

Trainmen Who Quit On Chicago and Alton Have Been Ordered to Return

UNLESS THEY GO BACK THEY'RE IN DANGER OF LOSING THEIR CHARTER

Lee Sends Message to Lodge 44 At Roadhouse.

THE STRIKE IS ILLEGAL

Holds of Big Five Brotherhoods to Discuss Shopmen's Strike Tuesday.

TO MEET AT CLEVELAND

Warren Stone, Head of the Engineers, Says Meeting Will Discuss Status As It Affects the Engineers.

(By Associated Press.) Cleveland, Aug. 27.—Members of the Brotherhood of Railroad Trainmen who walked out on the Chicago and Alton at Roadhouse are in danger of having their charters revoked unless they return to work and remain there until proper strike action is taken, W. G. Lee, president of the organization declared here tonight.

Mr. Lee said he had sent a telegram to the officers of lodge No. 44 at Roadhouse advising them against the illegal action of the members in violation of the brotherhood constitution, "which of necessity must result in the loss of their membership."

The telegram was in reply to one sent by the lodge to Mr. Lee.

Announcement that the heads of the "Big Five" brotherhoods would meet here Tuesday to discuss the shopmen's strike situation as it affects their organizations, was made by Warren S. Stone, president of the Brotherhood of Locomotive Engineers.

"I wired them that if it is true, the strike is contrary to our law," Mr. Lee said. "I told them if they go out illegally, I will have to enforce our law. I also advised them against any action of the members in violation of the constitution of the brotherhood, which of necessity must result in the loss of their membership."

The trainmen's constitution provides that in cases of grievances, the system general chairman must call a meeting of the executive committee for the system. The executive committee may vote a strike which must be sanctioned by the president.

YARDS AT ROADHOUSE ARE CONGESTED WITH TRAINS

(By Associated Press.) Roadhouse, Ill., Aug. 27.—No trains have been moved out of Roadhouse since the Chicago and Alton railroad over 6:45 o'clock last night when company officials manned a train that left for Bloomington.

Chicago and Alton employes, who have refused to take out trains, declaring conditions have been "unsatisfactory" had a meeting here today, but said afterward there was no statement to be given out. Besides the shop crafts workers who have been on strike, other unions not working include the firemen, trainmen and clerks. Engineers are not working because they claim they have no qualified firemen. Conductors say they are ready to take out trains if crews are provided.

According to union men, 350 men have quit work. They maintain that they are not striking, but are refusing to operate trains because they believe conditions are not safe since an explosion in the yard several days ago which union men say was caused by bombs, but which railroad officials attributed to firecrackers.

Twelve passenger trains and about 25 freight trains operate in and out of here daily over the Chicago and Alton under normal conditions. The yards here are filled with passenger and freight trains. About three hundred passengers who were stalled here when train service was stopped have succeeded in getting to their destinations, some traveling over other roads, and others making their way to nearby points in cabs.

F. S. PEABODY, LARGE COAL OPERATOR, DEAD

Suffers Stroke While Riding Horseback on His Farm Near Hinsdale, Illinois

Chicago, Aug. 27.—F. S. Peabody, one of the country's largest coal operators, died today after suffering a stroke while riding on his horseback on his farm near Hinsdale, Ill. He was found standing over the body which had fallen from his saddle, though he had fallen from his horse.

The tragedy took place during the first hunt of the season on the Peabody estate. He became separated from the other hunters and when they returned to the house and found him absent a search was begun.

The body was found by one of the caretakers at the estate. There were no bruises about the body or other evidence of his having been thrown from his mount.

Physicians after an examination, said that Mr. Peabody had suffered a stroke when his horse and fell lifeless from the saddle.

Mr. Peabody was the founder and president of the Peabody Coal company. During the war he was chairman of the committee of the national council of defense. He had been active in Democratic politics for many years and in 1920, was a candidate for the nomination for the senate.

Col. Watts Has No Idea of Quitting

General Daily News Bureau. Raleigh, Aug. 27.—Col. Watts, Commissioner A. D. Watts, has been more unexpectedly in Raleigh tonight than he has been in a few weeks ago. The commissioner looking for the aid of students ready to go right back into his work. Gossip over his rumored resignation fell off 50 per cent. after he came back and folks who have been gambling that he won't hold office long hedge slightly. They say that he will not be a candidate two years hence, but that he is not half so sure that he will quit.

Colonel Watts never talks about the doing of anybody, least of all about himself. It is a good guess that he has been intimidated to anybody any intention of quitting. But folks about him have.

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When the emergency legislation to be definitely urged upon by Congress will include a presidential authorization to take over and operate rail and coal properties was a question that still remained unanswered, but it was indicated that administration officials probably would make a final decision on the point in the very near future.

In some quarters it was believed that the proposal to arm the executive with these emergency powers would be finally thrashed out among the leaders who are with President Harding on his week-end cruise down the Potomac, and that a definite announcement of policy would follow the return here of the presidential yacht Mayflower tomorrow morning.

Those in the President's confidence said before he left here for the cruise last night that although he still believed industrial peace would be restored without a resort to government operation, he was inclined to feel as a precautionary measure he should be given full authorization to act before Congress begins its contemplated session.

Secretary Hoover and Attorney General Daugherty, two of the cabinet members who have been particularly active in shaping the government's course during the strike period, the President was accompanied on the Mayflower by Chairman Cummins of the senate interstate commerce committee, who already has drafted for introduction into the house a bill authorizing the executive to take over and operate any individual railroad which does not adequately perform its functions as a common carrier. Before he left, however, he indicated that he would carry this week.

Majority leaders say they are confident that such legislation could be passed through both senate and house if the President's request is granted, but at the same time they concede that congressional approval would be by no means unanimous. Although many members in both houses are demanding that the government take charge of the situation in the most emphatic manner possible, there is a recognized element of strength proposed that no encounter with perfect falling weather either in senate or house.

The senate having laid aside the Boreas fact-finding bill, the focus of the middle of the week because of prolonged attacks upon it, the efforts to deal with the strike problem at both ends of the capitol tomorrow will be confined to committee consideration of the respective distribution bills introduced by Chairman Cummins and Chairman Winslow.

In the house committee, Winslow's bill will be made the subject of a five-hour public hearing at which all persons interested will be permitted to present their views. House members are expected to call it up in the house on Tuesday.

The senate committee, with the Cummins distribution measure before it, has adopted a course of procedure, but it is expected an effort will be made by some members to delay action and hold hearings before it votes its approval of disapproval.

Hughes Having Good Voyage. Washington, Aug. 27.—(By Associated Press.)—The Pan-American Steamship Co. steamer, the Pan-American, is steaming through a smooth summer sea, the shipping board steamship Pan-America, on which Secretary Hughes and his party are proceeding to the Brazilian centennial exposition at Rio, increased her speed today to 18 knots an hour.

General Antonio Thursday by automobile, accompanied by his secretary and General Candido Aguilar, Brigadier Eduardo Hernandez, Colonel Rafael Paschillo, Colonel Alberto Salinas, Colonel Antonio Romero, Chief of Staff Murguia, Lieut-Col. Albarado Alvarez, five doctors, 14 telegraph operators, and a complete radio receiving and broadcasting station. It was said that the party left San Antonio with camping equipment and fishing poles alongside the car, posing as tourists, that the centralization point, a ranch 14 miles below Brownsville, was reached without incident. They were met there, the report added, by a well-equipped band of 247 men, pack-mules and all equipment, including machine guns, ammunition, arms and saddles.

Telephone calls made at the home of General Murguia on the Corpus road, General Aguilar at the Government place, and at the homes of Colonel Rafael Paschillo and others elicited the information that they were "out of the city."

Troop Movement at Juarez. El Paso, Tex., Aug. 27.—Troop movements are taking place in Juarez, but military authorities refuse to give their destination. Current gossip, however, is that bandits have made attacks on the Sierra Madre railroad.

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WILL DECIDE FEDERAL CONTROL OF COAL AND RAIL PROPERTY SOON

May Thresh Over Matter While Hope of Settling Rail Strike Not Yet Abandoned.

PRESIDENT IS HOPEFUL RAIL HEADS NOT SCARED

But He Feels That Executive Should Be Given Full Power to Act.

CAN EASILY BE PASSED PERIOD OF "INFLATION?"

Some Observers Seem to Think That's What the Country is Entering Upon—Purchasing Power of Farmer in Low.

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North Carolinians Paid 40 Per Cent Less Income and Profits Tax In 1922

This Fiscal Year, According to Commissioner Blair's Report, They Paid Little Over 23 Millions—Two Years Ago It Was 44 Millions—Miscellaneous Taxes Paid By Tar Heels Placed At 99 Millions, a Total of 122 Millions.

Washington, Aug. 27.—(By Associated Press.)—Internal revenue collections for the fiscal year ending June 30. The report is a preliminary one, but some facts and figures of interest are disclosed. Collections from income and profits taxes, of course, are not so great as for the previous year. North Carolina is not found among the weaker states in this respect. The figure is given as \$23,175,792.01. The miscellaneous taxes are placed at \$99,246,537.31, thus bringing the grand total from the state to \$122,422,329.32. But of course the figures all along the line tell a story of deflation. In the District of Columbia alone there is an increase shown in the matter of income and profits tax. Decreases in such taxes ranged from 17 per cent in Kansas to 63 per cent in South Carolina. Moreover it cost more to collect the same amount of tax during the last fiscal year. The difference in the relative cost for the two years, it is explained, was due mainly to the very large reduction in revenues, which was offset however partly by a corresponding reduction in the force necessary for their collection.

In round number the receipts from the income and profits tax from North Carolina in 1922, was \$44,000,000, and in 1921 it was \$28,000,000, so the percentage of decrease is placed at forty per cent. This is likewise relatively a good showing for the state.

Putting the finishing touches on this report has taken a great deal of gathering time since the middle of the week. Mr. Blair has taken an apartment at the Meridian mansions, one of the largest and the best known of the apartment houses, and the family will reside there during the coming winter.

The North Carolina senators are expected to return here tomorrow after resting in the state during the week-end. They are expected to be connected with their office here.

kept the senators advised concerning the legislative program, and they were given assurances that the bonus bill would not be taken up last week. The impression widely prevails now that the bill will be brought to a vote the middle of the week, but proponents of such legislation are perhaps feeling some confidence in the ultimate outcome. A number of polls have been taken of the senate, but all the figures differ to some extent, the vote against ranging from 30 to 40 votes, but those who have interested themselves in the favorite indiarubber pastime about the capitol of sound-sounding sentiment doubt very much whether all of the senators listed as favorable will go to the lengths of voting to override the President's expected veto.

All sorts of talk are heard concerning the intentions of the White House. Some think the President will allow the bonus bill to become a law without his signature, and that a real veto need not be looked for. But the predominant view is that the President will veto the bill, and that the President will veto the bill.

REVENUE COLLECTIONS OFF OVER A BILLION DOLLARS

(By Associated Press.) Washington, Aug. 27.—Internal revenue collections fell off \$1,396,000,000 in the fiscal year 1922 as compared with the year before, reflecting the business depression which swept the country. Costs to the government of collecting the taxes went up 43 cents for every \$100.

Total collections of \$1,197,000,000 as compared with \$1,336,000,000 in 1921 were reported in a preliminary statement issued today by Internal Revenue Commissioner Blair. The cost of gathering this sum was \$1,435,000,000 or \$130 for each \$100 as against \$71 for each \$100 the year before. Income and profits taxes totalled \$98,000,000 a decrease of \$1,149,000,000; estate taxes, \$135,000,000, a decrease of \$15,000,000; insurance, \$210,000,000, a decrease of \$111,000,000; beverage, \$1,000,000,000.

(Continued on Page 10.)

Suspension of All Activities Permits the People To Render Homage To Memory of Collins

PRAY FOR PEACE YELLOW LANE TRAGEDY

While Thousands Kneel At Coffin of Dead Leader War of Hate Goes On.

Dublin, Aug. 27.—(By Associated Press.)—With imposing military honors and the body of Michael Collins, Ireland's warrior statesman, was borne this evening through the streets of Dublin and placed in the cathedral. Here tomorrow morning a solemn requiem mass will be celebrated for the repose of his soul.

Sunday's total suspension of civic activities permitted the people to tender unrestrictedly their homage to the memory of their beloved leader. Not from the country districts nearby but from the city hall where thousands of the people gathered to gaze upon the features of the man to whom, more than any one else the people had looked for a peaceful settlement of Ireland's woes.

They came by train, by donkey cart, by jaunting car and on foot; they chanted their hymns, they sang without their arms in line, awaiting their turn to enter the cathedral and pass before the coffin. They knelt before the coffin, they kissed it, they wept, they prayed for the eternal happiness of Michael Collins and for the advent of peace in their unhappy country.

The war of hate and ambush goes on. Today's newspapers reproduced a striking portrait of Collins from a painting made by Sir John Lavery in a moment of the peace negotiations between Ireland and England. He is seen sitting with folded arms, his handsome, intellectual face in repose, his manner debonair. Undersneath are printed complete details of what the news editor calls "Dublin's latest shocking sensation."

Here is the incident in brief. It is a tragedy of the "yellow lane." A peace suburb of Dublin, where last evening young people and children were playing. Suddenly from the city appeared a large open automobile traveling awfully. Seven or eight men were passengers; some of them seemed to be struggling. The car stopped a few hundred feet down the lane and a man got out and went to a building leading to a field.

The struggle in the car became violent. Two men were trying to get away but were held and were carried to the gate. They were moaning and protesting. One was heard by witnesses to cry out "but what is it for?" They were given a few moments for prayer and then were held against the still pillars of the gate. The captors drew revolvers and shot them through the head and heart.

This is what little Irish children saw yesterday while the nation mourned for Michael Collins. There are ambushes and sniping, where innocent civilians, including women are wounded and some killed. The main fighting in the field is over but the sudden attack on Bantry, southwest of Cork on Friday by a group of so-called "irregulars," shows that the revolution is still in progress and that Richard Mulcahy, the new commander in chief, has much to do before it can be said that peace has been restored throughout Ireland.

Forecast by States. Washington, Aug. 27.—Virginia: Fairly cloudy and somewhat warmer Monday; Tuesday fair and warmer. North Carolina: South Carolina and Georgia: Generally fair Monday and Tuesday; slowly clearing Tuesday. Florida: Local showers Monday and Tuesday.

Extreme northwest Florida, Alabama and Mississippi: Fair Monday and probably Tuesday; warmer in the interior. Tennessee and Kentucky: Fair and warmer Monday; Tuesday fair. Louisiana and east Texas: Monday fair, warmer in northern portion; Tuesday fair.

Arkansas and Oklahoma: Monday fair, warmer Tuesday. West Texas: Monday and Tuesday fair.

Speed Record For Airplane Hung Up

Turin, Italy, Aug. 27.—Lieutenant Braccagni today in an airplane made a speed record of 330 1-2 kilometers (about 206 1-2 miles) per hour. This is said to be a world record.

The previous speed record for an airplane was made by Sadi Lecoq, a French aviator, September 26, 1921, who flew 205.223 miles per hour. Lecoq used a biplane, the "Caudron."

OWNERSHIP OF LONDON TIMES AND FUTURE OF PAPER ARE DISCUSSED

It Develops That Northcliffe Made Two Wills.

THERE WILL BE CONTEST

Three Caveats Have Already Been Entered Against Probate of the Will.

SCRAMBLE FOR SHARES?

Several Possible Buyers of the Times Are Mentioned by London Papers—Possible Perpetuation of Policy.

(By Associated Press.) London, Aug. 27.—The ownership of the London Times and the policy of Lord Northcliffe's leading newspapers, were questions which dominated today's newspapers. Incidentally, it was learned that there is to be a contest over the Northcliffe will and three caveats have been entered against its probate. It now develops that Lord Northcliffe made two wills, one dated March 23, 1919, and another shortly before his death, of which the sole executor is Lady Northcliffe.

The admitting of the will to probate will end all speculation concerning the contents. There are those who believe that Lord Northcliffe took steps perpetually to dominate the policies of the Times by some sort of organization similar to the "Cell Rhodes Trust" of Rockefeller foundation. It is generally agreed that if Lord Northcliffe's shares in the London Times are disposed of in the hands of a trust, the ownership like that of 1908 when Harmsworth, by his strategy, barely noded out Arthur Pearson as a successor to the Walker interests who controlled the newspaper, will be in the hands of James L. Garvin, in the Observer, mentions possible buyers of the Times, naming Sir John Ellerman, the second largest shareholder in the paper, and Lord Rothermere, Viscount Northcliffe's brother, who, if conditions permitted, would buy the Times for his heir, Esmond Harmsworth.

Garvin also considers Sir William Berry as a prospective buyer. Sir William is also a power in Fleet street as the owner of the Sunday Times. Among Garvin's guesses is Lord Beaverbrook, owner of the Express, whose development in recent years has been comparable with that of the Daily Mail. Three or four other names are mentioned, but Garvin says that any attempt by outsiders to get control of the Times will fail.

The Express asserts that Lord Northcliffe's estate is estimated at 4,000,000 pounds, of which heavy death duties must be paid. This will likely compel the trustees to dispose of certain assets, and therefore it is anticipated that control of the Times will eventually pass into other hands.

An interesting turn was taken in Lord Northcliffe's affairs by the entering of three caveats against the admission of the will or the granting of letters of administration to the Northcliffe estate. This will prevent the administration of the estate until the persons entering the caveats have been heard. Appearances of the caveats were made by Henry Leighton, Arthur Leighton, Northcliffe's solicitor and an old friend, and by Sir George Sutton, who was chairman of the Amalgamated Press. Arnold and Sutton are executors and trustees of the will dated March 23, 1919. Lord Rothermere's News of the World is authority for the statement that just before his death Lord Northcliffe executed another will of which Lady Northcliffe alone is executrix.

A writ of summons has been issued, thus beginning a suit to decide which of these wills shall be admitted. The first will being put forward on the grounds that Lord Northcliffe was of sound mind when the second will was executed, and that in the question that must be decided by the court is the ease proceeds. The News of the World asserts that the probating of the will has more than a private interest for upon the London Times depends the ownership and policy of the whole Northcliffe press.

Specialized on Head Phenomena. These experiments continued for two or three years without an attempt being made to construct a single plane and an experimental plane was discussed when one scientist observed that the bird's wings were irregularly kept in a slight angle. It was imperceptible, but the eye, but the head-on flight revealed the moving picture lens revealed this movement as if the bird were feeling its way through the air. The plane experiments were stopped and the whole school specialized on the head phenomena. The result of months of study convinced the Germans that birds have a sense of light head feathers an anatomical mechanism which virtually feels the air and synchronizes with the control of their wings and tail in directing flight.

Consequently, all experimenting was directed toward perfecting a similar "air feeling" for a man pilot. Currents of air were shot at birds from all angles and the manipulation

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