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GOVERNMENT CONTROL OF ROADS FOR FIVE YEARS.

This Would Permit Fair Trial of Federal Operation and Stabilize Conditions—Managers Want Roads to Go Back to Private Owners But With Some Remedial Legislation Permitting of Pooling of Resources.

Washington, Dec. 11.—Continuance of government control of railroads for five years, or until January 1, 1924, was recommended today by Director General McAdoo in a letter to the chairmen of the Senate and House Interstate Commerce Committees.

This would permit a fair trial of government operations, said Mr. McAdoo, and eliminate the unsettled condition under which the railroads must be operated during the next year or two if their status is not changed materially by legislation.

This recommendation is not made in support of any theories concerning the best ultimate policy of running the railroads, Mr. McAdoo explained, but only to give the nation time to form its idea carefully.

The director general explained that it is impossible to retain the roads under government control for 21 months after the declaration of peace without further legislation, owing to the strain on the morale of officers and employees, and pointed out the difficulty of obtaining comprehensive legislation on the subject soon.

President Wilson in his recent address to Congress said he was unable to decide what should be done with the railroads, and asked Congress to take up the question of discussion immediately. He declared that unless action was forthcoming, he would be forced to turn back the roads to private management.

Acting under this plan, the railroad administration has been preparing to relinquish control of the railroads, and it was the general understanding that the administration would wait two or three months before actually starting the relinquishment proceedings, to give Congress a chance to act. Recent developments have shown the difficulty of determining a final policy at this time, however, according to railroad administration officials.

Most railroad owners and managers are said to have urged that the roads be relinquished, but under some sort of remedial legislation giving them power to pool their resources and eliminate wasteful competition. There have been no important advocates of restoration of the old conditions, according to officials. On the other hand, the friends of government ownership have just begun to renew agitation for retention by the government of permanent control, and later purchase of the roads' prosperity.

When the railroad control bill was enacted, Mr. McAdoo urged that the period of control not be limited to 21 months after the formal close of the war, saying this would not give opportunity for a real test of government management. At that time he expressed himself as opposed to government ownership.

Recently he again expressed disappointment that government management had such limitations, saying that there was danger of the railroad question becoming a political issue in the elections of 1920. This would be unfortunate, he said, because the railroad question was purely economic, and should not properly be entangled with political issues.—Greensboro Daily News, 12th.

INCREASED SHIPMENTS OF FOODSTUFFS TO EUROPE.

Washington, Dec. 10.—Increased shipment of foodstuffs to Europe following the reduction of munitions shipment was reflected today in the weekly report of the exports control committee. During December, it was estimated 1,500,000 tons of provisions and frozen beef will move to Europe through Atlantic and Gulf ports.

Flu in Army Camps Cost 17,000 Lives.

An official summary of the result of the influenza epidemic in army camps and military centers in the United States made public by the War Department Tuesday, shows that there were 338,257 cases of the disease up to December 1, with approximately 17,000 deaths.

Because deaths resulting from influenza and pneumonia were not separately grouped, only approximate figures were given for those due to the epidemic.

Former Kaiser Attempts Suicide.

William Hohenzollern, the former German Emperor, has attempted to commit suicide, following mental depression, according to the Leipzig Tageblatt, which is quoted in a Copenhagen dispatch to the Exchange Telegraph Company. A member of the former Emperor's retinue who prevented Herr Hohenzollern from carrying out his intention, received a wound, it is said.

MEN WHO DID NOT GO, TO WEAR INSIGNIA.

Washington, Dec. 11.—Officers and men of the army who failed to reach the fighting front by reason of the duties imposed upon them in this country will not be denied recognition of their service in the winning of the war. By direction of President Wilson, as commander-in-chief of the army, General March, chief of staff, today issued an order that hereafter such men shall be entitled to wear a silver chevron similar to the gold one authorized for service overseas.

"The President," the order says, "desires, on behalf of the nation, to express his appreciation of the vitality given by officers and men whom military necessity has held and is holding for performance of duties outside the theater of active operations. Their contributions to military success is no less than that of those who have had opportunity for service at the front. On them devolved the creation of the great armies of the nation and their supply with the equipment and stores indispensable to military operations.

"Without them, the troops abroad could have accomplished nothing. In many instances their retention on home duty has been due to their exceptional military and administrative efficiency. They have been in readiness for any service which the interests of the government required them to perform and have been cheerful and without thought of self when given duties not in accordance with their own desires. The country holds in grateful appreciation that fundamental service they have rendered in winning the war."

The officers and men will be entitled to wear one silver chevron for each six months of service.

Russia to Be Denied.

Washington, Dec. 10.—Russia in the opinion of officials here, will not be formally represented at the Peace Conference. It was said today that there is no government in Russia which the associated nations recognize as having the power to confer upon delegates the right to represent that country at the Paris assembly. One official said that undoubtedly influential Russians would be in Paris during the sessions of the Peace Conference, but that they would be present purely in an advisory capacity and without any official standing. Russia's voice in the conference will thus be heard, it was said, but the nation will have no part in framing the great treaty of peace.

The industrial members of President Wilson's "War Cabinet," which met at the White House every Wednesday during this country's participation in the war, will join the President as a unit in Paris and act as his advisers at the Peace Conference on economic, industrial and reconstruction problems in Europe affecting the future peace of the world.

Those who will make up the party to sail upon word from President Wilson are Bernard M. Baruch, chairman of the War Industries Board; Fuel Administrator Harry A. Garfield and Vance McCormick, chairman of the War Trade Board; Edward M. Hurley, chairman of the Shipping Board, and Food Administrator Herbert Hoover, already are in Europe.

The President's intention to use the "War Cabinet" became known today after notification to Mr. McCormick by Secretary Tumulty that the President expected him to hold himself in readiness to proceed to Paris. Dr. Garfield and Mrs. Baruch already had been notified, but until now it had been assumed that they would go over individually when called.

U. S. Vessels Carried Over 46 Per Cent to Battle Front.

With the Navy Department's consent the office of Vice-Admiral Gleaves commander of the cruiser and transport force, made public Tuesday figures showing exactly the proportionate share of troops conveyed to France in American vessels. Of the entire army of 2,079,880 men taken over, the statistics show 46 1-4 per cent were carried in American ships, 48 1-2 in British and the balance in French and Italian vessels.

Of the total strength of the naval escort guarding all these convoys, the United States furnished 82 3-4 per cent. Great Britain 14 1-8 per cent and France 3 1-8 per cent.

In actual numbers of men transported, 912,082 were carried in American naval transports and 40,499 in other American ships; 1,006,987 were carried in British bottoms and 68,246 in British leased Italian ships, and 52,000 by French and Italian ships.

From May, 1917, to November 11 last, there were 391 sailings of American naval transports, 123 of other American troop ships, 546 of British ships and 82 of other ships. Not a single soldier of those carried in United States naval transports was lost.

SERBS LOOK TO WILSON.

Nicholas Pasitch, Premier of Serbia, at Versailles for Peace Conference.

Paris, Dec. 9.—Serbia is the hub of the new Jugo-Slav State.

Nicholas Pasitch is to the Jugo-Slav State as Masaryk is to the Czechoslovak nation.

Masaryk, first President of the Czechoslovak Republic, crystallized the national consciousness of the Czechs of Bohemia and brought about their recognition by the Allies.

Pasitch conceived the Jugo-Slav State as it is now being organized. As Prime Minister of Serbia he has furthered the movement of Balkan nations for a single state of Southern Slavs.

On Hand for Conference. Now Pasitch is at Versailles as representative of Serbia—and of Jugo Slavia.

If he can bring into being a harmonious nation, he is greater than Masaryk. For he has more turbulent and varied forces to deal with and he will have solved the Balkan problem which has worried the world so long. He will have seen created a nation of 12,000,000 people hitherto oppressed—Serbs, Croats, Slovenes.

Pasitch is 72 years old. He served as an engineer in the Turkish War of 1876. He founded the Serbian Radical party in 1881. For seven years he was in exile, under sentence of death, for plotting against King Milan.

He was repatriated under an amnesty and several times held the post of Prime Minister, was Foreign Minister and served the government in other positions.

Once Sentenced for Treason. Then in 1895 he was condemned to five years in prison for high treason—and almost immediately pardoned.

Mme. Pasitch has been a power in the relief work of the Belgian nation, having visited England to study the methods employed by the Western Allies.

An English governess has trained the daughter of a Serbian leader.

And now he shows his further faith in the Anglo-Saxon by his declaration that the fate of Serbia, of Jugo-Slavia, he trusts with Serbia's English-speaking Allies, particularly with President Wilson.

Equipment of American Navy.

Twenty-nine battleships, manned by 40,000 men, will be maintained in active service after March 1, according to the plans of the navy department as disclosed Tuesday by Rear Admiral Coontz, acting chief of operations, in testimony before the House Naval Committee in connection with the 1920 naval appropriation bill. Eight other battleships will be held in reserve, he said and will be manned by a two-thirds complement.

Other units of the navy to be in commission after March 1 were given by Admiral Coontz as follows:

Seventeen cruisers for active service, with two or five in reserve, and manned by 12,000 men; twenty-four vessels in the patrol force; including gunboats and other craft, for which 3,900 men would be required; 165 destroyers, 20,600 men; ninety-nine submarines, 4,500 men; fourteen supply boats, 2,498 men; 168 submarine chasers, 5,400 men; seventeen Eagle boats, complement not given; forty-two transports, 20,000 men; thirty-seven mine sweepers, 2,400 men, and eighteen submarine and destroyer tenders, 5,200 men.

PERU HAD UNIVERSITY LONG BEFORE HARVARD.

San Marcus Has Turned Out Many Famous Scholars and Leaders of Thought.

People of northern countries who read of the threatening disturbances in South America think of the South American nations as but partially civilized. As a matter of fact, nearly a century before Harvard founded the famous university at Cambridge, Mass., the University of San Marcus, in Lima, Peru, had been established. Earthquakes and war have frequently damaged it, but it rises greater than before.

San Marcus is patterned after the famous European university of Salamanca. It was originally chartered by the Emperor Charles V.

The institution counts among the scholars it has turned out not only natives of Peru, but leaders of thought and the profession in other American countries.

Costs of Governor's Office \$15,407.44 for Two Year Period.

According to figures compiled by Mr. Sanford Martin, Private Secretary, the privilege of having a Governor cost the State of North Carolina the net sum of \$15,407.44 for the two-year period ended June 30, 1918. This includes the salary of the Governor, Secretary, Clerks and all office expenses.

TO READJUST POSTAL SALARIES

Appropriation Bill Makes Recent Increases Permanent.

Washington, Dec. 10.—Creation of a Congressional committee to determine a readjustment of salaries of all postal employees, including postmasters, is proposed in the Postoffice Appropriation bill for 1920, reported today to the House. Other provisions would make permanent the salary increases of 15 to 20 per cent given last year to most of the employees, authorize extension of house to house delivery service in all communities adjacent to cities having city delivery and authorized a 50 per cent increase of clerk hire allowances at third-class postoffices.

The measure would permit the use of \$2,185,000 for the purchase of airplanes for extending the air mail service and \$1,000,000 for experimental motortruck marketing service.

The bill carries \$359,657,577, or about \$2,000,000 less than 1919 bill. The department's estimates were reduced more than \$9,000,000.

In the 1918 fiscal year postal revenues exceeded expenditures by \$19,626,674, after deducting all losses, the Postmaster-General reported to the committee.

JUDGE PELL FAVORS PRIVATE OWNERSHIP.

In a letter written recently to Senator Lee S. Overman, Judge George P. Pell, of the North Carolina Corporation Commission, pictures forebodings which will occur if government control of railroads continues. The letter follows:

"The people of North Carolina are appealing to members of our commission to do something to prevent the calamity to the State threatened by a continuance of the national control of the railroads.

"Four years ago, you will remember, we had an uprising in our State, led by Honorable E. J. Justice and the just freight rate association which finally resulted in a compromise so as to relieve North Carolina of her great disadvantage in competing with Virginia cities, the relief only applying to goods shipped into the State through the Ohio and Mississippi river crossings. When this much of a victory was won we thought we would have a rest, but the Virginia cities brought the matter up in another form before the Interstate Commerce Commission and, after a long struggle, we won out.

"Now, the National Railroad Administration is about to put into effect a mileage scale of rates and a new classification scheme which will not only wipe out every advantage we have gained, but put us in a far worse position than ever. We are hopeful that before this can be done our delegation in Congress can make some sort of racket that will force the railroads back to private control.

"The question of government ownership or absolute control is a very serious one for the South. It is not only socialistic in principle but will result in much that is harmful to us. Aside from its effect on our rates, it must ultimately result in the abolition of the Jim Crow cars and the deprival of the States of their taxes received from the railroads. Besides the shippers all think it means the same poor accommodation afforded in countries where absolute control exists.

"It seems that another railroad investigation similar to the Newlands investigation is going to be held to determine the government policy as to railroads. It is to be hoped that our members of Congress will see that some true blue Southerners are on this committee of investigation, but it is preferable that no Virginian or Georgian be on it.

"I do trust that you will exert every effort to avert the disasters mentioned and especially the disaster of allowing the Federal government to usurp the police powers of the States over railroads.

"It might be well for you to bear in mind the fact that notwithstanding Congress attempted to safeguard the States in the matter of State taxes on railroads, nevertheless the national administration is considering disputing the right of the States to collect its privilege taxes."

LATIN-AMERICAN TRADE SUBJECT OF DISCUSSION.

At the meeting of the Southern Commercial Congress which convened in Baltimore recently, the subject of Latin-American trade was discussed extensively. Development of trade with the Latin-American countries and the improvement and further development of the leading waterways were leading subjects in the discussion of after-the-war problems and reconstruction, by governors of the western and southern States and mayors of seaboard cities before the various sections of the Congress.

U. S. NAVY LOST FEW VESSELS IN WAR.

Enemy Submarines Destroyed Only Twelve; 44 Lost of All Types of Ships.

Only 44 vessels of the navy, including army and cargo transports manned by naval crews, were lost from the declaration of war, April 6, 1917, until hostilities ceased November 11, and only twelve of these were destroyed by enemy submarines.

This is revealed by an appendix to the annual report of Secretary Daniels made public Tuesday. Only three of the twelve ships torpedoed were war craft, the destroyer Jacob Jones, sunk December 6, 1917, with a loss of 62 lives, and the coast guard cutter Tampa, sunk September 6, 1918, with a loss of 112 lives, and the armed yacht Alcedo, which carried down 20 men.

Three ships lost by mines included only one war craft, the armored cruiser San Diego, which went down off Fire Island, N. Y., last July 19, with a loss of 50 lives. This was the only loss of life on ships destroyed by mines, but a total 678 men on torpedoed ships were drowned or killed by explosions. These included 40 men on two ships, the transport Mount Vernon and cargo carrier Westbridge, which were towed to port and repaired.

Fifteen ships, including the destroyers Cahuncey and Shaw, the submarine F-1, four submarine chasers, the coast guard cutter Mohawk, the cruiser Schurz, the yacht Wakiva II and the patrol boat Tarantula, were lost in collisions. The other vessels of the fifteen were cargo carriers. The total loss of life was 77.

Fourteen vessels, including the Collier Cyclops, were given under the head of miscellaneous sinkings. These included three submarine chasers, two trawlers, two patrols, two yachts and two tugs and the total loss of life was 346. The Cyclops was given in the list of "mysteriously disappeared." One of the patrol boats was sunk by German shore batteries while one of the submarine chasers was "shelled by mistake." Two of the ships were destroyed by internal explosions.

A total of 151 American merchant vessels were lost between August, 1914, and November 11, 1918. Submarines accounted for 139 of these, mines five, and enemy raiders seven.

Naval casualties in the enlisted personnel from April 6, 1917, to last November 15, were 1,121 including fifty-five men of the U. S. Scorpion interned at Constantinople. The summary shows: Dead, 893; injured, 130; missing, 22; prisoners, 8; unaccounted for, 3; and in hospital, condition unknown, 10.

There were 351 casualties among the commissioned personnel, thirty-six officers were killed in actual combat with the enemy, 81 died of accidents, collisions, etc., and 234 died of natural causes.

RECONSTRUCTION OF LA BELLE FRANCE.

To reconstruct the destroyed portions of France architecturally as they were before they were ruined by the Germans is the purpose of the French government as outlined by Bernard J. Shoninger, formerly president of the American Chamber of Commerce of Paris.

The French government plans to accomplish this by reimbursing individuals for their shattered homes, mills and factories according to their value before their destruction. Mr. Shoninger recently told the executive committee of the Philadelphia Chamber of Commerce.

Ultimately, he said, Germany will pay the bill for restoration.

Throughout the war, he added, French boards of appraisers have been estimating the values of property destroyed by the Huns and now have accurate data. To those who desire to rebuild, the French government will issue indemnity bonds up to 80 per cent of the former value of his property. While the external appearance of the buildings rebuilt will be retained, Mr. Shoninger said, the interiors will be constructed in modern, sanitary style.

Referring to the fact that the French government has made arrangements to purchase materials of reconstruction by pooling or combining its orders, he suggested that American manufacturers would be asked to supply some materials and that they promote the formation of selling combinations so that possible huge orders for construction materials from France could be rapidly assimilated.

From Arms to Arms.

The impetuous haste with which returning German soldiers are seeking to enlist in the ranks of matrimony is a case of rushing from arms to arms.—Norfolk Virginian-Pilot.

TIHS STATE PROTESTS AGAINST HIGHER RATES.

Corporation Commission Files With I. C. C. Brief Opposing Consolidated Classification.

Raleigh, Dec. 11.—North Carolina Corporation Commission today filed before the Interstate Commerce Commission a brief opposing the projected consolidation classification and declaring that increased rates predicated upon the classification should not be made.

The commission takes the position that representative Southern lines are "showing better than average conditions of operating revenue on existing transportation charges, and are accumulating reserves on present basis of transportation charges, largely in excess of operating costs and government rentals, while operating costs may be expected to tend to a lower level in the period ahead of us."

Touching the disturbance of North Carolina rates the commission says that waiving questions of jurisdiction there can be no finding on the testimony presented "without doing violence to the principle of rate construction that have found unanimous approval of all the courts of the land." The commission then contends that ending June 13, 1918, the Coast Line "shows excess of North Carolina earnings per mile of road, over system earnings per mile of road of 24.36 per cent." The Southern shows 23.84 and the Seaboard 67.42.

And finally declaring the people of the State have met all demands which war and patriotism made upon them and avoiding conflicts of authority by submerging their rights and privileges, "guaranteed to them by constitution reservation, with the return of peace the challenge shifts, and patriotism calls for a wholesome respect for the constitutional privileges and guarantees by all public officials, federal and State."

It urges no action with respect to the North Carolina classification.

LOOKS FOR 24-INCH CANNON.

General Coe Says Nominal Range Would Be 40 Miles.

Ordnance Development during the war has brought cannon makers to the point where the 24-inch rifle is easily practicable, Major-General F. W. Coe, chief of Coast Artillery, said today in his annual report. The nominal range of a gun of this size would be 40 miles, the report says, but "longer ranges for special types are possible if desired."

The limit has not yet been approached in the size of tractor-drawn artillery, declares General Coe, intimating that a successor to the German "Big Bertha" is to be expected.

"In the case of harbor defenses," the report declares, "the existing armament lacks in power when judged by latest standards. In order to provide for the unhampered movements of our own fleets in leaving important harbors it will undoubtedly be necessary in many cases to supplement the existing defenses with the highest power, largest caliber guns, placed as far to the front as possible. Recourse will consequently be had to fixed displacements."

Vice-President at Cabinet Meeting

Vice-President Marshall presided over Tuesday's cabinet meeting at the request of President Wilson, who is en route to Europe and set, according to the White House staff, a new precedent in the conduct of American executive affairs. No other Vice-President so far as records show, ever presided at a cabinet session.

In taking his seat Mr. Marshall set at rest any theories that he might be acting as President. He said he was attending the gathering "informally and impersonally, not undertaking to exercise any official duty or function." Before going to the White House Mr. Marshall explained that the President before departing for Europe had asked him to preside at the Cabinet meetings and had repeated the request by wireless from the George Washington.

Clemenceau Will Probably Preside at First Sitting.

Paris, Dec. 11.—A Paris dispatch says President Wilson will probably not sit at the peace table at the preliminary sitting and therefore Premier Clemenceau will probably preside. President Wilson is not expected to return to the United States before the end of February. Abolition of Compulsory Military

Chance for George to Be Useful.

We see Mr. Wilson is to occupy Prince Murat's mansion while in Paris, and if the regular butler is away we shall be in favor of putting George Creel in plush pants and letting him buttle.—Grand Rapids Press.