

ORDERS MINERS IN CENTRAL TERRITORY TO RETURN TO WORK

President of United Mine Workers Issues Order to Every Local Union

CALLS ON MEN TO KEEP THEIR FULL CONTRACT

Action of Calling Miners in Indiana and Illinois To Resume Work Followed Telegram From President Wilson; Opportunity Presented To Consider Inequalities

Indianapolis, July 31.—Striking mine workers in Indiana and Illinois today were ordered back to work by President John L. Lewis of the United Mine Workers of America. In a telegram directed to every local union in the affected districts he introduced that immediate meetings be called and steps taken to get the men back to work.

The telegram directing the men to return to work were sent out from national headquarters of the miners this morning.

In his message to the local unions Mr. Lewis repeated the telegram he received last night from President Wilson insisting that the miners return to work and thus demonstrate "their good faith in keeping the contract."

The president said when the miners returned he would invite the joint scale committee of miners and operators to convene for the purpose of adjusting any inequalities in the wage scale agreement signed March 31 at New York.

Replies to President.
Mr. Lewis today acknowledged President Wilson's message of last night. He told the President he was impressed with the fairness of his suggestions and informed him of the telegrams that had been sent to local unions ordering them to return to work.

Mr. Lewis' telegram to the President follows:
"I herewith acknowledge receipt of your telegram of July 30 dealing with the state of confusion existing in the local industry in the states of Illinois and Indiana. I am impressed with the fairness of your suggestions in the premises and have today telegraphed all local unions of mine workers in the aforementioned states the following instructions:

The remainder of Mr. Lewis' telegram to the President is the same as that sent to the local unions.

Officials at the national headquarters said they expected little change in the strike situation before Monday.

FARRINGTON ORDERS ALL ILLINOIS MINERS BACK

Springfield, Ill., July 31.—Without waiting for the order of International President John L. Lewis to reach any of the 80,000 striking miners in Illinois State President Frank Farrington this afternoon stepped in with a command of his own, ordering them all to return to work Monday.

"The strike ends with a great victory for Illinois miners," said President Farrington. "The pledge of President Wilson that a scale committee will be called and wage inequalities adjusted, satisfies the miners' demands."

Word that the strike was to be ended was despatched by President Farrington to Secretary of Labor Wilson. The telegram follows:

"Continuing our efforts and accepting in good faith President Wilson's announced pledge that he would convene miners and operators in joint wage scale conference as soon as mining operations resumed, I am today issuing telegraphic instructions to the president of every local union in Illinois, instructing them to notify their members to return to work Monday morning or as soon as possible thereafter."

AWAIT COMPLIANCE WITH ORDER TO RETURN TO WORK.

Washington, July 31.—Pending formal word as to compliance of Illinois and Indiana soft coal miners with orders of their national organization to return to work, no steps were taken at the White House today toward inviting the bituminous coal commission to take up the men's grievances.

President Wilson informed officials of the United Mine Workers yesterday in his telegram urging a resumption of work that the commission could not be asked to consider alleged inequalities in wage scales until the men had demonstrated their good faith. White House officials indicated that they expected no further action on the President's part until it was clear that this condition has been met. In the event they anticipated he would immediately ask the commission to begin its investigation.

THINK MEN WILL IGNORE ORDER FROM JOHN L. LEWIS

Bellefonte, Ill., July 31.—Leaders of striking coal miners in Southern Illinois, where more than 40,000 men are idle, today refused to say whether the strikers would comply with the order of John L. Lewis, president of the United Mine Workers of America, that they return to work.

HARDING DELIVERS FIRST ADDRESS OF HIS PORCH SERIES

Turns Aside From Political Things In Speaking To Mansfield Neighbors

NOMINEE MAKES PLEA FOR UNITED NATION

Takes Solidarity of Purpose and Mutual Good Understanding of All Classes As Theme of Address Formally Opening His "Front Porch" Campaign; Greets Visitors

Marion, Ohio, July 31.—Turning aside from the political issues that have been in the forefront of the campaign, Senator Harding took for the theme of his first "front porch" speech today a plea for solidarity of purpose and mutual good understanding among all classes and geographical sections of the country.

Only a spirit of "comingling friendship," he said, could produce the full realization of mutual interdependence necessary to attainment of the nation's highest destinies. He pleaded that East, West, North and South and the jealousies of class and selfish interest be forgotten in peace as they had been in war.

In a passing reference to war-time taxation, the nominee declared the excess profits tax schedule should be modified to accord with peace requirements and that he would not hesitate to ask Congress for prompt action to that end. He added, however, that he was "not yet prepared to suggest an equitable substitute."

Delivered From Porch.
The speech was delivered from the porch of the Harding residence to a delegation from Mansfield, in a neighboring Ohio county, which came up in marching order and serenade the senator with brass bands. In the crowd which filled the lawn and overflowed into the street were many known personally to the candidate and they cheered him as he held up their conception of neighborliness as a model for the nation.

In a short address of greeting, E. B. Capeller, of Mansfield, told Senator Harding that many Democrats were in the delegation and that hundreds more in Richland county were going to help "the boys and girls" of other counties to carry Ohio and the nation for the Republican ticket in November.

After the nominee's response, he came down the steps with Mrs. Harding, who had stood a few feet behind him during the speech, and they shook hands for a half hour as the crowd filed by.

Today's speech marked the formal opening of the "front porch" campaign, which is expected to last through the week, and two more Ohio delegations are to be received during the coming week, and two later dates already have been announced.

ARMISTICE MEETING ACTUALLY UNDER WAY

Bolsheviks Said To Have Sent Secret Message Ordering War To Go On

Paris, July 31.—The armistice negotiations between the Polish and Soviet Russian forces are now actually under way, according to advices reaching here, but it is expected that the matter has been restricted to the routine preliminaries.

Meanwhile, although Moscow wireless messages filed in plain language, apparently ordered the cessation of fighting by the Soviet armies to coincide with the beginning of the armistice meeting last night, it is asserted in French quarters here that a secret code wireless order from Moscow gave instructions to the Soviet commanders to keep pushing their offensive violently.

This alleged secret order is declared to have been deciphered by the French code experts at Warsaw. It is asserted that the Bolshevik commander that the Bolshevik negotiations would delay handing over the armistice terms until August 4, and that meanwhile the armistice negotiations were to be conducted in a routine manner.

PRESIDENT TO RETIRE FROM SHEEP BUSINESS

Washington, July 31.—President Wilson has decided to retire from the sheep business. The White House flock of 49 prize sheep, which have kept the laws out for three summers, is to be sold.

The yield of wool has gone to charity, this year to the Salvation Army. In 1918 the flock produced 95 pounds of wool, which was sold by the Red Cross throughout the country, bringing in more than \$29,000.

The original flock of 18 head was obtained from William Woodward of New York, who has a farm near Bowie, Md., where it was said at the White House today that George Washington once obtained a herd of deer to stock the grounds at Mount Vernon.

NEGRO SUSPECT KILLED IN JUMPING FROM TRAIN

Miami, Fla., July 31.—The body of Herbert Brooks, who is alleged to have attacked a woman 55 years old in her home here yesterday at 5 a. m., will be brought to Miami from Ormond, Fla., tonight for identification by the grand jury, which reconvenes Tuesday. Brooks was killed at Ormond shortly after noon when he sprang from the moving train on which he was being taken to Jacksonville to escape a mob of 1,300 infuriated white men, which surrounded the jail here Friday night and demanded the prisoner.

HERE'S SUFFRAGE HEADQUARTERS FOR NORTH CAROLINA



Left to right: Miss Gertrude Weil, of Goldsboro, president of the North Carolina Equal Suffrage Association, now in charge of Raleigh Headquarters; Palmer Jerman, general page of the Headquarters, and "Bugs," his Irish terrier, who has espoused the cause; Miss Sallie Dorth, of Raleigh, chairman of volunteers who, under her able direction, are now working zealously; and Mrs. T. Palmer Jerman, of Raleigh, chairman of the State Ratification Committee. The headquarters are located at 116 Fayetteville Street, Raleigh, and visitors are invited to drop in any time.

Women Teachers Vote for Suffrage By Big Majority

League of Nations and Revaluation Act Endorsed By University Students

DECISIVE ANSWER GIVEN IN FAVOR OF THE BALLOT

No Casualties Reported As Result of Straw Balloting at Summer School

By LENOIR CHAMBERS.
Chapel Hill, July 31.—The women school teachers at the University of North Carolina summer school gave today a decisive affirmative to the question of whether they wanted to vote. In a straw ballot which featured a campaign designed to teach them a few details of practical politics, they showed that they were already pretty well versed in the game and wanted to play it more often by voting 429 to 87 in favor of the ratification of the suffrage amendment by the special session of the Legislature which Governor Bickett has called for August.

At the same time they came out even stronger for the revaluation act, 484 to 29, and they backed President Wilson's League of Nations 469 to 45.

The suffrage issue, as had been foreseen by the active campaign waged by both the "ifs and antys," was the storm center of the voting, and more ballots were cast on that issue than on either of the others, 516 in all.

The registration, which ended a week ago, numbered 664, but university officials tonight attributed the decrease to the departure of many summer school students for their homes. In six precincts on the campus, where only women live, the vote was 336 to 45 for ratification. The other two precincts contain a number of male students, many of whom voted against ratification.

Orange county has never seen a quieter, more orderly election. No one could be found today who had a word to say against the way in which the amateur registrars and judges of election handled their jobs. They had been coached to the last detail, and were ready for any question which might be thrown at them. However, they had few questions to answer.

The women took their voting in deadly earnestness. They walked quietly into the rooms where the ballot boxes were waiting for them, marked their ballots, and walked away, and that was the end of it. There was practically no looting around the voting places, and veteran politicians of Chapel Hill, looking around to see how "they" were doing it, had some trouble even in locating the ballot rooms.

ALL-METAL PLANES IN CROSS-COUNTRY FLIGHT

Chicago, July 31.—The second of the all-metal airplanes making a transcontinental trail blazing trip in the interest of the air mail service arrived from Cleveland at 8:50 p. m. today (Chicago time), having left Cleveland at 9:25 a. m. today. The plane was piloted by Bert Acosta.

This plane and the one which arrived last night will leave tomorrow morning for Omaha, according to present plans. The first plane, piloted by Lieutenant E. Mons, expected to leave this afternoon, but it was decided to hold it until Acosta's arrival.

Air mail officials here received word from Cleveland that the third plane leaving Cleveland this afternoon, had postponed its start until tomorrow.

Bubonic Plague Conference

Washington, July 31.—Dr. Hugh S. Cummings, surgeon general of the Public Health Service, will leave here tomorrow for Galveston to take charge of the national conference of State and City Health Officers, which meets August 3 and 4 to consider measures for eradicating the bubonic plague. He will be accompanied by doctors who have combated the plague in foreign countries.

GRANTS RAILROADS RATE INCREASE OF BILLION AND HALF

NEW RATE PETITION IS NOT CONVINCING

State Expects Lay Federal Body Will Not Reopen Virginia Cities Case

LOOKS LIKE AN EXTENDED ARGUMENT NECESSARY

Instead of Brief Petition Looked For Copies of Application Received Here Show Eighty-Three Printed Pages In Presentation of Railroad Case; Will Prepare Answer

After examination of the brief accompanying the petition of the railroads to re-open the North Carolina rate case, copies of which were received here yesterday, members of the North Carolina Corporation Commission and officers of the North Carolina Traffic Association confidently asserted that the Interstate Commerce Commission will not re-open the case on the brief presented.

The petition of the railroads, filed by Charles Bixey and Henry Thurtell, asks the commission to vacate and annul its decision of May 18, 1920, in the cases of the Corporation Commission of North Carolina against the Atlantic Coast Line railroad and others, and the Raleigh chamber of commerce and others against the director general of railroads by which the North Carolina cities received rate readjustments sufficient to break the injustices which have existed in favor of the Virginia cities for the last forty years.

Although one of the leading traffic officials of the Southern lines said some time ago that the Southern readjustment would not be attacked, it is the burden of the petition, however, deals with the Eastern and Northern adjustments, which, when put into effect, will wipe out the discriminatory rates now enjoyed by Norfolk and Richmond to the detriment of Raleigh and other cities in North Carolina.

Technically Closed.
If such a thing is possible, the petition for a rehearing is even more technically closed than any of the voluminous documents that have been introduced in the case. Stripped of the phraseology most popular with the rate sharks, the burden of the petition asking that the case be reheard is:

"The decision, if complied with as it stands, will bankrupt railroads having the greater part of their mileage in North Carolina, and, if the same theories are extended over the Southeast generally, would bankrupt even the most prosperous railroads in the South."

Officers of the traffic association had been advised sometime ago that a petition for a rehearing would be filed, but were completely surprised yesterday when they received a brief comprising 83 printed pages instead of the brief application they had anticipated. It had been hoped here that a rehearing could be prevented without any extended argument; but officers of the traffic association say that the action of the railroads in filing a brief with their application will necessitate the preparation of a detailed reply.

The Corporation Commission and the traffic association have both taken steps toward the preparation of a reply to the brief, and a conference has been arranged to be held in Washington Thursday. Members of the Corporation Commission are now busy with recommendations to be made to the special session of the Legislature, but the commission will be represented by W. G. Womble, its rate clerk, and Mr. Edgar Watkins of Atlanta, its attorney. The traffic association will be represented by Col. Albert L. Cox, its attorney, and M. B. Beaman, secretary. Mr. Charles Ireland of Greensboro, president of the association, has called a meeting of the directors to be held in Raleigh Wednesday.

The argument of the railroads is that to lower its rates so as to give the 30 cents differential between North Carolina cities and Virginia cities ordered by the Interstate Commerce Commission in its decision of May 18, 1920, instead of the existing differential between 65 and 85 cents would bankrupt the railroads and that to obtain the differential by increasing the rates of the Virginia cities would bring about conditions obviously unjust to Virginia and South Carolina.

Would Hurt South Carolina.
The petition points out the fact that if the rates from New York to Richmond and Norfolk be increased so as to provide the differential ordered between those cities and North Carolina the differential between those cities and Baltimore will be seriously affected. In regard to the differential ordered between North Carolina and South Carolina points the claim is made that the effect of the adjustment would benefit the North Carolina jobbers at the expense of the South Carolina jobbers.

The argument in respect to the adjustment ordered for rates from northern points to North Carolina is summarized in the petition as follows:

"Certainly the Carolina lines are in no way responsible, and cannot legally be held responsible, for the level of rates between the East and Norfolk and Richmond, nor should the Carolina lines be required to sacrifice any revenue or to reduce rate, found to be reasonable for the purpose of harmonizing through rates to Carolina points."

Revenues Not Computed.
The commission in its 36-page decision made no attempt to compute the amount of increased revenues the carriers would receive by reason of the rate advances. It did say, however, that the increases were justified in view of the rapidly changing conditions as to prices and the necessity for providing adequate transportation facilities during and after the period of readjustment.

From figures submitted to the commission by the carriers when their applications for the increases were made, it was unofficially estimated that the apportionment of the advances would work out at about \$1,285,000,000 on freight; \$233,800,000 on passenger; \$43,000,000 on Pullman; \$4,500,000 on milk; and \$1,400,000 excess baggage charges.

Eastern Roads Get Most.
On the same calculations, the eastern roads would get the greater part of the total increase, receiving approximately \$879,930,000 as compared with \$509,450,000 for the western lines, including those in the Mountain-Pacific territory, and \$125,296,000 for the Southern carriers.

The increase charges on freight alone were estimated as equalling a levy of \$12 per capita per annum for every man, woman, and child in the country, being the nation's population at 105,000,000 for 1920 recently made by the Census Bureau.

Increases Asked Granted.
The increases in passenger, Pullman and excess baggage rates were exactly those asked by the roads. Freight increases were 39.75 for the eastern roads, 32.03 for the western roads and 38.91 for the Southern roads, the total estimated to yield \$1,586,000,000. The eastern roads thus were granted .35 of one per cent more than they sought; the western roads approximately what they sought, but the southern roads received approximately less than they had requested.

In connection with the increase for the Southern roads the commission said that the financial condition of those carriers was more favorable than that of the lines in either of the other groups. In view of this condition the commission held that they were better able to meet the demands upon them than some of the other companies and therefore did not require as large an increase.

Must Make Improvements.
"The increases here authorized," said the commission "are intended to yield the additional one-half of one per cent of the aggregate value of the roads to make provision for improvements, betterments and equipment, chargeable to capital account. The record leaves

Increase Freight Rates One-Third, Passenger Fares One-Fifth and Pullman Charges One-Half

NEW RATES PROBABLY WILL BE EFFECTIVE BY SEPTEMBER FIRST

Interstate Commerce Commission Hands Down Rate Increase Decision Designed To Give Roads Six Per Cent Net Income On Aggregate Value of Railroad Properties and To Offset \$600,000,000 Increase in Wages of Railroad Workers, Granted by Railway Labor Board; Southern Roads To Increase Freight Rates 25 Per Cent; Details of Decision

Washington, July 31.—(By The Associated Press.)—Authority for the railroads of the country to increase their revenues by approximately one billion and a half dollars was granted today by the Interstate Commerce Commission. Freight rates will be advanced about one-third, passenger fares one-fifth and Pullman charges one-half.

Coastwise and inland steamship lines and electric railway companies also were granted permission to increase their freight rates in proportion to the increases granted to the railroads serving the same territory. No estimates of the aggregate amount to result from these advances has been made.

Probably Effective Sept. 1.
The new rates, which are to continue in force until March 1, 1922, will become effective upon five days notice by the carriers to the commission and the public, and they must be in operation before January 1. Since the government guarantee expires September 1, the carriers are expected to bend every effort to put the advances into effect by that date.

Increases granted by the commission are designed to offset the \$600,000,000 wage advance awarded by the Railroad Labor Board and to provide the 6 per cent net income on the aggregate value of the railroad properties as permitted under the transportation act. The aggregate value of all of the railroads was estimated by the commission at \$18,500,000,000, as against a book value of \$20,000,000,000 given by the carriers.

Passenger Increase General.
The 20 per cent increase in passenger fares, excess baggage charges and milk transportation rates and the 50 per cent surcharge on Pullman fares authorized by the commission will be general the country over. Freight rate increases will vary according to territory with 40 per cent in the East, 25 per cent in the South, 35 per cent in the West—that is from the Mississippi River to the Rocky Mountains—and 25 per cent in the Mountain-Pacific territory—from the east of the Rockies to the Pacific coast, not including Alaska.

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GOV. COX FINISHES WORK ON ADDRESS

Democratic Nominee Seeks Recreation After Week's Speech Writing

MAKES NO COMMENT ON HARDING'S STATEMENT

Address Will Comprise About 10,000 Words and Copies Are in Mails for Newspapers To Prepare For Publication August 7; Getting Ready For Notification Day

Dayton, Ohio, July 31.—Finishing his address for next Saturday accepting the Democratic presidential nomination, Governor Cox today sought recreation after his hard week's work and prepared to turn to other campaign affairs.

Copies of the address tonight were in the mails for newspapers to prepare for publication August 7. The speech comprises about 10,000 words, according to estimates of Charles E. Morris, the Governor's secretary, or something over a full newspaper page and somewhat in excess of the acceptance address of Senator Harding, the Republican candidate. The Governor's address was printed in his newspaper plant here this afternoon. He did not read the proof, turning that task over to Mr. Morris, but spent a showery afternoon on the golf links with Lee Warren James, president of the Dayton Chamber of Commerce.

After turning out his speech, Governor Cox today received two visitors, Prof. Irving Fisher of Yale, with whom he discussed economics, and Secretary Vandye of the Pennsylvania Democratic committee. The latter had Governor Cox approve the list of Democratic candidates for presidential electors in Pennsylvania, as required by a State law.

No Reply to Harding.
Governor Cox today continued to withhold any comment on the statement of Senator Harding charging the Democrats with seeking to obscure the League of Nations issue and declaring champions of the league with international interests were behind the Democratic campaign fund. It was indicated that the Governor would make no response before his address next Saturday and also would continue his policy of refusing through exchange of statements to the press, to enter into that sort of debate.

In his forthcoming speeches, however, the Governor's advisers said he would not be backward in the fighting. To Answer Christensen.
Next week the Governor will dispose of several campaign matters, held in abeyance while he was engaged at his task in his address. Among these is a reply to P. P. Christensen of Salt Lake City, the Farmer-Labor party candidate, regarding the request for aid in securing a pardon for Eugene V. Debs, the Socialist candidate. Numerous visitors are also expected at Trail's end next week, possibly including representatives of the Tennessee Anti-Suffrage League, who recently asked the governor for a hearing.

White Coming to Dayton.
George White, chairman of the Democratic national committee, is expected here late next week for conferences with the governor prior to the notification ceremonies. The special campaign committee of 15, it is believed, will be announced soon after Mr. White sees the candidate. It is understood that the direct management of the campaign, under Mr. White, will be in the hands largely of E. H. Moore, of Youngstown, Ohio, Governor Cox's pre-convention manager; Senator Harrison, of Missouri, chairman of the speaker's bureau, and Wilbur W. Marsh, of Iowa, treasurer. Senator Harrison also is expected here next week to map out the governor's speaking itinerary, beginning about August 15.

Declares Local Holiday.
In preparation for Governor Cox's notification, Mayor Switzer today issued a proclamation declaring next Saturday a local holiday. Railroad representa-