

TRAINS STOPPED BY RAIL STRIKE IN CALIFORNIA

Entire State Without Rail Transportation—Strike Unauthorized by Unions.

(By Associated Press)

SAN FRANCISCO, Aug. 27.—Most of California was without rail transportation today on account of strikes of trainmen, and shopmen. Strikes, some announced to be in sympathy with striking employees of the Pacific Electric company at Los Angeles and some without any announced reason, broke rapidly last night and were followed by orders here and in the east against selling tickets to or through the troubled areas.

Mainly the strikes in the south are of members of the "big four" railroad brotherhoods, but in northern California, where they began yesterday and last night they principally are of yard employees. None of the strikes are sanctioned by international officers of the unions. A committee named by striking yard employees here last night has instructions from the strikers to take steps today looking to a spread of the strike.

Railroad administration officials here admit themselves unable to move trains and declared today they must remain so until some change takes place in the situation. Virtually similar conditions prevail at Los Angeles. Mail is accumulating at both cities as well as in many smaller places some of which particularly in southern California have normal communication for several days.

Embargo Orders on.

Embargo orders are in effect here on all passenger traffic, clerks having instructions to sell no more tickets to any point for the present.

At Los Angeles the Pacific Electric company is making efforts to move trains from nearby points and attained some success but here trains usually operated for commuters were not made up last night and that portion of the public which could not reach home by auto spent the night in this city.

Some division points between here and Los Angeles were unaffected by the strikes but as sections on both sides of them were idle their activities did little to relieve the general situation.

Fruit Crop Damaged.

Damage to the fruit crop, commencing several days ago, when lack of transportation first prevented shipments of fruit to and from packing houses, today has assumed serious proportions. Factories at San Jose, which normally supply cans for the state's fruit canning industry, have little can plate on hand and will have to close down unless the situation is alleviated.

Trains destined for California are being held at points as far east as Albuquerque, N. M.

The army transport Dix is at San Diego, awaiting a cargo of mules for the Philippines which the strike prevents from being shipped to the port.

Thunder Showers on Way, Declares Weatherman

Unsettled weather is due in Richmond tonight, according to Weatherman Moore. Occasional thunder showers for the next 48 hours are predicted. The temperature will be slightly warmer in the next few days, Moore said.

Operations of Army "Canning Factory" Told

(By Associated Press)

WASHINGTON, Aug. 27.—Operations of the army reclassification depot at Blois, popularly known in the A. E. F. as "the cannibal factory," were detailed in a report issued today by the war department. Officers ordered to Blois for reclassification, totaled 1,081 of whom 762 were assigned to the service of supply, 118 were returned to combat units and 201 were returned to the United States. The records show six of every 1,000 regular army officers were sent before efficiency boards as compared with 3 of every 1,000 emergency officers. Fourteen of the former were demoted, 136 assigned to the same rank but in the supply service 35 were sent home and 48 were discharged.

FUNERAL SERVICES HELD FOR MRS. W. RAMSEY

CAMDEN, O., Aug. 27.—Mrs. William Ramsey, 71 years old, died at her home on South Main street, Monday night of heart trouble. She lived most of her married life on a farm, moving to Camden a few years ago.

She leaves her husband and two daughters, Mrs. Lottie Reese, of Montana, and Miss Clara Ramsey.

Funeral services were at the home in Fairhaven cemetery.

Camden, O.

Mr. Fowler, of Indianapolis, Indiana, spent Sunday with his mother, Mrs. Mollie Fowler....Mrs. Fay Yealland and sons, Robert and Fred, who have been visiting Mrs. Yealland's mother, Mrs. Core McCord, left for their home in Philadelphia, Tuesday morning.

James Catron is quite ill at this writing....Howard Pattison, who has been suffering from rheumatism, is able to be up again....Elwood Davis made a business trip to Richmond, Monday....Dr. Clara Robertson and Mrs. Silas Seaman were calling on Camden friends Tuesday....Harry Patton and wife will move to the Bader property on North Main street, Thursday....Miss Laura Carson, who has been spending the summer in Michigan, will be home the last of this week....Clayton Connerie of near Somerville, have bought the Neal Mikesell property on North Main street and will soon occupy it.

CHENOWETH COMPANY GIVE FLIGHTS AT OXFORD

OXFORD, O., Aug. 27.—Merchants of the village yesterday closed a contract with the Chenoweth Aviation company, of Richmond, Ind., to give an aeroplane exhibition here next Saturday. Lieut. Edward Rodefeld will make the flights.

News Dispatches From Surrounding Communities

MILTON—Governor James P. Goodrich will be the speaker at the grange union picnic to be held at Robinson park at Connersville, Thursday. An invitation has been extended to the public to attend.

Mr. and Mrs. J. L. Manlove celebrated their golden wedding anniversary Monday. Guests who spent the day with them were Mrs. Irvin and Mrs. Ray, Mrs. Stanley Murphy and daughter, of Chicago, Mr. and Mrs. Edward Manlove of Indianapolis, and Mr. and Mrs. Harry Manlove and children.

ELDORADO—C. O. Drayton of Greenville, Ill., president of the National Society of Equities, was the speaker at the meeting of the Eldorado Co-operative Grain Elevator association held Monday at the centralized high school. Eight new members were added to the association. Other meetings scheduled for the week are: Campbellstown, Wednesday night; Ingomar high school, Thursday night; Dixon township high school, Friday night; Eaton court house, Saturday afternoon.

WEST ALEXANDRIA—The funeral of Mrs. Mary Mause was held at the Methodist church Saturday, the Rev. Joseph Bennett officiating. Burial was in Fairview cemetery. Mrs. Mause was 72 years old.

WHOM DOES H. C. L. HIT HARDEST? "EVERYBODY," SEEKS TO BE OPINION

Whom do you think is the hardest hit by the high cost of living? There is the question that has been asked hundreds of times day by local residents.

A reporter has interviewed a number of citizens of Richmond, from all walks of life, male and female, on the subject. Their ideas vary widely.

"All Hard Hit"

Jentry Cain, Y. M. C. A., railroad brakeman: "All are equally hard hit by the high cost of living in my estimation."

C. B. Beck, postmaster: "Postal employees. No postal employee has received an increase of over 25 percent in wages, and several of them have received no increase at all, while everything has gone up. Living conditions are now 92 per cent higher than they were on July 30, 1914."

Paul Philisethwaite, assistant "Y" secretary: "I believe that the working public has been the hardest hit, because their wages have not raised nearly as much in proportion with the necessities of life."

Lieutenant H. B. Turner, formerly of the 46th infantry, now attached to Colonel Wood's staff in Washington: "The working public. Wage earners have to live from hand to mouth, and can never get ahead in anticipation of hard times."

Miss M. Jones, stenographer: "It is a very hard question to decide. However, in my estimation, everybody seems to be rather hard hit."

Dr. J. H. Kinsey: "I believe that non-union people are the hardest hit, as a result of the actions by the many unions. Every time that strikers are granted a wage, it tends to shoot upward the prices of all commodities, and those who are affiliated with any union are the hardest hit as a result."

Miss Mary E. Bertsch, Y. M. C. A. dietitian: "I am of the belief that the laboring classes are the hardest hit of any. They have to live too much by hand to mouth and are not good managers, therefore, they have never been able to save to a great extent."

John R. Holiday, court reporter for circuit court: "The salaried man, whose salary has not risen in proportion to the essentials of life."

"Up Poor Actors."

Frank Holland, manager Murray Theatre: "I am not familiar with all the phases of life, but it seems to me that the actors have been hit rather hard. Although their salaries have quadrupled in the last eight years, the increased cost of living, hotel expense, railroad transportation, eating, and other things have also shot skyward."

S. Twigg, proprietor of the Twigg Billiard and Bowling company: "The clerk whose wage or salary has not raised in proportion to the increased prices of all other commodities."

Doctor Woodward, of the Friends' "People with inelastic incomes, and salaried persons, whose salaries have not increased to enable them to cope with the present high prices, are the hardest hit by the high cost of living, in my estimation."

William A. Smith, returned soldier of Co. F, 9th Infantry, 2nd Division, Y. M. C. A.: "I believe that the working classes are as hard hit as any. A working man who earns five dollars a day will have to use every cent in making both ends meet, and as a result, will be unable to get ahead."

Salaried Folks Suffer.

J. H. Bentley, superintendent of schools: "Salaried people, mainly public clerks, are probably hit the hardest in my estimation. Persons with a fixed income, which has not increased, while all the commodities essential to livelihood, have soared sky-high, are also very hard hit."

W. G. Gate, principal of the local high school: "A man with a fixed income is probably the one that the high cost of living strikes home to more than any other."

Charles Jordan, president First American Bank: "Salaried people, whose salaries have not risen in pro-

NEW PARIS—Thirty farmers attended the meeting of the Farmers' Co-operative association held here. Harry Bragg was in charge of the meeting. C. O. Drayton addressed the public to attend.

STRAUGHEN—School will begin here on September 8. Teachers engaged for the year are Mrs. J. W. Shockley, Misses Blanche Hazelrig and Altha Hall.

DUBLIN—The Rev. W. A. Strickler of Sugar Grove will be the new pastor for Sugar Grove and Dublin Methodist churches. He will give his first sermon here next Sunday morning and evening.

Funeral services for Mrs. Clark were held at the home of her daughter, Mrs. Ammon, Sunday afternoon, the Rev. McCormick, of Milton, in charge. Burial was in Bentontown cemetery.

Donald Demaree, 14-year-old grandson of Mrs. Sarah Demaree, was injured on his way from Dublin to Anderson, Monday. He was riding his wheel, and in attempting to pass a wagon was struck by an automobile, whose approach had been hidden. His arm was broken and he was badly bruised and cut. He was taken at once to the hospital at Anderson where he was joined by his father, Arthur Demaree. The boy came on his wheel from Indianapolis last Wednesday for a visit here.

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FIRST WOMAN AERIAL MAIL CARRIER NEEDS MALE HELP TO BOARD MACHINE



"Fanchon" being helped into her mail plane by Lieut. C. C. Nutt.

This woman is the first of her sex to take up aerial mail carrying. As the picture plainly shows, however, she requires the services of a member of the opposite sex to help her into her plane. The photo was taken recently at Sacramento, California.

1,000 FOOT SHIP IS PROJECTED; WILL BE SPEEDIEST BUILT

(Scientific American)

At last we are to have a 1,000-foot ship, or rather two of them. The shipping board, through its energetic chairman, is responsible for the announcement that two ocean liners, exceeding in length, size, speed and accommodations any vessel that is now afloat, are to be at once laid down by the United States government and pushed through to completion.

The dimensions are certainly impressive; a length of 1,000 feet, a beam of 102 feet, a draft of thirty-five feet and a gross tonnage of 5,000 tons, will place these vessels well ahead of the Leviathan, which is today with its length of 950 feet and beam of 100 feet, the largest ship afloat.

The era of extremely long ships began in 1911, when the Empress 883 feet in length, was placed in service. Three years later the Imperator, the first ship to exceed 900 feet, steamed into this port, and she was followed in 1914 by the Vaterland, now the Leviathan with her length on deck of 950 feet.

The most remarkable characteristic of the two shipping board vessels will be their speed of thirty knots. This will be the greatest increase in speed ever made in a single advance. It is rendered possible by recent improvements in turbine engines, and it is expected that 110,000 horse power will be sufficient.

Speed Is Promised.

At no time in the eighty years of steamship travel across the Atlantic has there been such a jump in the speed as is promised for the new shipping board vessels. The greatest previous advance occurred between the Deutschland of 1900 and the Lusitania of 1906. The former made a crossing to the eastward at twenty-three and one-half knots and the Lusitania raised this mark to twenty-five and one-half knots, an advance of two knots.

Only once has so great a power been installed in a ship, and that was on the battle cruiser Repulse and Renown, built during the war. These vessels made thirty-two knots, but they were small compared to the 1,000-foot vessels, being only 794 feet long, 90-foot beam, 23½ feet draft and 23,500 tons displacement. The Renown made thirty-two knots, with 112,000-horse power; but the new shipping board vessels will be over twice her displacement, and although they will have the advantage of greater length and possibly of finer model, it is probable that the towng tank tests will call for considerably more than 110,000-horse power, if these ships are to maintain a speed of thirty knots.

The letter states that the Spartacus organization will not send its laborers to France and declares the manner of transporting workers, their separation from their families and their quarters in barracks is reminiscent of bodily slavery.

"The picture," the latter writes, "is made prettier by negotiations between the Germans and French as to the part German industry will play in the work of reconstruction. Labor by the proletariat is the price with which the bourgeoisie purchases the continued existence of the fatherland."

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