

HOUSE HEARS REPORTS CONCERNING BUILDING OF ARMY CANTONMENTS

Majority Report Presented By Republican Committeemen States That More Than 78 Million Dollars Was Lost By the Government In Construction of National Army Cantonments - Democrats Defend Administration Program.

(By The Associated Press.)

WASHINGTON, April 12.—Two opposing reports on the long congressional investigation of the construction of 32 army camps and cantonments were submitted today to the house by a war expenditures committee and debated for several hours. The majority report, presented by Republican committeemen, criticized government agencies and officials in charge of the war building program, while the minority report of the Democrats defended the administration.

The government lost \$78,531,521 on the sixteen national army cantonments, it was estimated by the majority report, which asserted this was due to "waste, inefficiency and graft" resulting from cost plus contracts, which were said to be "wide open." No estimate of loss on the national guard camps was made by the majority.

Dissenting from the majority findings, the minority declared that the construction work was equivalent to building 32 cities, each with 37,000 to 46,000 population, and added:

"This tremendous task was practically completed in three months and stands out as one of the great achievements of the war."

Representatives McKenzie, Illinois, and McCulloch, Ohio, republicans, and Doremus, Michigan, democrat, were the committeemen who conducted the investigation, and their divergent reports were accepted respectively by the 10 republicans and five democrats composing the full committee on war expenditures.

The majority submitted six recommendations for legislation by congress, including the submission to the states of a constitutional amendment making "profiteering in war time treason." It also urged that the department of justice be asked to investigate work at every camp "to the end of bringing to book those responsible for losses to the government, and frauds through which they occurred, both by recoveries and merited penalties."

No recommendations were made in the minority report, and it listed two conclusions, one condemning the majority report and the other defending Secretary Baker, who the majority declared, "must bear the final responsibility." The majority conclusion as to the secretary's responsibility was but one of its more than four score conclusions. Along with these, the majority cited several items, amounting to many thousands of dollars, which it was argued could legally be recovered by the government from contractors.

The majority declared Secretary Baker should not have permitted a departure from the old method of competitive bids, declaring that with him "must rest the final responsibility for the entire situation, including violations of law, defrauding, waste, losses and delay."

In turn, the minority said the secretary "was amply justified in abandoning the usual peace time method of awarding contracts upon competitive bidding and in substituting for it the so-called cost plus system."

"The minority is of the opinion," added its report, "that if the views of the majority had been adopted at the beginning of the war, the whole building program would have been in a state of chaos, many of our troops would have perished with cold or died of disease in the winter of 1917, and the German army would have been in Paris before our soldiers could have entered the battle lines."

Besides the secretary, the majority report held Colonel W. A. Starrett, an architect of New York, "primarily" responsible for adoption of the cost plus contract, and it was intimated that he used his position on the emergency construction committee to obtain contracts for the George A. Fuller Company, of which his brother was president.

The minority said this "charge" of use of position to get contracts for the Fuller company "rests wholly upon insinuations" and pointed out that Starrett was not examined by the committee. The minority added that the committee did not show "the slightest reflection upon the manner in which the company's contractual relations with the government were carried out."

terests. The majority asserted that there was delay in the construction work, citing that night work was not performed, but the minority said "the average time for constructing each building in the entire sixteen cantonments was about forty-six minutes." Complaints by the majority of loafing by workmen, the minority also said, was "effectually answered by this record." "It was admitted by the minority, however, that there was some loafing."

Among its many conclusions, the majority charged the law creating the council of national defense and permitting establishment of subordinate bodies was "perverted from its clear intention and transcended, particularly in matters relating to construction work."

The subordinate bodies, it was said, "became in fact actual dominant functioning organizations" and that the emergency construction committee, headed by Colonel Starrett produced separation of the cantonment division from the war department, and then "usurped and dominated functions of that division."

Further, the majority said, the maximum limitation of a fee or amount earned by a contractor was not a safeguard to the government, that extravagant expenditures were made generally, that contrary to the intention of the law drafting the contract that "sub-contracting was generally practiced," that the schedule of rentals was "exorbitant" and that "the chief factor toward inefficiency and idleness was the general knowledge among workmen that the contract was on a cost plus percentage basis."

The conclusions of the majority also declared that failure to classify carpenters correctly alone caused a loss of \$400,000 for each cantonment, "that there was delay in calling troops for training because of a delay in construction," and that "as a result of the system used the cantonments cost from 40 to sixty per cent more than the amounts for which they could have been built."

The exact cost of the construction, the majority concluded, may never be known. Specific investigations of conditions were made at camp Sherman in Ohio and Grant, in Illinois, at which the majority said the "waste, idleness and extravagance disclosed" also "existed at other camps."

The legislation, which the majority recommended to be enacted by congress, would prohibit cost plus contracts on government work, prevent officials from discharging the competitive bid system, place war activities, not military, under a system of "fixed responsibility," give war workers generally commissions "in the proper corps or arm of the services," make the engineer corps of the army responsible and in charge of all army construction, and "restrict the sub-contracting evil."

MT. HOLLY MATTERS

Correspondence of The Daily Gazette.
MT. HOLLY, April 12.—The house on South Main street formerly occupied by Dr. B. D. Moore has been bought by Mr. Conner Stroupe, who moved into it last Tuesday.

Mumps are appearing among the school children and among older persons as well. Mrs. E. L. Jenkins is confined to her home with a case of the mumps.

Mr. F. H. Dunn's new brick store is nearing completion and will add much to the convenience of his present building. A business deal of considerable size was consummated Friday night when Messrs. Lewis & Ridehour, druggists, sold out to Mr. R. K. Webb. Possession was given immediately, Mr. Webb assuming control Saturday morning. Mr. Webb is an experienced druggist and will serve the people when called on.

Mr. Ed Fisher, tired of the duties of ownership, has sold his barber shop, which is an up-to-date one, to Mr. E. L. Jenkins, the consideration being over \$2,000. Mr. Jenkins took over the business with all the barbers at work, no change being made in the force.

We are reliably informed that this month will bring to us two blushing brides and the corresponding number of proud and exultant grooms.
Mr. Jenn Dewatoc, of Charlotte, was a week-end visitor at the home of his mother, and also visited his sisters, Mrs. Henderson and Mrs. J. A. Costner.

PRINCE ALBERT WHO WILL VISIT AMERICA



Prince Albert, a brother of the Prince of Wales, who will represent Great Britain at the Tercentenary celebrations of the landing of the Pilgrim Fathers in the United States next autumn. He will probably spend some time visiting cities in Canada and America, and according to present plans his visit will include a call at the White House in Washington. Prince Albert will be 25 years of age in December, and is an all-round athlete. He is anxious to visit the United States.

REV. G. R. GILLESPIE PREACHES TO SCOUTS

Boy Scouts, Campfire Girls and Kindred Organizations Hear Good Sermon From Rev. Mr. Gillespie at First Presbyterian Church - Music For Service Was Especially Good.

Before a congregation that packed the spacious auditorium of the First Presbyterian church Sunday night and overflowed into the gallery, Rev. George R. Gillespie, assistant pastor of the First Presbyterian church delivered a masterly sermon to the Boy Scouts, Campfire girls, and the Bluebird organization of girls, in Gaston county. One half of the main auditorium was reserved for the young people's organizations, who sat in a body. More than 125 young boys and girls from Gastonia and suburbs, Dallas and Randle were present in uniform for the service.

Mr. Gillespie's sermon to the young folks was particularly timely and appropriate. His discourse was based on the story of the rich young man who although possessed of many worldly goods and much wealth felt that there was something lacking in his life, and came to Jesus Christ seeking to fill that need. From this very beautiful story, Mr. Gillespie pointed out to the young boys and girls the supreme necessity of their taking Christ as the rule and guide of their lives. He cited the example of Pontius Pilate who washed his hands of the affair in answer to the great question, "What will ye do with Jesus?" "There are many things," said Mr. Gillespie, "that you young folks must decide for yourselves within the next few years, your education, your companions, the making of your home and the choosing of your life companions, but none of these is as important as the choosing of Christ."

The sermon by Mr. Gillespie was an impassioned plea to the young boys and girls. It was illustrated with striking bits of testimony and evidence, including one from the life of the speaker.

The musical program rendered by the choir at the service was especially beautiful. The anthems, "Onward, Christian Soldiers," in which solo parts were taken by Miss Harvey, Mrs. J. Holland Morrow and Mr. P. H. Thompson, was rendered in a beautiful manner, and was heard with intense interest by the large congregation. The duet, "Jesus, Lover of My Soul," by Miss Harvey and Mr. Thompson, was also beautifully sung.

There were present at the service the following organizations: Troops from Dallas, Mr. Marshall Brown, Scoutmaster, Randle, Prof. F. L. Smith, Scoutmaster, Gastonia Troop No. 3, Mr. Otto Duncan, assistant scoutmaster, Gastonia No. 2, Mr. Donald Stroup, Scoutmaster, Campfire girls under Miss Edith Piekens from the Gray - Parkdale mills, Miss Ruth Blythe's camp of girls and camp fire girls from Randle.

40 PER CENT RETURN

(By The Associated Press)

COLUMBUS, O., April 12.—Approximately 40 per cent of the striking yardmen employed by the Pennsylvania railroad here returned to work this morning, according to company officials. Yardmen of other railroad systems were holding meetings today to determine what action they will take.

MERCHANTS TO BEGIN SATURDAY NIGHT CLOSING

Will Close on Week Days at Six o'Clock and On Saturday Evenings at 8 o'Clock - List of Merchants Who Have Signed Agreement to Close.

In deference to public sentiment Gastonia merchants representing nearly all the stores in the main business section have signed an agreement to close at 6 o'clock week-days and at 8 o'clock on Saturdays, beginning this week.

The agreement is as follows:

- We, the undersigned merchants, hereby agree to close at 6 o'clock on Monday, Tuesday, Wednesday, Thursday, and Friday evenings and at 8 o'clock on Saturday nights, beginning April 12th, 1920:
- Craig & Wilson
- Columbia Tailoring Co.
- J. W. Culp, Standard Hdw. Co.
- H. M. Van Sleet
- Rankin-Armstrong Co.
- Robinson Shoe Co.
- Hope Mercantile Co.
- H. P. Stowe Co.
- Matthews-Belk Co.
- E. Frohman
- A. S. Karesh
- The Efrid Co.
- Kirby-Warren Co.
- Winget Jewelry Co.
- Torrence-Morris Co.
- John L. Beal
- Spencer-Atkins Book Co.
- A. J. Kirby & Co.
- The Globe, John Honigman,
- Howell-Armstrong Shoe Co.
- Kendrick-Riddle Co.
- McNeely Co.
- R. H. Jacobs
- H. Schneider
- D. & L. Lebovitz
- H. Miller
- M. Kaufman
- Max Silver
- B. Silverstein & Sons.
- M. Schultz
- Sherman Brothers
- Rankin-Chandler Furniture Co.

WILL DISCUSS THE TROUBLES OF A MERCHANT

Harry A. Brown, a representative of The National Cash Register Company, of Dayton, Ohio, is in the city and is making arrangements with the Department of Mercantile Affairs of the Chamber of Commerce for bringing to Gastonia the noted lecture, "The Troubles of a Merchant and How to Stop Them."

The lecture is principally for business men, merchants and clerks, and from reports from other cities it is one of the most interesting and instructive lectures of its kind ever put out on the road. The lecture outfit consists of an advance man, lecturer and operator, and the equipment consists of an entire motion picture and stereoscopic outfit, slides, etc. Six large trunks are required to transport the equipment.

This well known lecture, will be of vast benefit to the merchants and clerks of Gastonia.

The date has been fixed for Thursday, April 22, and will be given at the courthouse. There will be no charge for admission.

MAIL SERVICE INTERRUPTED.

(By The Associated Press)

WASHINGTON, April 12.—Postoffice department officials said today that thus far there had been no serious interruption of the mail service, but that mails were being delayed at a number of places, including Chicago, St. Louis and other cities. Mail coming to Washington from New York is several hours late as is also that going into the south.

The strike of switchmen in the local yards which began yesterday was being felt today. Some trains arriving from the south could not be handled at the Union station and passengers were put off after the trains crossed the Potomac into the city.

COLDER TONIGHT.

(By The Associated Press)

WASHINGTON, April 12.—The temperature will fall decidedly tonight and Tuesday in Tennessee and the east gulf states and Tuesday in the Atlantic states, the weather bureau announced today.

DISCUSS SITUATION AT WHITE HOUSE

(By The Associated Press.)

WASHINGTON, April 12.—W. N. Doak, vice president of the Brotherhood of Trainmen, and Senator Cummins, chairman of the senate interstate commerce committee, which is to investigate the strike, called at the white house today to discuss the situation with Secretary Taft.

MAY GO OUT AT NEW ORLEANS

(By The Associated Press.)

NEW ORLEANS, April 12.—Unless wage increase demands are met by 3 p. m. tomorrow 1,000 switchmen here will go on strike, it was announced today by officials of the yardmen's association local. The Illinois Central and Public Belt Railroads will be most seriously affected in event of a strike, it was said.

NEW YORK FIGHTING TO FREE ITSELF FROM HARDSHIPS OF STRIKE

Despite Worst Efforts of Strikers Some Passenger Trains Are Maintained and Milk Trains Creep Into the City - New Jersey Commuters Still Find Trouble In Reaching City - Conditions In Chicago Seem to Be Improving.

(By The Associated Press.)

NEW YORK, April 12.—Commuters were hardest hit as New York entered the fifth day of the local tie-up caused by the spread to the eastern seaboard strike of the unauthorized railroad strike. When the city resumed its daily business after the week-end respite, it was found that gaps in the ranks of the workers, noticeable last Saturday, had increased.

Many thousands reaching Manhattan Saturday only after long delays, apparently abandoned any attempt to journey to the city today. Although threatened trolley strikes in New Jersey and Staten Island failed to develop, passenger service both in Jersey City and on Long Island was further demoralized. Across the Hudson many automobile owners converted their machines into non-payment jitneys to bring workers to ferry slips, but with the Hudson tubes still closed by the strike and ferries operating with reduced crews because of a walkout of marine workers, only a relatively small proportion of the commuting boats crossed the river.

Meanwhile, although not yet feeling the pinch of hunger New York prepared to face the serious situation caused by freight and express embargoes placed on virtually all lines. Health Commissioner Copeland has called a parley this afternoon of food dealers to discuss the situation and prepare for a possible food shortage.

NEW YORK, April 12.—New York with its back against the wall, struggled desperately today to free itself from the tentacles of the octopus-like epidemic of unauthorized railway strikes.

Out of the maze of conflicting reports, of new strikes called, and of others threatened—railroad officials professed to see a ray of hope, because some passenger service had been maintained and food and milk trains managed to creep into the city. It was admitted by the railroad officers, however, that the situation still was grave but they assumed the optimistic attitude that if they weathered today's storm the situation would soon approach the normal.

The lull in business activities over Sunday gave the railroads a breathing spell in which to marshal their forces in handling the tide of commuters sweeping into the metropolis. Under normal conditions 700,000 persons come to this city each day.

With the Hudson tubes still tied up by the strike the bulk of the burden of handling New Jersey commuters fell upon the ferries plying the Hudson. The ferry service was handicapped too by the strike of harbor workers, but each boat was jammed beyond capacity by commuters who had stood in line at ferry houses for hours. Police reserves had a strenuous time trying to control the mad rushes for the boats.

CONDITIONS IN THE WEST ARE IMPROVING

(By The Associated Press.)

CHICAGO, April 12.—Developments west of Pittsburgh in the switchmen's unauthorized strike today were regarded by railroad brotherhood officials as pointing toward a gradual dissolution of the insurgent forces, but in the east, where the walkout was joined in several districts by trainmen the situation assumed a more serious aspect.

In the central and far west numerous reports of defections from the strikers' ranks followed the report of the first important break at Columbus, O. where six hundred switchmen voted to return to work.

At Chicago, admitted keystone of the walkout, railroad officials were presented "terms for settlement of the strike" which included recognition of the new union formed by dissenters, from the Brotherhood of Railroad Trainmen, and the Switchmen's Union of North America. In the settlement proffered by John Grunas, president of the Chicago Yardmen's Association, who called the strike, at least one radical concession was made—abrogation of the claims for back pay demanded by the older organizations in their contracts with the government. That possibly would mean a saving of hundreds of thousands of dollars to the railroads, it was said.

Other clauses in the proposed settlement agreement demanded granting of the original wage increase called for in the strike announcement, to become effective upon the return of the men to work.

eight hour basic day, and time and a half for overtime, Sundays and holidays and double time for overtime on Sundays and holidays.

In addition to the gradual improvement claimed by railroad heads in the Chicago district which the brotherhood officials said presaged a return to normal throughout the country the organization leaders pointed to the votes at Columbus, Port Wayne, Ind., Akron, O., and Saginaw, Mich., as marking definite breaks in the strike.

At Akron striking switchmen on the Erie, Baltimore & Ohio and Akron, Canton and Youngstown railroads, voted at a mass meeting to return to work; 250 of the 300 strikers at Port Wayne voted to return to the yards this morning and the remaining workers, employees of the New York Central, will meet today to decide their course.

In the far west and various other cities in the middle west local unions voted not join the strike. Seattle, Tacoma, Everett and Auburn, Wash., and Cincinnati, Little Rock, Ark., Memphis, Tenn., and St. Joseph, Mo., switchmen registering that intention.

Yardmen at Duluth, Minn., and Superior, Wis., decided to continue at work and await developments. Officials of the terminal railroad association at St. Louis said conditions were improved. The company's engineers voted to remain "loyal."

The first vote on a sympathetic strike in Canada was negative.

Despite these reports however, Grunas declared "we are going to win."

STORY OF STRIKE BOUND

PASSENGERS

NEW YORK, April 12.—The story of being "strike bound" in the foothills of the Catskills on the Chicago express when it was abandoned by its crew at Porth Jervis, N. Y., was told by passengers on arrival here this morning 10 hours late. A fireman sent from Jersey City on an outbound train aided the engineer in finally bringing in the stalled train.

A "mob of railroad men" met the express when it reached Port Jarvis, according to Mrs. E. G. Starch, of Lynbrook, and Mrs. A. B. Cobb, of Corning, N. Y. They swarmed about engine and dragged the fireman to the ground, they said.

The conductor and the rest of the crew endeavored to persuade the strikers to let the fireman resume his post and allow the train to proceed to Jersey City. This was refused and Mrs. Starch said the strikers shouted that the only way the fireman could go to Jersey City on the train would be "in a wooden box."

The passengers, after a considerable time, searched for lodgings. Some of them managed to rent rooms for a few hours at \$5 each, Mrs. Starch said. Food was procured and the station agent agreed to announce "an hour before hand when the train would start."

At 11:30 p. m. this word came and the passenger "tumbled on board like gleeful school children scrambling over the tracks in the dark." But it was after 3 o'clock this morning before the new fireman arrived, and considerably later when the train finally pulled out for Jersey City again, Mrs. Starch said.

WORSE IN PHILADELPHIA

PHILADELPHIA, April 12.—Strike conditions in and around Philadelphia are reported worse today. Many men who had remained at work, joined the strikers this morning. Between 150 and 300 switchmen and others at the Baltimore & Ohio station in this city struck at midnight.

PALMER GETS INTO ACTION.
WASHINGTON, April 12.—Attorney General Palmer returned to Washington today and immediately conferred with officials of the department of justice who have been keeping in close touch with the railroad strike situation.

There was no indication what recommendations they laid before the attorney general, but all admitted the situation to be serious.

Mr. Palmer's aides had received today a new sheet of telegraphic reports on conditions at points of disturbance. They refused, however, to disclose their contents.

It was understood that Mr. Palmer has begun the preparation of a special brief for the court in the strike case.