Franklin D. Roosevelt — "The Great Communicator"

The Master Speech Files, 1898, 1910-1945

Series 1: Franklin D. Roosevelt's Political Ascension

File No. 128

1920 July 20

Columbus, OH

"All the News That's Fit to Print."

The New York Times.

THE WEATHER
Fair today and probably Thursday; gentle, shifting winds.
☞ For weather report see next to last page.

VOL. LXIX...No. 22,824 NEW YORK, WEDNESDAY, JULY 21, 1920. TWO CENTS In Greater New York THREE CENTS Within 200 Miles FOUR CENTS Elsewhere

SHAMROCK WINS SECOND RACE WITH BURTON AT THE WHEEL; RESOLUTE BEATEN BY 2 MIN. 26 SEC.; THIRD CONTEST TODAY; 'JUSTIFIED IN HOPING I'LL LIFT CUP THIS TIME,' SAYS LIPTON

PUBLIC MUST PAY $800,000,000 RISE TO RAIL WORKERS

Carriers Already Prepare Demands for Additional Rate Advance to Absorb Increase.

WILL ASK 44% FREIGHT RISE

Had Previously Asked $1,017,000,000 Revenue Increase to Make Up Legal Income.

MAY HIT PASSENGER FARES

Some Favor Raising $300,000,000 by 1½-Cent-a-Mile Rate in East, 4-Cent in West.

Special to The New York Times.

WASHINGTON, July 20.—As the result of the award of $600,000,000 to the railway workers of the country by the Labor Board's findings, announced at noon today, it is estimated that the rates must be raised 44 per cent to pay for this, and the $1,017,000,000 loss in revenue, previously asked by the carriers. And the public must foot the bill.

The $1,017,000,000 revenue increase is sought by the carriers to enable them to pay the 6% per cent. allowed by the Transportation act.

Some members of the Railway Labor Board will meet in Washington today to consider a plan of supporting the cost of the new wage increase between freight and passenger rates. Up to a short time ago the carriers wished to raise the entire increase, including the cost of the wages, now conjectural, on freight earnings. But this idea has been modified, and it is probable that passenger traffic will be increased as well. It is known that the Interstate Commerce Commission looks with favor on the plan of distributing the increase.

Rates Total Asked $1,017,000,000.

It was as the Rate Committee has decided its plan, this will be presented to the commission which has been considering the average freight increase of 25 per cent. or $1,017,000,000, applied by the railroads for the new Transportation act. This $1,017,000,000, added to the $600,000,000 wage rise, makes a total of $1,617,000,000, which the railroads claim must be allowed by law in order to maintain themselves. The sum of $600,000,000 would be one-half, or 3 per cent., of the freight earnings last year, if it had been in existence, as Mr. B. F. Winter of the railway section said in Chicago today that it would be necessary to cover the increase. If 10 per cent. were added to 25 per cent. the rate would be 35 per cent. But the railroads would

Division of the $600,000,000 Among the Classes of Workers

Special to The New York Times.

CHICAGO, July 20.—The total of nearly $600,000,000 awarded to the railway employes of the country today by the Labor Board is divided among the classes of employes as follows:

	Amount of Increase.	Cent.
Railway clerks and freight handlers.....	$105,000,000	22
Maintenance of way employes	100,500,000	22
Engine and train employes	157,000,000	34
Railway shopmen.....	139,207,000	19½
Station employes.....	37,500,000	20½
Yardmen and dispatchers employes.....	4,787,000	22
Marine employes.....	800,000	
Total gross		

400 MEN DISSATISFIED WITH RAIL AWARD

Union Chiefs in Chicago Consider it in Secret—No Immediate Strike Likely.

GET AVERAGE RISE OF 22%

Lowest Paid Workers Get Greatest Increases—Award Retroactive to May 1.

Special to The New York Times.

CHICAGO, July 20.—The Railway Labor Board handed down its award this morning, granting the 1,600,000 railroad workers of the country wage increases of 20 to 27 per cent. and aggregating $600,000,000, and insight the leaders of the railroadmen's party not yet decided what stand to take on it.

After conferences lasting all day and far into the night the 2,000 representatives of the sixteen railway crafts gathered in Chicago to consider the acceptance or rejection of the rail-wage award failed to reach a decision.

There were, however, some developments which imparted a hopful tone to the situation. Among these were:

A gradual change from the resentment and disappointment early taken on the increases granted to a saner discussion and realization of their underlying concessions.

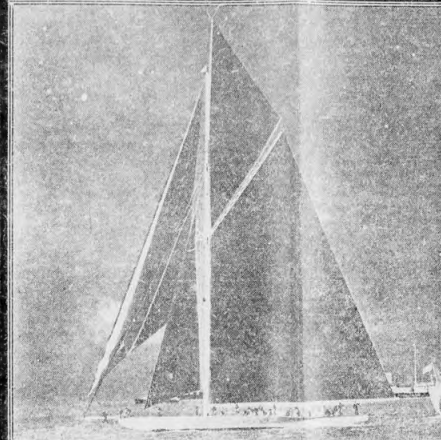
The failure of the "sporadic strike" impulse to materialize, which was regarded as a sign of the tendency of the men with the industrial courtesies delivered on the award terms, and a peaceful solution of grievances.

When the Grand Council meets tomorrow it will be asked to set definitely one of two courses:

1. An acceptance of the award on the "protest" or registration of their dissatisfaction over the terms.

2. An acceptance of the award with the understanding that preparations for new wage demands be immediately started, these demands to be filed with the Railway Labor Board as soon as practicable after the first of the year.

If a tentative rejection of the award and a vote-taking on the strike in response to a referendum of the men were



SHAMROCK IV. CROSSING THE FINISH LINE

Copyright by Paul Thompson.

OFFICIAL TIME OF THE RACE.

	Shamrock IV.	Resolute.
START	12:15:46	12:15:50
FIRST MARK.....	3:26:30	3:28:52
Elapsed time 1st leg :	3:10:52	3:14:06
Gain on leg.....	0:03:14	
SECOND MARK.....	6:35:40	6:35:02
Elapsed time 2d leg :	3:09:10	3:04:08
Gain on leg.....	0:04:06	
FINISH	8:38:08	8:48:11
Elapsed time 3d leg :	1:11:28	1:13:21
Gain on leg.....	0:00:13	
Total elapsed time.....	8:22:18	8:33:40
Time allowance.....		0:07:03
Corrected time.....	8:22:18	8:26:44

Shamrock IV. covered course in 8 minutes 27 seconds behind actual time and won by 2 minutes 26 seconds corrected time.

SIR THOMAS HAPPY; NOW SEES VICTORY

"I've Looked Forward to This Moment for 21 Years," He Says, as Shamrock Wins.

YACHTS SALUTE BARONET

"It's the First Race I Ever Won in This Country—It's Real, Not a Fluke," He Declares.

The happiest moment in the long eventful life of Sir Thomas Lipton came at just about 3.30 o'clock last evening when the ambition of a score of years was realized as his green sloop slid over the finish line a proud victor over the Resolute.

"I have looked forward to this moment for twenty-one years. I am happy," said the Irish Baronet.

"It is the first race I have ever won in this country. I count this as a real victory today and not a fluke like the first race. I am now under the good impression that I'll lift the cup. After the sailing of the Shamrock today I feel justified in saying so. If I win the cup I will be the happiest man in the world."

As Sir Thomas said this, he was seated in the midship cabin aboard the Victoria surrounded by admiring friends. On all sides of the steam yacht the whistles were tooting their salutes to Sir Thomas and all the craft were hurrying back up the bay. Besides the British friends of the Irish Baronet aboard, there were many Americans, and there were Canadians, Australians, Scotsmen and Irishmen. They all congratulated Sir Thomas on his splendid victory and words of praise in his ears he did until his eyes sparkled with joy.

Wants the Best Man to Win.

"I started out this morning as I usually do," continued Sir Thomas when the shouts subsided among his guests, "hoping to be fortunate enough to win. But in yachting, as in every other sport, there is no certainty. If there was there would be no pleasure for me. I am sincerely grateful for all my life is for the best man to win.

"I have in my time the greatest collection of sporting cups in the world. I have won them in many parts of the globe, but the whole honoring for of them which are in Ireland, Scotland, England and Wales, I have never won. I have looked forward to this moment for twenty-one years. I have sailed in every sport, and I have sailed in every part of the world, but I have never had the honor of winning the cup. I have never had the honor of being the man who has the honor of being the man who has the honor of being the man who has

Favor Raising $300,000,000 by 3½-Cent-a-Mile Rate in East, 4-Cent in West.

Special to The New York Times.

WASHINGTON, July 20.—As the end of the award of $600,000,000 to the new workers of the country by the Board's findings, announced at noon today, it is understood that the rates must be raised 44 per cent for this, and the $1,017,000,000 loss in revenue, previously asked by carriers. And the public must foot the bill.

$1,017,000,000 revenue increase is sought by the carriers to enable them to earn the 5½ to 6 per cent. allowed in Transportation act.

Chairman Clements of the Railway Business will meet in Washington tomorrow to consider a plan of spreading the cost of the new wage increase between freight and passenger rates. Up to a short time ago the roads were willing to take the entire increase, including the cost of all wages, new equipment, &c., upon freight traffic, but this plan has been modified, and it is probable that another tariff will be filed soon, and C. S. C. is known that the Interstate Commerce Commission looks with favor on this plan of distributing the increase.

Seize Total Asked $1,017,000,000.

As soon as the Rate Committee has decided its plan, this will be presented to the commission which has authority to increase freight rates by a maximum of 25 per cent, or $1,017,000,000, applied for by the railroads on the new Transportation act.

Of $1,017,000,000 asked, $600,000,000 is wage rise, makes a total of $1,600,000,000, which the railroads claim they are allowed to earn after the wage increase. The sum of $600,000,000 is distributed as follows: Of that, of the freight earnings that are to be made, the Pennsylvania, which R. T. Wilson of the railway express said in Chicago last week, that would be necessary to cover increases, $15,000,000 expected added to 25 per cent, already requested, but it is not the method which would be a 44 per cent. increase in freight rates and 4 per cent. increase in passenger freight traffic.

The increase of 44 per cent. would be for prices of the commodities of a very higher than they are today. It is to remain there, it is stated, that the railway executives and commission have agreed upon the new cost upon passenger fares. Fares have generally been considered that a freight rate increase of 30 to 40 per cent.

Information has been given as to proportion of the money needed to be raised from passenger fares, but it is thought there will be a 25 per cent increase in passenger fares, this would be 7 per cent. to be added to the 25 per cent. previously asked for, a total of 32 per cent. freight rate increase.

Would Raise Passenger Fares.

Recommendation may be made that passenger fares be increased half a cent mile in the East and Central West and one cent mile in the Southwest and North.

It is estimated that the $600,000,000 increase in wages, the Board has found, to say that $600,000,000 could be met by a flat increase in freight rates over the country. However, the intention is to be advise making other fares in the West and Central Rates, and in other sections there and in the East.

The wage award granted in Chicago by the Transportation Board of Labor. The award is retroactive to May 1, the beginning of the fiscal year, from May 1 to Sept. 1, when the contract expires, the increase in wages wage increase brings the annual roll of the railroad system to $600,000,000.

No employee will receive the increase.

Continued on Page Eleven.

"LIVE BEYOND THE GRAVE."
Is the Title of a Remarkable Pamphlet Just Issued by Cecil Greg. Wm. Wood, Author of "The Bible, outlined Life Beyond the Grave." Sent free to any address. Address Cecil Greg. Wm. Wood, Box 1, Station D, City Hall, Oxford, Lancashire, England. Mention this paper.

FREE, MAIL BOUND, Issues Gigantic, Rapid in shape—pills sent—Advt.

ONE DOLLAR PER MONTH and a gain 1000 Water in Washington. Write Advt.

Union Chiefs in Chicago Consider It in Secret—No Immediate Strike Likely.

GET AVERAGE RISE OF 22%

Lowest Paid Workers Get Greatest Increases—Award Retroactive to May 1.

Special to The New York Times.

CHICAGO, July 20.—The Railway Labor Board handed down its award this morning, granting the 1,000,000 railroad workers of the country wage increases of 22 to 27 per cent, and expenses $600,000,000, and insight the leaders of the brotherhoods have not yet decided what plans to take on it.

After conferences lasting all day and far into the night the 2,000 representatives of the sixteen railway chiefs met in Chicago to consider the acceptance or rejection of the railroad men who failed to reach a decision.

The news, however, some developments which imparted a hopeful tone to the situation, despite the fact that there:

A gradual change from the resentment and dissatisfaction with today over the increases granted to a saner discussion, and realization of their underlying economic cause.

The failure of the opposed strike to broaden to a nationwide, which is regarded as a sign of the tendency of the rank and file towards serious deliberation on the award terms, and a possible reduction if possible.

When the Grand Council meets tomorrow it will be asked to ask a decision by one of these four propositions:

1. An acceptance of the award under protest—a registration of their classification over its terms.

2. Acceptance of the award with a proviso that preparations for new demands for the next fiscal year be started, these demands to be filed with the Railway Labor Board as soon as practicable after Sept. 1.

3. A unanimous rejection of the award and a reconsignment of the strike issue to a referendum of the rank and file.

4. A flat rejection of the award and an order for the extraordinary plenary powers resting in the Grand Council toward an immediate general strike.

The same issue of the first two is thought by leading brotherhood officials as most likely to be adopted. Their hope is, possibly, arising from the general dissatisfaction, that the strike will be, only through a victory of the radical element over the conservative element.

The union executives opened hostilities against the award the moment of the award were taken up and voiced open. Several representatives of the organizations of the award as the best that could be obtained from the labor conditions, and others favored compromise. Dissatisfaction over the terms offered was general.

In every railroad center, the crisis came from units of employes met in night to act independently upon the award's decision. Their verdict is expected, will be received in Chicago by the Grand Council of Railway Employes, the actions of the leaders.

Word came from Bloomington, Ill., tonight of the abolition of the Chicago, Indianapolis and Louisville men accept the wage award, although the increase was not as big as expected.

They are will be no illegal, outlawed rebel, sporadic or immediate strike there. Whether the railroad wage award is accepted or rejected, the strike vote will be decided on and adjudicated, said W. G. Lee, President of the Brotherhood of Railroad Trainmen, tonight before midnight, when he emerged from the Grand conference with Chicago.

Discussing the award, i. E. Shepard, President of the Brotherhood of Locomotive Firemen and Enginemen, said:

"I do not believe that the award will satisfy the men. At the same time I do not care to make an official statement on the situation until I have had time to look the report over thoroughly.

Continued on Page Six.

The telephone Gazette of Sale & Blanchard, 1 Wall St., Bet. Broad & Nassau, Sts. Advertisement Free. Sale & Blanchard, 1 Wall St., Bet. Broad & Nassau, Sts. Advt.

SALOON EXPLOSION KILLS 4, INJURES 2

Alcohol Believed to Have Blown Up—Woman and Three Children Victims.

FIRE WRECKS BUILDING

Seven Rescued from Flames by Police—Investigators Seek Evidence of Illicit Still.

Four persons, three of them children, were killed by an explosion that wrecked the saloon of Andrew Polski at 611 Dunnell Avenue, Jersey City, or burned to death in the flames which followed through the three-story frame structure after some liquid believed to have been spilled took off with a great roar in the saloon.

The dead are:

TRAXIAN POLSKI, wife of the saloon keeper.

LEONARDA POLSKI, ten-year-old daughter.

MARY POLSKI, their three-year-old daughter.

CHRISTOPHER POLSKI, 3 months.

Polski collapsed in the City Hospital where little May, badly burned, expired from shock a surgeon's race. Police Captain Daniel Lee announced that he would be placed under arrest pending investigation of the explosion. The police think he was the proximate cause the illicit manufacture of whisky.

Two persons were rescued from overcoats by smoke, are in the City Hospital. They are members of another family living in the upper floors of the building, and their names had not been ascertained last night.

The Polski place is near the Five Corners, a great traffic centre, and the noise of the explosion, followed by the glare of flames reddening the sky as the flimsy tenement burned like kindling wood, brought an excited crowd. A rumor that there had been a fire in a theatre, followed by a panic, heightened the excitement.

There are two police stations in the vicinity and squads of patrolmen and detectives arrived in time to drive back the crowds and carry out the injured dead. They saved seven persons, some of whom were on the verge of jumping as tongues of flame licked nearer the window sills in which they were crouching, logging those in the street to hurry to the work of rescue.

A single alarm was turned in and the engines were rushed to the building to find that it burned, though for a time other tenements were endangered. The women at first believed a number of others had lost their lives, but as soon as they were able to drag their bare lives inside they were satisfied there were no more bodies within.

The explosion came with terrific force. Polski was standing just outside the door of his place when it let go.

Continued on Page Six.

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SIR THOMAS LIFTING THE CUP.

Not the Cup That He Raged For, Nor Yet the Cup That Inebriates, but Still the Cup That Did It.

Cox Warns of "Staggering" Fund; White Chosen Democratic Chairman

Nominee Tells National Committee That Republicans Are Preparing for Lavish Use of Money—Pledges Full Faith as to Platform —New Chairman, an Ohioan, Called Friend of Wilson.

Special to The New York Times.

COLUMBUS, Ohio, July 20.—Governor James M. Cox, in addressing the Democratic National Committee this evening, charged that the Republican Party was making preparations to raise a campaign fund "sufficient to rise to stagger the sensibilities of the nation," and announced that a demand would be made upon the Republican subscribers which investigated primary campaign expenditures be kept in session until election day so that the voters might know the truth.

The Democratic Party, Governor Cox said, would make a daily or weekly report of all contributions and expenditures and would keep back nothing from the public. He also declared that no pledge of any kind had been made in return for support to bring about his nomination—but that even a post office had been promised, to use his own terms—and he asked the National Committee

Continued on Page Four.

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and Committee Women present to carry back to their constituents his pledge that the Democratic platform will be a plausibly note, which would be paid in full, every dollar and every cent.

The speech of Governor Cox came as the climax of a day of deliberation and conferences, as a result of which ex-Congressman George H. White, of Martinsville, Ohio, was elected as Chairman of the National Committee to succeed Homer S. Cummings. Mr. White's selection was suggested by Governor Cox after National Committeeman Edward M. Glover, who managed the Cox pre-convention campaign, had refused to accept the post. The New Chairman was not a member of the National Committee, so to make possible his selection the under the rules adopted by the party's national convention, Mr. Moore resigned as National Committeeman and Mr. White was elected to succeed him.

Continued on Page Four.

TAUNT RACER: Sir Pitworth makes the trip each race day. See advt.—Advt.

Says, as Shamrock Wins,

Advise Her Master as to Winds and Tide.

YACHTS SALUTE BARONET

"It's the First Race I Ever Won in This Country—It's Real, Not a Fluke," He Declares.

"The happiest moment in the long eventful life of Sir Thomas Lipton came at 8 o'clock last evening when he realized the ambition of a score of years was realized as his green sloop slid over the finish line a proud victor over the Resolute.

"I have looked forward to this people for twenty-one years, and I am happy," said the Irish Baronet.

"It is the first race I have ever won in this country. I could take as a real victory today and not a fluke like the first race. I am now under the good hope that I'll lift the cup. After the sailing of the Shamrock today I feel justified in saying so. If I win the cup I will be the happiest man in the world."

As Sir Thomas said this, he was seated in the saloon of the yacht Victoria surrounded by admiring friends. On all sides of the steam yacht, the whistles were tooting their salutes to Sir Thomas and the craft were busy tooting back up the bay. Besides the British colonies of the Irish Baronet aboard, there were many Americans. And there were Canadians, Australians, Scotsmen and Irishmen. They all congratulated Sir Thomas on his splendid victory and sang words of praise in his ears until his eyes sparkled with joy.

Wind Is Just Right for Him.

"I started out this morning as I usually do," continued Sir Thomas when the cheers subsided among his guests. "Having to be fortunate enough to win. But in yachting, as in every other sport, there is no certainty. If there had been a breeze to favor me, the Yankee great ambition and pleasure of my life would have been realized.

"I have at home the greatest collection of sporting cups in the world. I have won them in many parts of the world, but the cup I desire most of all is them, which are in Lloyd's Bank at home. I would give it to anybody who this 'cuppers ha'p'ny' cup.

"I have held fast to the wind that the boat would make a fine showing. And I want to say right now that she was built today by Mr. Burton as well as she could have been sailed by anyone else. I have sailed my yachts in all parts of the world, but I have never had better sailing than I have had in this great sportsman than in America."

Sir Thomas said that he felt certain that the Victoria was just passing the Shamrock. He pointed out that she was just like a school bay and tripped out of the Shamrock's wake. Meanwhile the crowd on the Victoria's deck were cheering for Captain Burton and his crew. The sailors were all tall, strapping, straight and erect, doffed his cap to the reception and then disappeared in the cabin to the lounge which was glittering about the smooth look of this boat.

Sir Thomas Sighings a Joke.

Back into the cabin came Sir Thomas and his happy gathering. There was a perpetual smile on his face. He was in high spirits. He took up the gabby of his right hand, his characteristic gesture, and he began to tell a joke. The sparkle brightened in his eyes as he spoke. He was in high glee, the white goatee.

"I have had a great secret," he said in a soft confidential tone. "The Kaiser's Cabinet meeting it was decided to take the view that the Soviet Government was entitled to recognition as an armistice with Poland, but at the same time it was transmitted secretly to this this view, and for that purpose it was in the Kaiser's mind that I was requested to apply at once for an armistice. Upon the decision of the Soviet government will depend the whole question of war or peace between Russia and Poland. Poland is pledged to support Poland against Bolshevist invasion. It is pointed out that under the Covenant of the League of Nations all the allies have undertaken to help Poland defend her independence. If the Soviet Government should endeavor to inflict a crushing defeat upon Poland before granting an armistice, it would be a

Continued on Page Three.

BUS INTERCOURSE—SIX (6) DOLLARS in a little Half Week, quick point—Advt.

BRITISH PUT PEACE TEST ON SOVIET

Instruct Poles to Apply for Armistice, Which It-Is Assumed Reds Assent To.

MOSCOW NOTE AMBIGUOUS

Peace or War Hangs on Definite Disclosure of Intentions by Lenin Government.

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Special Cable to THE NEW YORK TIMES.

LONDON, July 20.—Another meeting of the British Cabinet was called today to consider the reply from the Soviet Minister of Foreign Affairs, Tchitcherin, to the British note on Poland.

Tchitcherin's reply was phrased considerable difference of opinion here. In some quarters it is described as flouting the British Government's proposal. It is said to merely indicate that the Soviet Government is willing to negotiate with Poland, but the London Foreign Office, which has been in touch with all parts of the world, but I have never had better sailing than I have had in this great sportsman than in America."

Sir Thomas said that he felt certain that the Victoria was just passing the Shamrock. He pointed out that she was just like a school bay and tripped out of the Shamrock's wake. Meanwhile the crowd on the Victoria's deck were cheering for Captain Burton and his crew. The sailors were all tall, strapping, straight and erect, doffed his cap to the reception and then disappeared in the cabin to the lounge which was glitting about the smooth look of this boat.

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Continued on Page Three.

BUS INTERCOURSE—SIX (6) DOLLARS in a little Half Week, quick point—Advt.

Gentle, Shifting Winds from South Predicted for Today

The following special forecast for the racing course has been issued but night by the local Weather Bureau:

"Off Sandy Hook—Gentle, shifting winds, Sunday mostly southerly; weather fair."

Shamrock IV, Sir Thomas Lipton's green challenger, won her second race of the required three for the America's Cup yesterday. She won by the good margin of two minutes and twenty-six seconds, after allowing Resolute seven minutes and one second. It was an honest victory and one of which Sir Thomas did every reason to be proud.

Captain William P. Burton sailed a consistent race and regained the laurels he seemed to have lost in the two previous meetings between the Nicholson and Herreshoff creations. He had aboard as an adviser on the rules and tides of the course Captain Andrew Jackson Applegate of Seabright. For fifty years a mariner along the New Jersey coast, Captain Applegate said he would be aboard the challenger again today and that he would do his utmost to help the Irish Baronet sheepish.

The course was a triangular one, consisting of a broad reach on the first leg, close reach on the second and when swung between a broad reach and a run on the third leg. But the Race Committee did not intend that it should be such. The course had been set up in some windward work on the final leg. The wind shifted and changed however.

The challenger and defender will meet again today off Sandy Hook in the third race of the series. The race was to be finished, announced their readiness to race today, by firing the international code signal for "A white triangular burgee with a red ball. This signal confirmed a 9 o'clock last night by the Race Committee of the New York Yacht Club.

The course today will be a windward and leeward one of fifteen miles in a leg. The propriately signal is scheduled for 11:45, the warning for 11:55 and the start for 12 noon, unless is inconsiderable necessary to call postponement.

Both Skippers Make Errors.

The race yesterday was not without errors of judgment, mistakes and minor troubles, and in the matter of judgment, the Shamrock's skipper seemed to be the chief offender. On the first leg he seemed to be too anxious to get to windward that when the mere Resolute was forced to tack she commanding stronger and weared she lost an advantage. Sir Thomas Lipton's

On board the Shamrock the chief mistake was made by one of her particular sailor, as well as a painful mistake, the Shamrock's skipper, what sails to use, and then in the lack of speed in dousing or breaking out the jibs, the mainsail, the mainsail, the jibs, the mainsail, the jibs, the mainsail, the jibs

Shore Crowds Disappointed in View By Thick Haze

HAZE DELAYS VIEW OF CROWD ASHORE

Jersey Highlands Banked with Multitude Hoping to See Portion of Race.

REWARDED FOR LONG WAIT

Throng Finally Gets Clear Sight of Competing Craft and Excitement Rules the Scene.

Special to The New York Times.

HIGHLANDS, N. J., July 20.—It is doubtful if ever before a history of international yacht racing on this side of the Atlantic have spectators prevailed in force. Nevertheless, a congregation such as was assembled on the shore fronting the Highlands and Atlantic Highlands, but it was intensely interesting, yet patchwork in its character, hoping against hope that the haze of a dull afternoon would lift and give a clear view of the Sham-rock IV. and the Resolute, but it was hopeless. They were that on the banking which overlooks the Lake Takanassee, which is the Highlands side of the Navesink River, and which is the nearest point to the Lipton Cup race off Sandy Hook.

They came in the twenty-minute statement of Sir Thomas that Captain Burton would guide the destiny of Shamrock IV. in the race, but obviously it was the determination of the thousands of yacht racing that Captain Burton was destined to make way for some of who might prove a better match for Harry Wilson, Charles Francis Adams, 2d, skipper of the Resolute.

That was the belief among the thousands of men and women who gathered on land and on water in the vicinity of the Horseshoe between 6 o'clock in the morning and 10 o'clock when the contesting yachts were unleashed from their moorings off Sandy Hook and sped in a direct line for the Jersey shore and then in the direction of the Highlands and Atlantic Highlands.

They had in that belief, too, until late in the afternoon, when, with opera glasses and by window, they learned that Lipton's Shamrock was ahead of the Resolute's craft to America's gridiron. Then they knew, too, that the hope that they began to realize Captain Burton was a mistaken one, and that they were willing to consider him earlier in the day.

Thick Haze Veils the Sea.

From the standpoint of the 25,000 enthusiasts who clustered on promontories at various points on the New Jersey shore from Atlantic Highlands to Asbury Park it was a day of disappointment. With the burst of the first ray of the sun from the east it was evident that very little of the yacht race was to be seen from the shore front. A thick haze veiled the sea from a point long than a mile from shore, and the Jersey fishermen and sailors, familiar with the weather conditions for yacht races, discounted the chance of a clear view of the yachts after the brisk wind expected early in the morning had spent itself. The defender and challenger would be lost to the spectators ashore in the mist and haze.

Up in the twin lights at the Highlands an Associated Press observer reported even an hour after the yachts had started on their course the first leg of their journey that with such a gear which Sir Thomas's Shamrock IV. could not possibly finish within the 30 hours allowed for the race. Yet, the observer, after, until about 7 o'clock, when the haze had lifted, could see the yacht speeding superior to the Shamrock.

The Shamrock just rounded the buoy and was heading in the direction of the New Jersey coast, with Resolute trailing about a mile behind. The four all observers had been asked not to use the time, and it was difficult for

Continued from Page 1, Column 5.

by the Democratic Central State Committee, which was here today.

Mrs. Williams to Be Chairman.

The other officers of the National Committee, with the exception of the Association Secretary and Treasurer and Finance, who are to be appointed later by the new Chairman, and an Executive Committee to be appointed by himself, were re-elected. They are:

Vice Chairman—J. Bruce Kremer of Butte, Mont., and Mrs. Mahlon Pitney, N. Jersey.

Secretary—Edward G. Hoffman, Fort Wayne, Ind.

Treasurer—Walter W. Marsh, Waterloo, Iowa.

Assistant Secretary—Mrs. Jesse Jones, Oakland.

COURSE OF THE YACHTS IN YESTERDAY'S RACE

The above chart of the courses sailed by the Shamrock IV. and the Resolute was prepared by Tyler New York Times by Captain Homer H. Norton, in command of the Destroyer Semmes, as well as the Committee boat Cleveland, from observations made on the bridge

the inexperienced to see the outlines of the contestants, but dim as was the view these doubters soon began to realize that the haze and the mist half hour were loudly proclaiming that it would be impossible to see the speed currently would cross the finish line in the race.

In another half hour the thousands on the Highlands locally manifested their enthusiasm for the skippers reported to every trick in seamanship to make it a race. It was only time, however, that the group of yacht racing enthusiasts for they seemed to enter into the spirit of the contest. Yet, it was Captain Lipton's would prove his superior seamanship and return the Resolute a winner.

Largest Crowds of Series.

Old followers of yacht racing down here declared that the crowds which banked the Highlands outnumbered those of last Thursday and Saturday. No one who surveyed the gathering behind the calm waters of the Shrewsbury River that statement held every evidence of truth.

They came in automobiles, by rail and by boat, some of them reaching the place selected for viewing points as early as 8 o'clock. They brought hampers of lunch and other things with them, and the green carpet of the Highlands crowded with all-day picnic. Down in the Horseshoe all was business from the break of day until the two contestants went forth to combat.

Launches and motor boats and the other kind of water craft glided back and forth from the shore front to the yachts, many of them, however, going far further than Sandy Hook, the Lighthouse of Sandy Hook, the Lighthouse of Sandy Hook, the Lighthouse of

late at the afternoon, when through glasses and by wireless, they parked their yachts. Barton and Sullivan, the twins in the Thomas craft to America's cup defender, and Sir Thomas himself, that they took to relate Captain Burton was a coach, and he was sailing that they were willing to consider him equals in the day.

Thick Haze Veils the Sea.

From the standpoint of the 25,000 onlookers on the Commodore's reviewing stand, points on the New Jersey shore from Atlantic Highlands to Sandy Hook, it was a day of disappointment. With the haze at its thickest, it was difficult to see and it was evident that an inch or two of water was all that separated from the shore front. A thick haze veiled the sun, and the sea was as flat as a mill pond, some said, and so gassy, lather, based on earlier Sandy Hook and Navesink weather conditions for yacht races, occasionally blew a little breeze. It was claimed that despite the brisk wind of early morning there had been no indications that the defender and challenger would get a chance to show their speed in the allotted time.

Up in the twin lights at the Highlands of Navesink veteran weather observers said that the sailing craft of the yachts had started over the course in a good wind and had sailed about a mile and a half, and the Reliance had made a good wind for the possibility finish with the Shamrock IV, which had sailed a little ahead of her, until about 3:30 P. M., when the wind died out. It was made out the frail looking supersturcture of Shamrock IV.

She had just rounded the second turn and was heading for the home stretch of the New Jersey coast, with Resolute trailing close in her wake, when the wind slackened both craft from the naked eye at the time, and it was difficult for

Continued from Page 1, Column 5.

by the Democratic Central State Committee, which was here today.

Mrs. Williams a Vice Chairman.

The other officers of the National Committee, with the exception of the Executive Secretary and the Director of Finance, who are to be appointed later by the new Chairman, are: Vice Chairman, Mrs. Frank Williams, of Ohio; Treasurer, Edward G. Hoffman, Port Washington, Ohio; Sergeant at Arms, John J. Hughes, Oklahoma.

The women also received representation. Besides the Committee, Mrs. Charles Williams, the new National Committeewoman from Ohio, is named as a Vice Chairman.

The selection of Mr. White as Chairman came as a surprise, as he had been counted out by most of his friends, because he was not a member of the National Committee, and the rules adopted by the national convention provide that only a member of the committee may serve as its Chairman. Mr. White is expected to resign the solution by offering to retire from the Chairmanship of the State organization to select White.

Cox to Control Campaign.

The evolution of Mr. White to the Chairmanship brings a new deal in the party management, although Mr. Cummings is to take charge of the campaign as a speaker. Governor Cox was anxious that an Ohio man should manage his campaign, and when Mr. Moore refused to take over the reins turned to his old friend White. Under the new arrangement he will have the complete management of the fight, appearing in every sense as the leader of the party's struggle.

A subcommittee of fifteen men and women, representing all factions of the party, reached a unanimous decision as to the selection of Mr. White at seven hours of conferences with Governor Cox and the decision was approved by acclamation by the full committee. Mr. Cummings, in announcing the recommendation for Mr. White's selection, said that he had decided to ask Moore to retire as Chairman, and pledged himself to campaign actively for the ticket.

Republican critics of the action taken in selecting White to the Chairmanship saw in it a move to get the ticket away from the control of the Wilson administration. There were the same critics, however, who had been hammering Wilson fully, upon the return of Cox from his conference with the President at Washington, that President Wilson and not Governor Cox was the leader of the party.

There was every evidence of a feeling among the National Committeemen and committee women alike that the outcome of the meeting had left the party united and ready to face the fight for the election of the Governor. Mr. White served for three terms in Congress having been elected from the Republican district of Ohio, and has a record which it is thought will be difficult to attack. He voted twice for prohibition while in Congress, and was a local option man when serving in the State Legislature.

Fight on Progressive Lines.

The committee meeting concluded with a general round of felicitations. Mr. Cummings spoke much of the ability of the new Chairman, and those were returned by Mr. White. Governor Cox said a tribute to Mr. Cummings also, and expressed the conviction that in every Mr. Cummings was sure to take up on the speaking platform an even more important role for the party because than in his position as Chairman. Not all the members of the National Committee are determined to make Mr. Cummins or anyone prominent as a proposed to the reaction which. It is stated, is expected by the Republican ticket a great issue of the campaign. Governor Cox's view on this was reflected in the address which was delivered by Governor Cox his meeting the committee adjourned. This morning Cox declared that the fight must carry personality into every section of the nation which the National Committee believed it was necessary for him to make in the interest of the party and the country's interests.

Governor Cox was introduced to the members of the committee under some of the circumstances which he said he rose to speak a man with a stentorian voice shouted from the back of the hall:

"Three Forty-eight for Cox."

These were the words which formed the battle cry of the Ohio delegation at the national convention. The man who made the remark was Cox himself, H. Moore.

Moore Praises Cummings Speech.

Governor Cox was on his feet by the time the cheering had quieted down.

"And in November for Cox," he shouted back, a smile on his face. He referred to the number of electoral votes which would be put on the democratic side of the column if the party carries Ohio in the Fall.

"I want to offer my congratulations to the new captain of the ship," continued Governor Cox. "I want to speak what I know is in the heart of every Democrat of the nation, when I say that the speech delivered by the magnificent service he has rendered.

The great speech delivered by Governor Cummings, I hope, Governor Cox, continued, will be a great inspiration to this country would, without the speaking of a word, that it would be unnecessary to go through with the campaign. It will be a great grow and grow until the idea of Democracy shall be realized and the campaign will prove more helpful in the Fall of 1920.

Governor Cox then paid a tribute to Mr. Moore, who, he said, "when others were pulled a bit when he saw the old warrior step down, his predecessor, Mr. Moore would take an active part in the campaign.

I recognize the importance of organization. I have been in Washington and realize that you men and women are here in a representative capacity. Do you represent the Democracy in the Congressional districts? I want you to go home and give assurance not only to the Mayor, the Mayor, the Ohio Chairman, the ward and precinct leaders, but to the men who fought the trenches, that the platform of the Democratic party in the Tennessee State shall see to it that it will be said in the Ohio Democratic party.

We enter this campaign, Governor Cox said, "with a unique condition. Some of victory because we have the Democratic party in Ohio.

Governor Cox asked the support of the platform adopted by the National Convention and the Democratic party should not interfere with the independence and initiative of State organizations as represented by State Chairmen. Governor Cox said that he would have national representatives take charge of the campaign in all of the individual states.

Tells of Fighting Harding Before.

"We are confident of winning," the Governor added, "because we have fought for progress before and met and conquered reaction before in this Commonwealth. The contest before us is not new to us. We have stormed its ramparts before and there is nothing new in our strategy, splendid gentlemen that he is. We battled and fought for progress in 1912 and he fought conscientiously for reaction. It was the difference between the Ohio Democrat and the Colonial Hitchcock.

We battled not only to deal with gentle good faith as to the platform and the nominee, but to let every man and woman know where every dollar went and how it is spent. We do not only do I urge that as a matter of high principle but it is the duty of the people of the cause which we represent. I want to say that the publicity of campaign expenditures after the election is not the end of the matter. Publicity must be made before the people want to be acquainted with every dollar spent and how it is spent. Understanding before the election.

Nothing the National Party assumes its responsibility at Washington again Harding. I feel justified in saying that of conscience. Why, after the convention at Chicago, I was with the Democrat, Ed Moore, took more satisfaction, he said, than any man in Ohio, that the Post Office had been promised him he did in fairness to the Democratic party.

"Let's make up a careful budget and account for every dollar of money and of the money received and the source from which it came. I want to be sure we shall insist on the Senatorial Committee in session until the ballot boxes are closed in November.

Wants Campaign Publicity.

"I need not make an appeal to your imagination in order that you may know that the responsibility which rests in size to stagger the sensibilities of the nation is now being formed by our opponents. I will be glad to be the correct in principle, God speed them in their purpose. It will be one of our ideal assets in the campaign.

Then Governor Cox gave the pledge that he would be answerable to the National Committee, desired to carry forward, as he said, the banner of progress. "I am not alarmed by the Democratic party.

I shall carry the cause to the people of the country unafraid." he said. "I want to say that I give my word of strength and courage, and I shall carry to victory the confidence which has been reposed in me.

Mr. Roosevelt followed Governor Cox. "I shall not be one to criticize the people, including the campaign funds," he said. "I want to be one of those who will see not only the vision, but the vision of the people, which is the right behind a bushel. I think we might be permitted to use a Biblical expression: "He who hides his campaign reserve in a bushel shall have it returned to him in many days in ways that he does not know.

"We look forward with absolute assurance to the Pacific South, the East and the West in the knowledge that the Democratic Cox candidate is not going to be willing in November to allow Harding and Lodge going to the march of progress up the heights."

Wants Campaign Publicity.

The meeting of the National Committee began at 12:30 o'clock in the afternoon, a delegation headed by Senator John V. Bassell, manager of the Cox campaign, and a number of Committees who wants central Democratic headquarters established here, arrived at 2 o'clock with National Committeman Dockweiler of California from the merits of Columbus as opposed to those of San Francisco. National Committeman Mack interrupted the debate.

"I have a motion to remark," said Mr. Mack, with a smile, "that New York is ready to bid for the state.

The committee members laughed heartily.

The telegram was received from the California Hotel Association inviting the party to hold its convention there again in 1920. Mr. Mack voted to invite John with thanks for the way in which the Democrats in the recent convention had been treated.

Urge Tennessee to Ratify.

At this point the members of the National Women's Party got in a stroke by obtaining the adoption by the National Committee of the following resolution offered by Committeeman Mack:

"Resolved, that as the Legislature of Tennessee will be the first to convene after the adoption of the Democratic national platform, we, the members of the Democratic National Committee, recently elected at the San Francisco Convention, feel justified in calling attention to the suffrage plank in the Democratic platform, and urging Tennessee the platform, and urging Tennessee ratification of the suffrage amendment, or if it be the sense of the Legislature, the ratification by the Tennessee Legislature, and we pledge our support to it thereby co-operating with us in securing the ratification of the suffrage amendment and that they may participate in the coming election.

Long Delay Over Chairmanship.

Committeeman Moore of Ohio moved that a sub-committee of ten be appointed in conference with Governor Cox and Mr. Roosevelt concerning the selection of a chairman and report to the entire committee today. The subcommittee was enlarged first to eleven, then to thirteen and finally to fifteen. A list was formed it included the following:

Homer S. Cummings, Mr. Moore of Ohio, Norman E. Mack of New York, Mr. Bassell of Kansas, Mrs. Frank A. Vanderlip of Iowa, Mrs. Hoffman, Mr. Wallace, Judge Pomerene, Senator Hitchcock, Mr. Dockweiler, Senator Thomas F. Love of Texas, Senator Gore of Kansas, Mrs. Camden Carroll Bruce of Kentucky, Mrs. A. L. Smith of Illinois, Mrs. Frank Williams of North Dakota, Mrs. Bernice B. Price of Ohio and A. Mitchell Palmer of Pennsylvania.

A recess then was taken until 4 o'clock in the afternoon. At that hour no agreement had been reached in the sub-committee and the recess was continued until 3:30 o'clock.

About that time the report got about that White had been elected as National Chairman and as he walked through the lobby of the Doubler Hotel outside the committee room a swarm of friends gathered about him to offer congratulations.

A few minutes later Governor Cox appeared and confirmed the news of White's selection.

Cummings Commends White.

The meeting of the National Committee was resumed at 6:15 o'clock, after Governor Cox, Mr. Roosevelt and Mr. White had taken seats on the platform. Chairman Cummings made a brief report. The committee had agreed, he said, on the matter thoroughly and decided upon the selection of Mr. White. Mr. Moore had paved the way by resigning from the Chairmanship. Mr. Cummings said that he had been anxious to withdraw from the Chairmanship in other ways. Governor Cox, he also said, had suggested the selection of Mr. White.

"I wish to congratulate the committee upon the selection of Mr. White," said Mr. Cummings with a smile. "I feel a great weight lifted from my shoulders, and I am glad to know that a man of such high qualities as Mr. White, full and diplomatic will take up the task of the campaign with the spirit and ability which will please all.

He is a personal friend of President Wilson, a former Princeton man, and a true-hearted gentleman, said Mr. Cummings.

Mr. Cummings moved the selection of Mr. White as Chairman by the full committee. Mr. Mack said he had done for Mr. Moore's resignation as a member of the National Committee and Mr. White's election to that post by the State organization had been filed and approved.

Representative Cordell Hull of Tennessee, who had been prominent as a possible choice for Chairman, said: "I rejoice that Mr. Cox, Governor Cox, said that during his fourteen years of service in the House he had been his co-worker who succeeded Mr. White where courage, intelligence, honesty and energy were concerned.

Cox Pledges Aid to Party. Will Count.

The new Chairman made a short address, in which he congratulated Mr. Cummings on his speech at San Francisco Convention and said he intended to carry it as a touchstone throughout the campaign. The party, he said, was fortunate in having men and women and not money would count in the campaign. The Democratic party, he said, had nothing to be ashamed of in their tous, not in the defensive but in the offensive. "We are ready," he said.

Resolutions were adopted expressing the gratitude of the committee to Mr. Cummings, Mr. Moore and Mr. Mack which they had done.

Mr. Moore, who was he longer a member of the committee, made several number of his carefully prepared speeches, urgent to see him taking a prominent part in the deliberations that the Ohio delegation was overplowed. Governor Cox was the first to congratulate Mr. White on his work. It was an indication that Mr. Moore would keep on fighting for Ohio, no matter whether he was a member of the committee or not.

Just before the meeting adjourned at 7 o'clock, Mrs. Ogden Mills Reid, who had attend a lawn party given by Mrs. Cox of the Dunedin, on Mount Vernon Place, Ogden of New York presented a memorial to the committee from the Women's Suffrage Association of Maryland, which had been formed in order to obtain ratification of the suffrage amendment. Mrs. Reid said that she did not offer the resolution, she said, but thought it was important to see this added that the Women's Suffrage Association of Maryland wanted action.

Resolutions of women would be won in the party, Miss Ogden said, if the Federal Suffrage Amendment is ratified by the Tennessee Legislature.

The committee authorized the new Chairman and other officers to appoint an Executive Committee and sub-committees as were necessary for the conduct of the campaign. Mr. White will be done within the next few days.

Mr. Cox, Mr. Roosevelt, Senator Hitchcock of Governor Cox and Mr. Roosevelt and Senator Pomerene, Senator Hitchcock, Senator Pomerene also will be decided shortly. It is stated that the Executive Committee will be the national headquarters.

New Chairman is a Dry.

Mr. White, the new Chairman, has been a figure in the politics of Ohio for a number of years. He was born in Ohio, and was a graduate of Princeton and spent his earlier years in Ohio. He was a classmate of President Wilson in Princeton and was a member of the Class of his graduate Woodrow Wilson.

He is a lawyer, practicing in Springfield and remained there two and a half years after his graduation from Princeton in Marietta, Ohio. He served three terms in Congress, being elected to the 62nd Congress in 1910 from a strong Republican district. He served in the Congresses again in 1912 and in 1916, and was defeated in 1918 by a Democrat.

As a member of the Ohio Legislature he was a strong Dry and voted for it and made an address in which he warned the Legislature that it was a mistake. He said today that he believed in most of the principles of the Anti-Saloon League fought, but that he had resigned from the Board of the League in active activities.

While took an active part in the pre-convention campaign of Governor Cox, he said, he had been "neutral" in his interest. Practically all of the National Committee members, in making the selection tonight expressed the belief that the Ohio Democrat would be found the party would present a united front in the fight for the election.

COLUMBUS, Ohio, July 29 (Associated Press).—After a conference held by Governor Cox with Mr. Roosevelt and Chairman White, it was announced here that the Executive Committee for the direction of the Presidential and Vice Presidential candidates were Governor Cox, Saturday, Aug. 7, at Trail's End, the Governor's home, and Mr. Roosevelt, Monday, Aug. 9, at his home at Hyde Park, N. Y.

In appreciation of services, Governor Cox presented a gold watch to H. Moore a gold watch with an inscription indicating the time the man who had the time at San Francisco.

The Governor Smith Back on Job.

One of the pre-race incidents off Sandy Hook yesterday occurred when Governor Smith left her mooring and was taken in tow. It was then discovered that the Governor Smith, which has been her personal guardian ever since the challenger left City Island except Saturday, when the Sir Hargraves of Sanford towed her to the mark, was gone. Supposing Shamrock

spring rather than Sunday, Sunday, the Governor Smith had gone off to Oakland and was sailing C-10 most of the day, and yesterday afternoon the Knickerbocker was seeing things. But, people, that was yesterday, the day before, when the race's biggest spectator really was roaming down around the Hook. Get the picture from the bridge.

Little shadow has just passed over the Shamrock, and a commentator has noticed of us now. From this height he is a little remarkable, and it is a little terrifying, and it is whitened from the reflection of the sun. Shamrock looks very long. For the moment the whole world is a little forged, forged, forged. Shamrock.

Yet that's all there is, as Miss Barrymore used to say before the Empire Theatre. We don't know what it is, or the whale. Not a great-snap of the wireless in the Shamrock, and not a lot about tacks and jibs and rains and bowsprits and all that stuff. If you know about yachts, but nothing in the life of a whale, you know.

The Governor Smith Back on Job.

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COX WARNS OF FUND TO STAGGER NATION

Shamrock Pulls Ahead in Second Race Despite Mishap

**Sailing Master Burton Blames Himself for Mishap—Shamrock Leads Reliance Nearly Two Miles—