

THE WEATHER: Local showers Saturday and Sunday, mild temperature.

# The News and Observer

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VOL. CXI. NO. 172. THIRTY-SIX PAGES TODAY. RALEIGH, N. C., SUNDAY MORNING, JUNE 20, 1920. THIRTY-SIX PAGES TODAY. PRICE: SEVEN CENTS

## MOTOR CONVOYS WELCOMED TO CITY BY GOV. BICKETT

### Personnel of Outfit Entertained at Barbecue and Dance

### TRIP FROM OXFORD MADE IN 9 HOURS

### Convoy Was Met at Wake Forest by Delegation Representing Civic Bodies of City; Some Difficulty Encountered on Wet Roads, But None at All in Wake County

Making its way slowly over rain-soaked roads, stopping some times to pull a heavy truck out of a ditch, whittier it had skidded, the Federal Motor Convoy reached the hard dry roads of Wake county at noon yesterday and three hours later rolled in close formation into Raleigh, paraded down Fayetteville street and then to the Fair Grounds, where a barbecue was done soldier justice and Governor T. W. Bickett gave the officers and men of the outfit a welcome worthy of the State.

The streets were thronged in the afternoon when the long line of rumbling trucks, ranging from light, agile little vehicles to great road monarchs carrying a burden of ten tons, rounded the Capitol Square and swung down Fayetteville street. The sight had sufficient novelty to hold the spectators in close interest until it had passed out of sight. Not before has the citizenry had such a spectacle presented to it, none save those who saw the Motor Transport Corps at work over seas.

### Entertainment for Men.

Last night the officers and men were guests at a complimentary dance given by the American Legion at the City Auditorium, and today the officers will be guests at a luncheon at the Country Club, while many of the enlisted men will partake of the hospitality of Raleigh homes. Raleigh has made ready to back up the Governor when he told the men that they were "welcome to anything we have got, and we wish we could give you some things we haven't got."

The convoy was met at Wake Forest yesterday morning by a reception committee representing the Chamber of Commerce, Rotary and Kiwanis clubs and the municipal government. The committee was composed of Messrs. M. A. Rushton, Josephus Daniels, Jr., and Mayor T. B. Eldridge. Frank Page, chairman of the State Highway Commission, went out to confer with the engineering officers of the convoy as to roads and bridges in the county. Members of the Raleigh Red Cross met the convoy en route to the city, and at the city limits a fleet of motor trucks fell into line and accompanied it, visitors to the city.

With camp established at the Fair Grounds, the trucks parked for the week-end, and the grime of travel removed, the men lined up at long tables where the barbecue had been spread under the direction of the canteen service of the Red Cross. The meal was served with a lavish hand, and civilians were no match for the soldiers in properly disposing of the barbecued pork, salad, lemonade and such like things as were spread out. The uniformed men were ready for their watermelon before the civilians had got well started on the pork.

### Wanted to Drive 'Bus.

When the watermelon was well on its way to its appointed destiny, the Governor was introduced by Mayor Eldridge, and if the yells that broke out among the soldiers were indicative, he made them the sort of speech they wanted to hear. He began with some pleasant remarks, paid a brief tribute to the men of the army, and ended up with a charge to the men to make the trip worth while to the country.

"When I was a boy," he began, "my chief ambition was to be a bus driver. I missed it, but I believe if one of these vehicles you boys are driving today would have come along then, North Carolina would have been deprived of the best Governor it has had in several years. He told them how and when he got the State was to have them, and pledged them "everything we have got, and some of the things we haven't got I wish we could give you." There were more yells of approval from down the line where the soldiers were eating watermelon.

Then he turned to the serious side of the work of the convoy. He told them that he hoped the expedition would get definite information, not only as to the practicability of shipping merchandise by truck, what a truck costs, what it costs to operate it, and what it costs to keep a road for such traffic to run on.

### What Is Cost?

Particular stress was laid on the question of whether it will be possible to build roads and maintain them to stand the strain of heavy motor transportation, and justify the cost by the saving effected in shipping by truck. The Governor wants this information gathered in the data that is collected on the trip and placed in the hands of every State engineer in solving the problem of road-building to meet the requirements of modern transportation.

Lieut. Col. John J. Franklin, commanding officer of the convoy, replied briefly and gracefully to the Governor's welcome, and assured him that nowhere had they found such people as two days in North Carolina had brought to their acquaintance. He spoke of the reception in Oxford, and of the uniform cordiality of every one they had encountered in the State. He was followed briefly by Col. Beecher Cameron, president of the Bankhead National Highway Association, who is accompanying the convoy. Mr. J. A. Rountree, field director of the convoy, and

## UNITED STATES ARMY MOTOR CONVOY DRAWN UP IN CLOSE FORMATION BEFORE ENTERING THE CITY YESTERDAY AFTERNOON FOR WEEK-END STAY



Standing beside the forward automobile is Lieut. Col. John F. Franklin, commanding officer of the Convoy. The man in the rain coat at the rear of the car is Mr. J. A. Rountree, field director of the transport corps, and with him "Mac" Rountree, the 8-year old mascot. Riding in the second car is the reception committee, with Mr. Rushton driving, Mr. Daniels, Mayor Eldridge and Josephus Daniels, Jr. Following are several cars with representatives of the Red Cross.

## DEMOCRATS WILL STAND BY LEAGUE

### Cummings Says Plank in Virginia Platform Will Be Adopted by Convention

San Francisco, June 19.—Homer S. Cummings, chairman of the Democratic National Committee, declared today that the Democratic platform would endorse President Wilson's course regarding the League of Nations by adopting the league plank incorporated in the Virginia platform, which the President already has approved.

This plank was drawn by Senator Carter Glass, of Virginia, who is being named in some quarters as the convention's probable nominee.

The President, Mr. Cummings said, at all times had agreed to any suggestions that would expand or develop the league provisions and his reason for opposition to some proposed rewordings was that they vitiated the document.

"The stand of the Republican party on the league was a dishonest statement," Mr. Cummings said, "a premeditated and calculated attempt to satisfy irreconcilables. At no point did I suggest ratification of the league treaty. It was made up by vague promises of some other kind of league, I feel that the Republican position will not decide anyone."

Mr. Cummings also declared that while the Republican convention had not disposed of the issue, the party candidate himself already had voted for a league with reservations.

Concerning Herbert Hoover's statement that he was in accord with Senator Harding's candidacy, Mr. Cummings said that was a matter Mr. Hoover would have to fight out with his own conscience.

### URGENT STEPS TO PREVENT WASTAGE WOMEN POWER

Washington, June 19.—Modernization of farm homes and general usage of labor-saving devices as a means to prevent wastage of women power, are urged in a report made public today by the Department of Agriculture, agents of which recently conducted a survey of farm homes.

## PRODUCTION OF SOFT COAL AGAIN INCREASES

Washington, June 19.—Bituminous coal production during the week ended June 12 reached the highest level since the beginning of the strike of railroad switchmen, with an increase of 83 per cent over the last preceding full time week, ended May 29.

## FEDERATION OF LABOR ENDORSES THE LEAGUE WITHOUT RESERVATION

### Action on League Question Taken in Concluding Session of Convention After Long Stormy Fight

## PROGRESSIVE WING OF FEDERATION OPPOSED TO ENDORSING LEAGUE

### Gompers Broke Gavel Trying to Maintain Order; Head of Labor and Executive Council to Leave for Washington to Put Into Operation Program Framed by the Convention; To Put Labor's Plans Before Democratic Convention with Object of Having Them Incorporated in Platform

Montreal, June 19.—The American Federation of Labor adjourned its annual convention here tonight after endorsing the League of Nations without reservations.

The closing session of the two week convention was a stormy one. Irish sympathizers, supported by the progressive wing of the federation, opposed the movement to endorse the League and throughout the debate on the question, President Samuel Gompers had difficulty in maintaining order. His gavel was sunshined in his efforts to quiet the proceedings.

Mr. Gompers and the executive council will leave immediately for Washington to put into operation the program framed by the convention. The first move, it was said, will be launched against the Democratic National Convention to obtain incorporation of the Federation's program in the party platform. They will urge also that the Federation's non-partisan political policy which was unanimously approved by the convention, be carried out.

### Labor's Program.

Ratification of the peace treaty. Government ownership with democratic operation of railroads. Curb on profiteering and high cost of living. Jailing of food and clothing profiteers. Right to strike and abolition of compulsory arbitration and anti-strike legislation. Hands off in Mexico by the United States government. Endorsement of the Irish republic. Right of collective bargaining. Advances in wages wherever necessary to maintain the American standard of living. Shorter work day, if necessary, to prevent unemployment.

### Serious Debate on League.

The League of Nations issue arose shortly before adjournment. Its opponents were unable to gather sufficient votes for a roll call and a number of Irish sympathizers jumped to the floor and demanded that their votes be recorded as "nays" on the records.

President Gompers was compelled to take the floor in support of the league, when it became apparent that the delegates were swinging to the opposition.

Members of the executive council made emphatic appeals in behalf of the covenant.

The report of the committee on international relations, which was adopted, declared that to reject the league would be "endorsing the policy of greed, hatred and bloodshed as the rule that guides in the adjustment of relations between nations."

## CHAMP CLARK'S NAME TO BE PLACED IN NOMINATION

Montgomery City, Missouri, June 19.—Congressman Champ Clark will be placed in nomination for President at the Democratic National Convention, it was announced here today.

This announcement was made by Judge Emil P. Rosenberger, delegate to the convention from the Ninth district, before leaving his home here for San Francisco.

The refusal of William C. McAdoo to enter the race and "ever growing sentiment for Clark" makes Clark the ideal candidate, the judge declared. Clark, who has represented the Ninth district in Congress 26 years, so far has refused to enter the race formally.

In the event Clark's name is not presented before the Missouri delegation is reached, Judge Rosenberger asserted he would place the former speaker in nomination. Clark made an unsuccessful race for the nomination in 1912.

## SIMMONS CHANCES GREATLY IMPROVED

### National Committeeman McLean Thinks McAdoo's Withdrawal Changes Things

Lumberton, June 19.—Now that McAdoo's name has been withdrawn from Presidential nomination speculation, the chances for the nomination of Senator Furnifold M. Simmons, by the Democrats in San Francisco are much improved, according to National Committeeman A. Wilton McLean, who sees no good reason why, if a Southern man is to be the nominee, Senator Simmons should not carry the banner.

Mr. McLean arrived from Washington this morning and will leave tomorrow for San Francisco.

"Mr. McAdoo's withdrawal changes the whole situation with respect to the candidates for president," said Mr. McLean. The North Carolina delegation will, of course, support Senator Simmons as long as there is any chance for his nomination, and now that McAdoo admittedly the strongest candidate, is out of the race Senator Simmons' chances are much improved.

If a Southern man is to be seriously considered for the Presidency I certainly see no reason why North Carolina should support candidates from some other Southern state. I know of no Southerner either in the Senate or elsewhere who is better qualified for the great office of President than Senator Simmons. He has the respect and confidence of the leaders of the party and the people generally throughout the country and his eminent ability and never failing wisdom are recognized everywhere. In the event that Senator Simmons' name is eliminated I have no idea as to preference of North Carolina delegates. I have not heard any of them discuss such a contingency."

### Bryan Becomes Stronger.

Asked as to his opinion concerning the probable candidacy of Mr. Bryan he said, "It is generally considered in Washington that McAdoo's refusal to allow his name to be presented to the convention will unquestionably make Mr. Bryan a more important factor in the situation. But by personal opinion is that Mr. Bryan has no possible chance for obtaining the nomination."

"As a matter of fact I do not think Mr. Bryan as strong now in the counsel of the party as he has been in the past. The situation now as to the probable nominee at San Francisco is wholly uncertain. One man's guess is about as good as another's. All I can say is that I hope the delegates will keep their minds open so as to be free to select the strongest candidate after full consideration of the names of all those who may be available. If the right candidate is nominated I believe that the Democratic party has a splendid chance to carry the election this fall."

## GIMBEL ARRESTED BY PALMER'S MEN

### N. Y. Department Store Head Charged with Profiteering; Others Will Follow

New York, June 19.—The arrests here today of Frederick Gimbel, member of Gimbel Brothers, which operates large department stores in several cities, and a merchandise manager and clothing buyer of the establishment, will be followed by similar action against a number of other alleged profiteering department store merchants of like importance, it was stated at the Department of Justice "Flying Squadron" headquarters here tonight.

Other department stores as large as Gimbel's already are under investigation and Federal warrants will be requested to allow agents to file charges of profiteering. Special Agent Friday, who conducted the investigation of the Gimbel firm here stated, "He predicted that these additional warrants would be forthcoming at an early date."

Mr. Gimbel, merchandise manager J. J. Dowdell and clothing buyer C. D. Slawter, who were arrested in the Gimbel Brothers case today were released in \$1,000 bail each by United States Commissioner Hitchcock after they had pleaded not guilty to charges of profiteering on four specific counts alleging profits of 90 to 375 per cent in clothing. Their preliminary examination was set for July 6.

## CONFERENCE OVER OIL SITUATION SUGGESTED

### Would Be For Purpose of Working Out Distribution Plan For Oil Users

Washington, June 19.—The calling of a conference of the leading oil refiners and of representatives of the principal fuel oil using industries as a means of working out some distribution plan that would insure a reasonable supply of oil was suggested today by Secretary of Commerce Alexander in a letter to Senator Phelan of California.

Secretary Phelan, in a letter to the Secretary of Commerce, calling attention to reports of an acute oil situation on the Pacific coast, urged an embargo on oil to relieve the American markets.

Secretary Alexander, in reply, said that although until formal proclamation of peace the President had authority to restrict the exports of commodities, an embargo to relieve the Pacific coast situation would have to be applied under the law to all American ports. An oil export embargo, Mr. Alexander further asserted, would result in general injury to American prestige in foreign countries. The best solution, he declared, would be a conference between refiners and industrial consumers.

Mr. Alexander said exports of oil from the San Francisco district for the first four months of 1920 amounted to 100,000,000 gallons as compared with 145,000,000 gallons for the entire year 1919. Senator Phelan, in a statement tonight, said these figures tended to sustain charges of the Automobile Trade Association that certain California oil companies were exporting large quantities of oil and at the same time rationing gasoline.

## ESTIMATED STRENGTH OF ARMY QUARTER MILLION

Washington, D. C., June 19.—The estimated strength of the army on June 17 was 215,125 officers and enlisted men, of which 15,688 held commissioned grades, according to figures made public today by the War Department. Since March 1, 1919, when active recruiting began, 219,446 men have been enlisted and of this number 179,905 are still in the service.

## TOM WATSON NOT INCLUDED IN GEORGIA'S DELEGATION

Atlanta, June 19.—Thomas E. Watson, former Populist presidential nominee, who ran for the Democratic nomination in the State primaries, was not included in the party of delegates elected by the State convention which left here today for San Francisco in two special Pullmans. Former Senator Thomas Hardwick, who headed the delegation, said it was not certain that Mr. Watson would attend the convention.

## SENATOR HARDING GIVES UP PLAN OF SUMMER VACATION

### Republican Nominee Will Remain in Washington Until Notification Ceremony

### TO HOLD CONFERENCES WITH PARTY'S LEADERS

### Prominent Figures in Progressive Wing Invited to Talk Over Campaign Matters; Conferences For Purpose of Getting Material For His Address of Acceptance in July

Washington, June 19.—Abandoning plans for a vacation at a seaside resort, Senator Harding, the Republican Presidential candidate, today decided to remain in Washington until the middle of July, when he will go to his Marion, Ohio, home for the formal notification ceremonies.

Immediately on announcing his decision to forego a rest, the nominee began a series of conferences with party leaders which will continue throughout the preparation of his acceptance address.

Assurances of support were received during the day by Mr. Harding from Senator Poindexter, of Washington, who contended with him for the nomination at Chicago; from Governor Allen, of Kansas, who placed the name of Major General Wood before the Chicago convention and who himself was put before the convention as a candidate for the Vice-Presidential nomination; from A. P. Moore, publisher of The Pittsburgh Leader, and from John C. Shaffer, publisher of The Chicago Post, The Rocky Mountain News, of Denver, The Louisville Herald, The Indianapolis Star and other Middle Western newspapers.

Senator Poindexter issued a formal statement tonight saying that Senator Harding and Governor Coolidge presented a "typically American ticket" for the election of which he expected to do all that he could. Governor Allen, in a letter to Senator Harding, said "it will be a pleasure to do anything I can at any time to further the cause of your election."

After calling on Mr. Harding, Mr. Moore said he "could not be a very good American and not for him." He added that while he was not authorized to speak for Senator Johnson, of California, who was a rival of Senator Harding in the nomination contest, he could say that the California Senator was "100 per cent American, from which you can draw your own conclusion."

### To Meet Progressives.

Conferences between Senator Harding and former Senator Beveridge, of Indiana, Theodore Roosevelt, Jr., and other men prominent in the progressive wing of the party were arranged today, largely, it was said, through the efforts of Mr. Moore and Mr. Shaffer, both of whom were leaders in the progressive party of 1912.

In addition to seeing the two publishers, Mr. Harding held a lengthy conference today with former Senator Weeks, of Massachusetts. It also became known that the nominee had conferred at his home last night with Chairman Hays, of the Republican National Committee, and Harry M. Daugherty, his pre-convention campaign manager. Mr. Harding, however, characterized the conference with Mr. Hays as informal and preliminary.

Mr. Harding had lunch with Samuel Adams, of Charlottesville, Va., who was an avowed candidate for the Republican nomination for Vice-President at last week's convention, Edwin A. Smith, of Spokane, Wash., and J. W. Jarnagin, of Des Moines, Iowa, at which problems of American agriculture were discussed.

### Is Friend of Farmer.

"We were unanimously convinced," said Mr. Adams, who is an apple grower, "of Senator Harding's thorough knowledge and sympathetic attitude toward the problems of the American farmer. We feel sure that with his keen insight into the difficulties confronting the agriculturists in this country, most of the greater problems will be solved in the right way under Senator Harding's administration, if he is elected, which we expect."

Representative Sinnott, Republican of Oregon, chairman of the House public lands committee, discussed with the Senator problems surrounding the public lands and irrigation projects.

Senator Harding has no engagements for tomorrow, but intends to spend the day quietly with Mrs. Harding with a long automobile ride in the afternoon in order to get as much rest as possible in preparation for the coming week.

### Poindexter's Statement.

Senator Poindexter in his statement said: "I expect to do everything I can to aid in the election of the Republican ticket. It is a strong ticket and deserves the support of the American people. Both Senator Harding and Governor Coolidge, by the conduct of their private and public duties, have demonstrated their level-headedness, their unimpeachable integrity and their business efficiency. Both have had the experience of typical hard-working, patriotic, public-spirited American citizens. These experiences have inevitably shaped their character, which in turn will direct and govern their actions in public office. There will be no danger, under the administration of these men, of American independence or honor being compromised or bartered away."

## THREE U. S. DESTROYERS LEAVE NEAR EAST FOR HOME

Constantinople, June 18.—(By the Associated Press.)—The United States destroyers, Dupont, Tatnell and Biddle, left Constantinople today for New York, where it is expected they will arrive in six or seven weeks.

Six American destroyers are remaining on duty in the Black Sea and the Eastern Mediterranean.

## COMMISSION TAKES STEPS TO RELIEVE SHORTAGE OF FUEL

### Issues Preference and Priority Orders For Transportation of Soft Coal

### NEED COAL WORST IN NEW ENGLAND STATES

### Virtual Embargo On Export of Coal Expected To Result From Commission's Orders; Railroads Directed To Give Preference To New England and Other U. S. Points

Washington, June 19.—Drastic action for the relief of the fuel shortage in New England and other sections of the country was taken by the Interstate Commerce Commission tonight in the issuance of preference and priority orders to the railroads for the transportation of bituminous coal to tidewater for trans-shipment by water to destinations within the United States.

Stating that "an emergency exists which requires immediate action," the commission ordered all railroads in the Eastern and Southern territories to give preference and priority to carloads of coal consigned for shipment by water to New England or any other domestic destination "until the further orders of the commission." The order is effective next Thursday. The commission simultaneously ordered all railroads East of the Mississippi River, serving mines to furnish the mines with coal cars in preference to any other use for a period of 30 days beginning Monday.

### Embargo On Exports.

A virtual embargo on the export of coal is expected to result from the commission's orders, because railroad men assert the agents appointed for the direction of coal shipments cannot issue permits for the movement of coal for foreign destination unless it can be shown that the preferences and priorities directed will not be impeded. At least 30 days will be necessary to care for domestic wants, it is said, provided congestion is overcome to a point permitting rapid coal movement.

"Because of a shortage of equipment and congestion of traffic, aggravated by unfavorable labor conditions, the commission's orders, which continue to exist upon the lines of each and all common carriers by railroads within the official classification territory and Southern classification territory, subject to the Interstate Commerce act, and further because of the inability of said common carriers properly and completely to serve the public and especially in the matter of transportation of bituminous coal to New England, an emergency exists which requires immediate action, particularly to the transportation of bituminous coal to tidewater trans-shipment piers at and north of Charleston, S. C., for trans-shipment by water to coastwise points within the United States."

### Test of the Order.

"It is ordered that the common carriers by railroads hereinbefore described be and they are hereby authorized and directed, effective June 24, 1920, and until further order of the commission, in the transportation of bituminous coal consigned to any tidewater coal trans-shipment pier, at or north of Charleston, S. C., and in the supply of cars therefor, and in the movement of such traffic, to give preference and priority to carloads of such coal consigned to James J. Storror, whose address is Boston, Mass., as a part of a pool or pools of bituminous coal at any such port for trans-shipment by water to any New England coastwise destination, or consigned as a part of a pool or pools of bituminous coal at any port for trans-shipment by water to any United States coastwise destination other than New England and to furnish transportation of bituminous coal and cars therefor, consigned to any of said ports, whether for bunkering or for cargo purposes, the special permit and direction therefor issued by J. W. Hesse, commissioner, Tidewater Coal Exchange, Incorporated, New York, for piers within New York harbor, Philadelphia, and Baltimore; by E. I. Ford, commissioner, Newport News Coal Exchange, Newport News, Va., for piers at Newport News, Va., by E. M. Gingham, manager, Lambert's Point Coal Exchange, Norfolk, Va.; for piers at Lambert's Point, Norfolk, Va.; by S. T. Sneed, commissioner, Sewall's Point Coal Exchange, Norfolk, Va.; for piers at Sewall's Point, Norfolk, Va.; and by Frank McCable, general agent, Southern Railway Company, Charleston, S. C., for piers at Charleston, S. C., each of whom is hereby designated as an agent of the commission therefor, which permit and direction shall be issued only upon a showing that the destination of the water movement of such coal is a United States coastwise point, or if otherwise, that the preference and priority hereby directed will not be impeded thereby, and in any event that the shipper, or consignee will be able to unload such coal at the port of trans-shipment without delay to the rail equipment."

Calling attention to similar conditions existing within the territory east of the Mississippi river, the commission ordered all railroads in that territory to furnish coal cars to coal mines for a period of thirty days beginning June 21 in preference to any other use.

## TRAINMEN'S STRIKE ON PENNSY NOT SANCTIONED

Philadelphia, Pa., June 19.—C. E. Musser, general chairman of the Brotherhood of Railroad Trainmen, in a statement submitted to its members and others working under the schedule held by the brotherhood on the Pennsylvania lines, declared today "that the strike called yesterday will not be sanctioned until it is determined that we cannot hope to negotiate a favorable settlement with existing agencies set up to adjust matters of dispute between ourselves and the company."

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