The state needs men of the type you are prepared to give in every direction in which your institutions are taking the leadership in manufacturing, engineering, agriculture, and all business requiring practical and technical training. This practical training is in no conflict with general culture, but supplements and strengthens it. We can never become the strong incentive and wealth-producing state which we wish to be and which we are rapidly becoming, without the leadership of the type of men which this great institution declares you to be. I most heartily congratulate you, and as the governor of the state, welcome you to the ranks of those who are so splendidly developing our state. I trust that you will be the old state's brow the stigma of poverty and inefficiency along technical and practical lines. The creation of wealth is absolutely necessary to progress in every direction in which good men and women are looking. Money and material things are not above spiritual and cultural things, but it is the material things which are the basis for the state to progress in its religious, patriotic and cultural purposes. I hope fortune will smile upon your efforts in the fields of practical endeavor until the latter part of your lives. Several other state witnesses corroborated McCaskill on various points. Holcombe, a former county commissioner, declares that he did not hit McCaskill until the latter had refused to stop existing and had caused him to fall into a ditch, but admitted that he had no warrant for McCaskill and did not tell him that he was a bootlegger. He stated that a bottle of whiskey and the cap of a still were found in a basket which he said McCaskill dropped.

LOUIS MOORE IS NEW CHAMBER SECRETARY

Assumes Duties Succeeding Mr. Cowan This Morning

Wilmington not only has a new mayor and new city commissioners all around, but she likewise has a new secretary of the chamber of commerce in the person of Louis Moore, who this morning, assumes the duties of this office, succeeding James H. Cowan, who became mayor of the city of Wilmington yesterday. Preparatory to taking over the affairs of the chamber Secretary Moore last night met with Mayor Cowan in the office of the chamber and went over various details of the chamber, the matters which he is to take over, and the matters which he is to take over. Mr. Moore was elected by the executive committee the first of last week, and his selection is considered by the business interests and the people of the city generally, as being a wise one. It is generally conceded that while it is going to be a mighty hard matter for any man to fill the position so efficiently as the retiring secretary, Mr. Moore is doubtless better qualified than any other person who might have been selected. He is thoroughly in touch with all phases of activity in the city, commercial, industrial and social, and is a man who believes in doing things. He has the reputation of being a good mixer in the Rotary club, and he is fellow to take the initiative when there is something to be done, and possesses self-confidence which is one of the underlying duties of a secretary of a live-wire commercial organization.

Mr. Moore's experience as secretary of the Wilmington Rotary club, which served him in good stead in performing the duties of his new position. During his tenure of office the Rotary club, as now, was one of the most active organizations of the state and much was accomplished for the city through its functioning. By way of forgetting, for the time being, the problems which are to confront him as chief executive of the city during the next four years, Mayor Cowan went over with Mr. Moore some of the "troubles" which he may expect to find himself up against before he has been secretary a great while.

Sawyer's Welfare Plan Is Opposed By School People

North Carolina Educators Urge Upon Representatives the Enactment of Smith-Towner Measure Providing for Department of Education—New Efficiency Bill Carries Provision for Enlarging Custom House Grounds

(Special to The Star) WASHINGTON, May 31.—North Carolina educators are protesting against the enactment of the public welfare department proposed by General Sawyer. The white house physicians favor the Smith-Towner bill for a department of education. Dr. Sawyer is having a hard time with his net plan, and may never see it through, a telegram signed by a score or more of North Carolinians to Representative Brinson, said: "A great many people of this state are interested in the Smith-Towner bill and we earnestly request your favorable consideration and active support of this measure. We hope you will, if possible, prevent the defeat of this bill by those who would subordinate schools and public education by making them a secondary consideration under the proposed welfare department. We petition you to support the Smith-Towner bill as it stands and thus make education and Americanization the primary object of legislation on this subject."

For Education Department The Smith-Towner bill provides for a department of education. In an effort to bolster up his cause, General Sawyer has written a letter to members of congress that President Harding desired this legislation. "I would remind you," said he, "that the President committed himself in campaign speeches, in his inaugural address and in his message to congress, to provide a welfare department. It is in order that he may make good his commitment that we are anxious that this bill should have your recommendation and that it should be enacted into law as quickly as possible."

M'CASKILL CASE BEING TRIED IN FAYETTEVILLE

Hot Argument Follows Accusation That a Witness Ever Watered the Milk

(Special to The Star) FAYETTEVILLE, May 31.—F. L. Holcombe, Lewis Sherrill, Arthur Sherrill, Calvin McNeill and James McDonald, officers and members of the Grays Creek Law and Order league, were today placed on trial in superior court here, charged with assault on Earl McCaskill with intent to kill. The state had presented the evidence and the defense had placed one witness on the stand at the adjournment. The case grew out of the beating of McCaskill when he was placed under arrest in a raid on Elsie Hill's home. Several other state witnesses corroborated McCaskill on various points. Holcombe, a former county commissioner, declares that he did not hit McCaskill until the latter had refused to stop existing and had caused him to fall into a ditch, but admitted that he had no warrant for McCaskill and did not tell him that he was a bootlegger. He stated that a bottle of whiskey and the cap of a still were found in a basket which he said McCaskill dropped.

WILLIAMS' FARM BOSS CONVICTED OF MURDER

Clyde Manning Is Given Life Imprisonment, as Was His White Employer

COVINGTON, Ga., May 31.—Clyde Manning, negro farm boss for John S. Williams, was convicted of murder in superior court here today and sentenced to life imprisonment. Manning had testified he aided Williams in killing negro farm hands to halt a peonage investigation, but claimed he acted in fear of his life. The jury was out 35 minutes and then returned the same verdict as that of the Williams jury, murder with recommendation for mercy. E. Marvin Underwood, employed by a group of Georgians to represent Manning, made a motion for a new trial. The hearing was set for July 31. Manning was tried on the specific charge of murder of Lindsey Peterson, of whose murder Williams was convicted in an investigation. Under Georgia law, Manning could not have been held accountable had he been able to convince the jury he killed the man through fear for his own life. Several other state witnesses corroborated McCaskill on various points.

SALISBURY BANK MAN KILLS SELF AND WIFE

Bodies Not Discovered Until Day After Tragedy

SALISBURY, N. C., May 31.—John Wright Davis, bookkeeper for a local bank fired a bullet through the temple of his invalid wife and then sent another crashing through his own head. Several other state witnesses corroborated McCaskill on various points. The bodies of the two were found in their bedroom on the second floor of the residence, that of Mrs. Davis clothed only in a gown, while the husband was fully dressed except for a coat. Solicitor Hayden Clement, who investigated, believes the tragedy occurred between the hours of 1 and 3 o'clock Monday afternoon. Mr. and Mrs. Davis had been married for eight years. Apparently there had been no friction between them and the cause of the tragedy remains a mystery.

WRECK OF AIRPLANE HELD TO HAVE BEEN UNAVOIDABLE

WASHINGTON, May 31.—Thorough investigation of the army ambulance airplane crash Saturday at Morgantown, Maryland, in which seven men were killed, will be made by the inspector-general of the army under orders by Secretary Weeks, issued today. In this connection it was indicated that cognizance would be taken of the statement of De Levergne, air attaché of the French embassy, who made the trip to Langley field in the machine, but who declined to make the return flight in it. Captain De Levergne stated that on the trip down he had noticed lack of balance of the plane and at times it appeared out of control of the pilot. The air service board made public today its findings in the investigation. The accident in the opinion of the board was absolutely unavoidable.

TRIAL WIFE FOR MURDER

BRIDGEPORT, Conn., May 31.—The trial of Miss Ethel Knott, charged with the murder of her husband, was started today. She was carried into the sheriff's room and the court recessed until she regained her composure. The state placed in evidence today more than 50 letters alleged to have been written to Elwood B. Wade by Mrs. Knott.

PORT COLLECTOR DROPS DEAD

MIAMI, Fla., May 31.—H. T. Ferris, collector of the port of Miami, dropped dead in his office in the federal building this afternoon, heart failure being the cause of the death. He was a Republican but held office through the Wilson administration.

COUNCIL OF STATE IN CONFERENCE WITH THE BANKERS ABOUT LOANS

State Declines to Borrow as Much as Five or Ten Millions at One Time

ASKS SMALL SUMS

Can Get Money at 6 Per Cent and May Be Able to Sell 5 Per Cent Bonds

By JULE B. WARREN. RALEIGH, May 31.—Bankers from various sections of the state have been in the city today for the purpose of conferring with the council of state about letting the state have from five to ten million dollars at six per cent for use in making initial payments on the new building program, for roads and institutions during the next 30 days. The council of state, however, is not anxious to make a loan of this size, and is suggesting a smaller amount of money. If the state banks can make the loan of a smaller amount, the council will be interested in the proposal, but the initial suggestion of the bankers has been that the loan be five or ten million dollars. The council of state and the governor do not want to borrow such a large amount of money for the very simple reason that they do not need so much during the next few months, and they do not want to pile up money in the banks which they must use and on which they will have to pay interest. The council is sticking to its original resolution about the short term loan, that is, they prefer to make the loans in small amounts every few months rather than get all the money at once that will be spent during the year. It will save interest charges, for under the policy adopted by the council, the state will not have to pay interest on any large amounts of money, and can get the funds as needed.

If the North Carolina bankers are unable to unwilling to make the loans on the basis suggested by the council of state, the members of the council have assurances that the money in amounts ranging from a million dollars up to ten million dollars can be secured from New York City banks. The council of state, however, has no conditions tied to the loan about leaving any amount of deposit for any stipulated length of time. With everything equal, the council, of course, prefers to do business with the home folks, but it is going out of the state to get the money if interest charges can be saved or the conditions are more favorable in other respects. Several meetings of the council of state have been held during the past few days, and the second meeting of the day was held this afternoon for the purpose of discussing the various propositions that have been made to lend the state money.

The council and governor are anticipating the needs of the highway commission, pending the receipt of a probable license money during the next three months; the work at the various state institutions which will be under contract during the next few months; and the payment of other programs for the university and colleges. The conference of bankers and financiers has not shown that a five per cent bond can be sold, but it has demonstrated that the state will be able to market a five per cent bond.

TWO KILLED AND 18 HURT IN EXPLOSION OF A BOMB

WASHINGTON, May 31.—Twenty men were killed and 18 others injured, four probably fatally, by the explosion today of a bomb at Aberdeen, Md., during a military training exercise. Preparations for airplane bombing experiments, according to official reports telephoned the war department tonight by Maj. William Borden and Capt. Claudius H. M. Roberts, special investigators sent from here to report and ascertain the cause of the explosion. The dead are Private Allen A. Sherman, 140th air squadron, and E. H. Grinnel, of the same organization.

POLES AND GERMANS KILLED

ANNABERG, Silesia, May 31.—(By Associated Press).—Fifty Poles and 15 Germans were killed and a total of about 175 were wounded when Polish insurgents attempted today to take Annaberg, after a brief shelling by small field pieces.

PAPER MILL WORKERS NOT DECIDED ON ARBITRATION

ALBANY, N. Y., May 31.—Indication tonight at the close of a private conference of officials of the International Brotherhood of Paper Makers and the International Brotherhood of Pulp, Sulphite, and Paper Mill workers and delegates from each of the shops affected by the strike of approximately 40,000 paper mill workers in the United States and Canada, were that it is not probable that a settlement decision is reached regarding a proposal of 10 paper manufacturers to arbitrate the labor trouble.

SMALL BLAZE ON STEAMER

HOBOKEN, May 31.—A small fire of undetermined origin tonight slightly damaged the steamship George Washington. The blaze, which broke out on the hurricane deck, was extinguished in less than an hour after its discovery.