

FROM PENS OF OTHERS

ARE MANUAL WORKERS CITIZENS?

(Raleigh News and Observer.)

Are manual workers citizens of the community in which they live? To ask the question is to answer it. Most assuredly they are. Nobody has been heard to dispute it, for that matter, but in practice most cities and towns proceed on the theory that they are not such citizens as to be entitled to all the rights and privileges commonly accorded to those known as representative citizens.

Chambers of commerce are usually composed of the business and professional men of the city or town. They may be a few representatives of the great working class, but ordinarily they are quite few. One secretary of a chamber of commerce had an idea that a chamber of commerce ought to be composed of all the citizens of the community instead of a selected class. The idea hit him so hard that he decided to put it into operation. The result has been to attract national attention to that little city, and his idea promises to spread all over America.

The town is located in Ohio and its name is Middletown. The name of the secretary of its chamber of commerce is Dwight E. Smith. He is reported in The Outlook as having told his board of directors: "I want to see labor occupying seats on the floor of major community organizations. In other words, I want them on the inside rubbing shoulders with the business men, helping guide the destinies of the city they live in instead of being on the outside looking in and wondering what it is all about."

He explained that the chamber of commerce exists to promote confidence and good feeling in the community. In the average industrial city or town, 80 per cent of the population is composed of manual workers. They are kept on the outside looking in and if they attempt to look in they are charged with being agitators.

What was the result of the plan inaugurated by Mr. Smith? A membership campaign was put on with a minimum rate of \$12 each, which

netted a total of 4,500 members, of which 2,900 were from the working class. The total budget for the year was fixed at \$165,000, but so enthusiastic had everybody become that \$172,000 was raised for financing the various activities promoted by the chamber of commerce.

Money was needed for the building of a Y. M. C. A., a hospital and for establishing playgrounds. It did not seem wise to bond these institutions, and the city put on a campaign to raise a million dollars for these purposes. This was an average of \$40 per capita. The million dollars was raised with a small surplus in addition.

What will be the final outcome of this latest venture in civic co-operation remains to be seen, but it does show what a city can do when all its people get behind it and give a long, steady push. More of that kind of co-operation is needed.

SAVING THE CONSTITUTION.

(Raleigh News and Observer.)

What is the greatest danger to the American Constitution? Is it more seriously menaced by the Russian Reds without who would overthrow it entirely or by those American citizens within who violate the spirit of its fundamental principles in their zeal to save it from contamination?

Senator Thomas J. Walsh, of Montana, who is recognized as one of the outstanding lawyers of the United States senate, is not a firecracker. He keeps an even keel and doesn't lose his head. It was his everlasting persistence that brought the recent "startling revelations" about the oil scandal to the surface. What he has to say on important and vital subjects ought to be of interest to every patriotic American.

The Senator just now is resting in North Carolina but before leaving Washington he turned aside from his Senatorial duties long enough to write an instructive review of Louis F. Post's book, "The Deportations Delirium of Nineteen Twenty," which appears in The New Republic. It is a dispassionate piece of work as is all that Senator Walsh does.

Senator Walsh is conversant with the fears

for the safety of the Constitution and refers to the recent observance of "Constitution Week," which was sponsored by the American Bar association. This association, composed of leading lawyers has been loud in its appeals for the upholding of the Constitution, but "discreetly silent" as to the more sinister assaults by its sworn guardians," Senator Walsh explains. Continuing the Senator said:

"The 'Sentinels of the Constitution,' who have, in a Knight-errant spirit, taken up the cudgels in defense of our organic law are equally voiceless concerning the flagrant violation of its letter and spirit of which Mr. Post tells, lending color to the suggestion that they are more concerned about the Constitution as the bulwark of property than they are in the constitution as the palladium of the liberties of the people."

During the raids described in Mr. Post's book, ten thousand arrests were made. Half of those arrested were discharged after the preliminary hearing and when the weeding out process had been completed there were about 3,000 held under warrants. Of the total number arrested, only 556 were ordered deported as undesirable citizens.

Senator Walsh explains that the great majority of those placed under arrest were perfectly harmless, according to testimony before a Senate committee. There is no way to atone for the misery inflicted upon innocent men and women and no redress that can be made for man's inhumanity to man, he points out, and adds that so far as getting any information of an organized effort to overthrow the government is concerned, the raids were a complete failure.

The great danger to our Constitution, as revealed by the raids, Senator Walsh sums up as follows:

In its essence the affair was an attempt to supplant the American system for the detection and punishment of crime by that in vogue in Europe, to transfer the details of government in that regard from the local community to which, in accordance with American ideals, it has always been entrusted, to officials in Washington, without direct responsibility to the people for their acts and under the influence of ambition and intrigue such as has scandalized the administration of justice on the continent.

STRIKEBREAKERS SMASH TRAINS AND CARGO ON THE VIRGINIAN

(Special Correspondence)

Norfolk, Va., Feb. 20.—Locomotive engineers and firemen who left the service of the Virginia on a legal strike are still remaining 100 per cent loyal to the cause, and are just as determined to see that justice is done as on November 8, when they withdrew from the service.

Wrecks are of an almost daily occurrence on the Virginian Railway, any many minor collisions have occurred, due to inexperienced men operating the engines. Numerous serious accidents have been averted by the trainmen and conductors applying the air from the rear of the train when the strike-breaking engineers overlooked the meeting points.

January 26 a head-on collision occurred at Thermo, W. Va., between a westbound extra freight and a pusher engine. The pusher engine was standing about six car lengths behind another extra west-bound freight which was placing some cars on a siding. When the collision occurred it was with such force that it drove the pusher engine into the caboose of the standing freight, demolishing the caboose and a number of cars. The two engines were badly damaged and several cars were wrecked on both trains.

Did the Trick Again. January 30 the same engineer who was responsible for the wreck at Thermo side-swiped another train pulling out of the west end of Elmore yard, damaging the engine and turning over a number of cars. January 30, a collision occurred between two engines on the pit track at Pemberton, shoving one of the engines over the derail on to the ground.

January 31, Conductor W. D. Burwell was seriously injured through the rough handling of the

all brakes by a strike-breaking engineer.

February 1, passenger train No. 11 running between Pemberton and Firoc met an extra which had overlooked the scheduled passenger train between stations and a collision was barely averted, by the trainmen pulling the air from the rear of the passenger train.

February 2, some 18 cars of coal were derailed two miles east of Salem.

Newspaper Tells and Story. The following report of this accident is from the Roanoke News World, Roanoke, Va.:

"Eighteen cars loaded with coal were turned topsy-turvy and smashed, coal was scattered over a wide area when a Virginian Railway freight train, extra No. 728, east-bound from Princeton, W. Va., to Roanoke, ran into an open switch two miles east of Salem at the Salem Brick company about 3 o'clock this morning, according to a statement by E. H. Birchfield, general agent of the company here. All indications point to a job of train wreckers, he said. The safety light signal of the switch was on. Nobody was injured.

"The engine passed over the switch. The coal cars were wrenched loose and ran into the open switch piling one upon the other. There were no other cars on the siding of the Salem Brick company when the wreck occurred.

"An examination of the switch showed that it had been broken open. The safety signal of the switch was on. An examination of it showed, it is said, that train wreckers had after throwing the switch, taken a wrench or some such instrument and twisted the green signal in place so that it would show.

A Reward Goes Unclaimed. "The company has offered a reward of \$500 for any information that will lead to the arrest and conviction of the train wreckers. The agent of the company said thus far the company had no idea who opened the switch."

While it is claimed by the company that the switch at this particular point had been tampered with or was open, the fact that the engine passed over the switch, down the main line without derailing it, indicates that nothing was wrong with the switch; further, after eight cars had been derailed, number of cars passed on down the main tracks and then a number of additional cars in the train were derailed.

In this connection it is known the strike-breaking engineers are high speed artists and have been taken to task numerous times by the officials of the company for fast running, and no doubt in this particular instance the strike-breakers handling this train were trying to make a record run.

INDUSTRY'S VICTIMS ARE PAID MILLIONS

Harrisburg, Pa., Feb. 20.—More than \$83,000,000 has been paid to the victims of industrial accidents in this state the past eight years, according to Gabriel Moyer, manager of the state insurance fund.

During this period there have been 20,462 fatal accidents, more than 100,000 serious accidents and more than 1,500,000 accidents of all degrees of severity. In 1923 there were more than 3,000 fatal accidents and more than 110,000 serious accidents.

More than one-half of the total money paid has been to widows and orphans, Mr. Moyer said.

Just Strike Is Never Lost

BY DANIEL J. TOBIN

President, International Brotherhood of Teamsters, Chauffeurs, Stablemen and Helpers.

PEACE and harmony is what is needed in the Labor Movement both in dealing with our employers, and amongst ourselves, but the peace and harmony purchased by dishonest or cowardice is not good for either a nation, an organization, or an individual. The most peace-able of men and nations will fight when attacked in their own household.

The Labor Movement stands for and advocates world peace, arbitration of world differences, conciliation on matters of disagreement, but the Labor Movement will never subscribe to having our country meekly submit when it is unjustly attacked by enemies from within or without. The same is true for the labor organizations of our country. They want peace. They want to work in harmony with the employing classes. They have no desire to disturb industry because they know that no one suffers as much as do the workers in time of strife. We believe in carrying out our wage contracts and agreements through negotiations, arbitration and conciliation, but when it comes to a point where men cannot get anything to which they are entitled, there is a limit to the patience and endurance of the workers, and, if they submit to actual injustice without resisting, then their labor organizations have lost their usefulness and should be disbanded.

Workers should use every means within their power to prevent any condition that would bring about a stoppage of work if it could possibly be avoided, but workers who refuse to fight, to strike, who surrender when they are abused, insulted and deprived of justice, are moral cowards and poor citizens—excuses only for real men. Sometimes strikes which are forced upon the workers are lost insofar as the men obtaining the conditions for which the strike was called, but in reality never was a just strike lost, even though, for the time being, the members submitted and returned to work unconditionally, the fight they made was helpful to them in years to come. Even though they supposedly had lost they really won, for they drove home to the employer the lesson that a strike is very expensive, so that this same set of employees is never very anxious to enter into another conflict.

Yes, we abhor and detest strikes because they mean: long suffering, sometimes injunctions, court prosecutions, bodily injury and, in many instances, imprisonment. But, no great victory was ever achieved in this or any other country during the course of civilization except through suffering and privation and sacrifice being made.

Denby's Editors Lost In Distant Southern Waters

On Board a Canoe, Floating Down the Catawba River, Somewhere in South Carolina, Feb. 20.—(By Radio to The Herald.)—Where, oh! where are we at? We, the editors invited by Secretary Denby to float down the Catawba river and explore the unutilized sections of South Carolina, and discover, if possible, where Cole Blease gets his strength and support, are lost. We are rudderless. We know not whither we go nor when we will return, nor do we know what to say after our return.

That bird, Denby, who sent us on this wild goose chase has done and went and quit his job as secretary of the navy, right when we, the invited editors, were midstream in the Catawba river, floating down stream like hell beating tankard. We're stuck. We feel like we've been sold.

Whose guests are we now, anyway? Who is responsible for our return to our native hearths and hearthstones and editorial sanctum sanctorum? Who is boss of the boats now? What, the devil did Denby send us out here for, anyway? Of course he expected us to write something nice about him and his navy and boats and sailors and things, but now that Denby's done and played the devil and chucked his job, what are we to write about when we get home? Blame it all!

Our party is feeling pretty good, except for headaches, which are natural considering we're twelve miles out in the Catawba river, and in South Carolina, where there are no

revenue agents, nor 18th amendments, nor Mecklenburg Declarations of Independence, nor republicans, except black ones, and they know nothing about oil nor the Teapot Dome.

There is much concern about the editors as to the reception we will get when we get home. All the copy we had prepared about Secretary Denby is wasted. Some of it was good copy, for it was written when inspiration reigned supreme and unchallenged among the post-pushers. In the cool, calm reflection of the morning after the night before, we're wondering what our readers will say to us for running off with a republican secretary of the navy, anyway. And now that secretary has quit his job. Ain't it h—?

One safe observation to make is that the further south we go the blacker are the niggers. No one can make political capital out of that statement. We passed Cuba and Rock Hill on our way down, and expect to reach Lancaster before long. None of us are quite sure whether we want to stop at Lancaster, for the record of the king of that Godforsaken place is none too good. "The said he looks with suspicion upon all strangers, and as there are some strange looking animals among our number, we fear he will put us to work in one of his cotton mills.

of boats and then up and quit his job as secretary before we get back home.

We just passed an island and fired eighteen guns as a salute to the inhabitants. They paid us no attention whatever. We found they were holding an investigation. One of the officers of the island had leased all the coconut oil to the Southern Power company, and the islanders were investigating the conduct of their officials. We gave them the last teapot we had in the boat kitchen and went on our way. Some of them suggested that the king of the island send for J. Crawford Biggs, of Raleigh, to help them out.

Some of us are uneasy about our papers while we're away from home on this fool chase. We're afraid our understudy will get our paper or our favorite candidate in Dutch while we're away. It took brains to write editorials during a political campaign, and some of us left men in charge of our papers who are woefully lacking in that thing called brains. We trust our readers will be lenient with us. The preachers, at least, ought to have sufficient feeling to lay off the mistakes our substitutes make, and be charitable to the feeble minded.

If we ever do get back home, never again will a republican officeholder fool us into taking a fool trip like this. We are going to change out mail from the postoffice, and get it by express, just because Mr. Allbright is a republican, and he might up and quit his job some day, just after we'd mailed a letter, and then where would that letter go to?

Old Denby got all us good democratic editors' way off down here in the muddy waters of South Carolina, and then up and quit his job. The smart Devil, he is!

But we've learned some lessons. One of them is this: "Ride in your own canoe, and paddle it yourself."

And another is this: "Beware of navy secretaries bearing passports and free tickets."

Yours truly,

DENBY'S GUESTS ON SOUTHERN CRUISE.

P. S.—Don't let 'em finish the city hall before our return. P. S. No. 2.—Don't let 'em build the market house before our return. P. S. No. 3.—Don't let the school bond issue pass until we return. P. S. No. 4.—Don't let 'em do a dern thing to the county court house before we get back.—D. G. O. S. C.

PLEADS TO SAVE FORESTS.

Washington, Feb. 20.—The conservation of forests is one of the nation's most important problems. Secretary of Agriculture Wallace told a meeting of leaders in the

HUNTERSVILLE WOMEN DO THEIR OWN WELFARE WORK

Huntersville, N. C., Feb. 20.—Last Thursday night Local Union 1217 held a splendid meeting. The hall was packed with an interested group of people. The mayor of the city, the aldermen and members of the police force were present as guests of the union.

Refreshments were served by the ladies of the Union-Welfare committee. The women of Huntersville have been a great help to the labor movement here, and the fact that the union conducts its own welfare and community is sufficient evidence of the activities of the ladies of this city.

Rev. M. V. Snypes, pastor of the Baptist church, was the first speaker of the evening, and as usual, this popular minister delighted the large crowd.

Rev. J. H. Bradley, pastor of the Methodist church of Cornelius, was the next speaker. He, too, spoke some great truths to the workers, and both ministers praised the good work that is being done by the union of Huntersville.

Hon. J. Frank Flowers, Charlotte lawyer, was the principal speaker of the evening, and it was indeed a rare treat for all those who heard him. Mr. Flowers was so earnest in his appeal to the people to continue their advancement through intelligent organization, that those who heard him had difficulty in remembering that he is a lawyer. His address sounded more like that of a labor official, and at other times so much like a sermon, that his hearers would almost forget that it was a lawyer addressing them.

The welfare committee of the union has expended \$2,305.92 in ministering to the sick and needy in this place, in addition to the numerous suppers and ice cream socials that have been given for the pleasure and benefit of the union. Huntersville workers believe every place ought to have a welfare committee appointed by the union.

STATE UNIONS TO MEET.

Chattanooga, Tenn., Feb. 20.—Officers of the Tennessee state state federation of labor have issued a call for the annual convention, which will be held in this city, beginning Monday, May 5.

pulp and paper industry here. "In our country we have been easily deceived by the vast supplies of wood and by the comfortable thought that anyway we can make up any deficit by imports," said the cabinet official. "We have tolerated a most costly abuse of our forests."

and do their own welfare work, instead of leaving that work up to the paid agents of the mill owners.

A Prescription Billy Sunday Should Approve

Do you realize how easy many get into the various dope habits? Many mothers make the mistake of giving the baby Paregoric, and soothing syrups for the colic. All people are liable at some time to have fermentation and gas upon the stomach and intestines; they are nervous and can't sleep. They naturally want relief, and many of them take dope and anodyne medicines to obtain it, instead of taking something that will remove the cause, and heal the congested mucous membrane. "Billy" Sunday is a great believer in Squibb's Bicarbo-nate of Soda. We have a remedy, and in addition to Squibb's Bicarbonate of Soda it has the mild and soothing laxative, Heavy Calcined Magnesia (Squibb's) and the most healing remedy in the Pharmacopoeia, Bismuth Subnitrate (Squibb's). A great prescription, but it may not appeal to some on account of not containing a narcotic. Is that not at least one reason why you should advocate it? As it not only relieves the pain, but it also removes the cause and heals the mucous membrane. Below we give an extract from a letter to the retail druggists:

"We wish to call to your attention the valuable stomach remedy that we are handling: 'All-Sto-Re' (All Healing Stomach Remedy). It is not a 'Cure-all' nor even a 'New Discovery.' But it originated from a prescription of one of the most eminent stomach specialists in the United States. The chief difference between the original prescription and 'All-Sto-Re' is the latter is very palatable, even children do not object to the taste. It relieves the 'Colic in the Baby,' the Sluggish Bowels of the Octogenarian, the Toxic condition of the Pregnant Mother, with universal efficiency; as well as Acidosis and all Stomach and Intestinal derangements. It contains Squibb's, Subnitrate of Bismuth, Heavy Calcined Magnesia, and Bicarbonate of Soda. In recommending it you will have the satisfaction of knowing that you have sold a remedy that relieves by healing, as it does not have one atom of narcotic, nor one drop of alcohol. Those that use it, praise it because they are conscious of the relief that they have received." For sale by druggists. Price 50 cents. Young-Cagle Drug Co., Distributors, Charlotte, N. C. —Adv.

WALT MASON SHOULD HAVE SAID THIS:

Standing on a corner, Waiting for a street car, Fuming, fretting and cussing. Because you can't get thar. It makes you look pathetic, and a little foolish, too, for there's always something A real man can do. Stop waiting on the corner, and losing all that time, Buy an automobile And end this little rhyme.

WE HAVE THEM New, Nearly New, and Many That Will Do

A Decision, a Few Dollars, and the Car is Yours.

Dail-Overland Co. 136 W. Trade Phone 2596