

BOUGHT BY SPOUSE, HUSBY'S DEFENSE

Wife Did Courting, Asserts Young Chicagoan.

\$350,000 FUND INVOLVED

William C. Camp, on Stand, Tells of His Relations With Mrs. Katharine G. Thorne.

(By Chicago Tribune Leased Wire.) CHICAGO, July 19.—William C. Camp was denounced as an impetuous rounder, eking out an existence by his wife, by Attorney Markheim, counsel for Mrs. Katharine Gordon Thorne, in a hearing today on Mrs. Thorne's petition asking for an accounting of the \$350,000 trust fund she had given him when they were married.

The outbreak occurred while Camp was on the witness stand asserting that Mrs. Thorne had done the courting during their romance and painting himself as a man "bought and paid for." He told how he first met her at French Lick in 1917 and of his embarrassment at their second meeting at the Congress hotel in Chicago while her husband was still alive. The Chicago meeting occurred in July, 1917. Camp said he saw Mrs. Thorne every night thereafter. In August they went to New York together. On their return to Chicago he called on Mrs. Thorne every night until the middle of November, when they made another New York trip together for 2 1/2 weeks. In January, 1918, he said they went to California, where they remained for two months.

Hints of prosecution for violation of the federal statutes entered at this stage of the testimony. After a wrangle among the lawyers over the question of prosecutions the lawyers' words were stricken from the record, but Camp's testimony was allowed to stand.

On their return from California, Camp testified, he moved into Mrs. Thorne's residence, and in June, 1918, went alone to New York to see about a divorce from his wife, Elita Proctor Otis. It was charged in yesterday's testimony that Mrs. Thorne, after housing Camp, paid for a divorce for him and gave his wife a trust fund.

Mrs. Thorne was the widow of the former vice-president of Montgomery Ward & Co. at the time of her marriage to Camp, who, after Mrs. Thorne divorced him, married Miss Mabel (Johnny) Heuser, his alleged clandestine "love bungalow" fiancée. Miss Mary Lygo, chorus girl, who has a \$100,000 check of promise suit filed against her, is alleged to be another against his mother, will testify in Camp's behalf Thursday.

At the hearing tomorrow Attorney Markheim said he would produce witnesses to disprove that Camp lived with Mrs. Thorne prior to their marriage. Other witnesses, he said, would show that the whole purpose in marrying Mrs. Thorne was to obtain her money.

STRIKE PARLEY FAILS

(Continued From First Page.)

had arbitrarily changed the wages and working conditions of the employees represented by said seven organizations by means of the contract system, in violation of the railroad labor board's decisions, should withdraw from this practice. This applied to only a few roads, as the others had heretofore announced their willingness to accept such contracts. The principal of those that have not yet made such announcement are the Erie and Western Maryland.

"Second—That the authority granted by the transportation act to the carriers and their employees to set up an adjustment board of boards be exercised by the establishment of a national adjustment board, with the entire jurisdiction authorized by said act, namely, the hearing of all disputes except those affecting wages.

"Third—That the employees involved in the strike proceed in conformity with the transportation act in the settlement of the disputed rules and wages, seeking from the railroad labor board a rehearing of the recent wage decision and promptly submitting the seven disputed rules to the adjustment board with the statutory right of appeal to the labor board.

"Fourth—That the carriers to withdraw or dismiss all law suits growing out of the strike.

"Fifth—All men on strike, those laid off, furloughed or on leave of absence, to be returned to work and their former positions, with seniority and other rights unimpaired.

"As a method for securing a conference fully representing the carriers and the employees concerned it was contemplated that the railroad labor board should call a hearing for that purpose.

Mr. Hooper, discussing the negotiations, said he had submitted the proposition to several railway executives with the agreement that if a tentative agreement could be reached it was to be submitted to other executives. Mr. Hooper said he understood the programme had been laid before a large number of executives.

"My investigation of the attitude of the carriers has convinced me," his statement says, "that no serious obstacle is to be found in any of the items above enumerated, except the fifth."

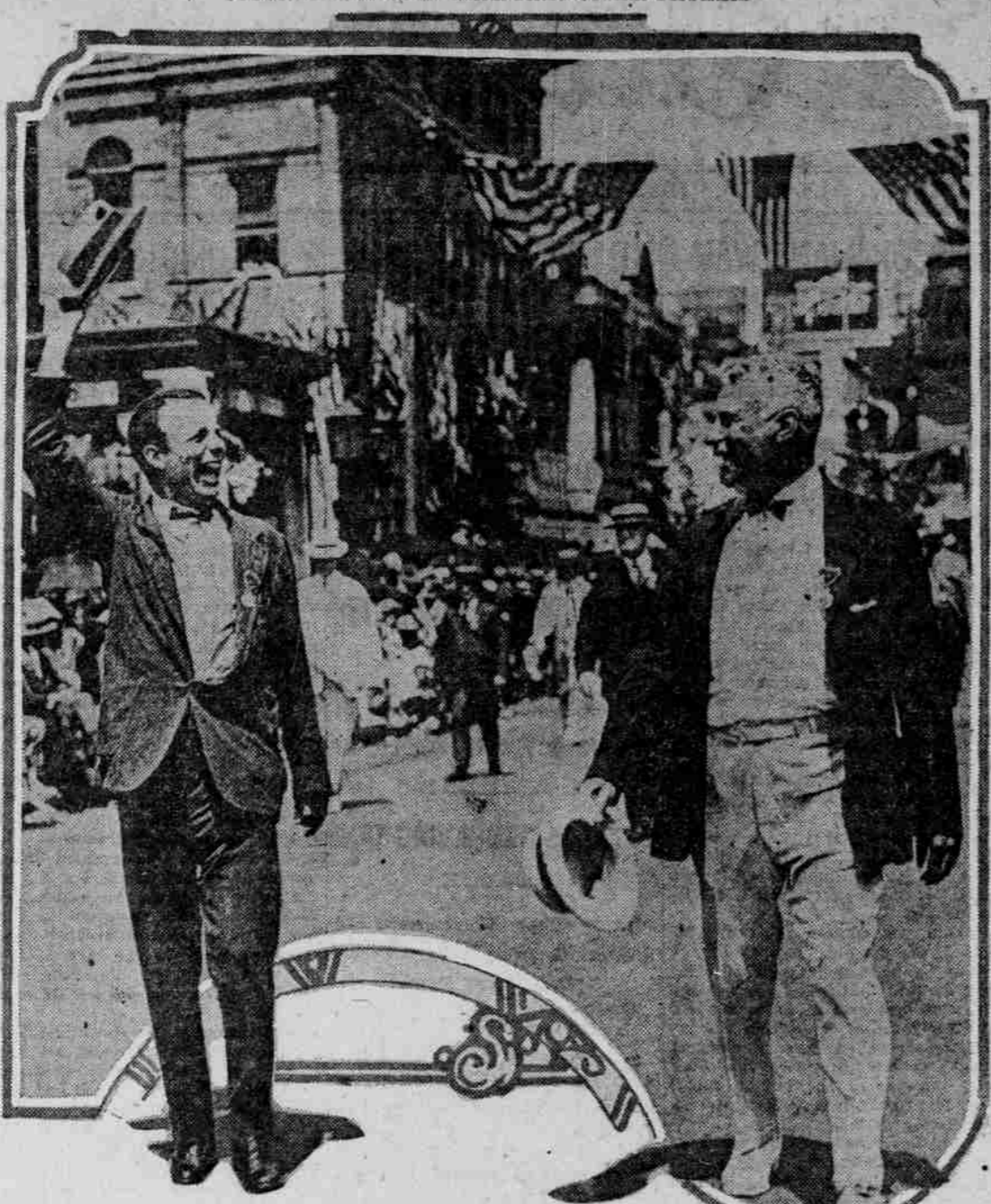
Only 14 of 291 class one roads had entered into the contracting out of shop work and most of them have now discontinued it," his statement continued and said that "the great majority of the carriers would be pleased to see the few remaining roads withdraw from it."

Wage Rehearing Not Opposed. The carriers raised no objection to reopening the wage decision and the dispute regarding seven propositions.

SURE RELIEF FOR INDIGESTION

BELLANS INDIGESTION 25 CENTS 6 BOTTLES Hot Water Sure Relief BELLANS 25c and 75c Packages Everywhere

COLONEL HAS GRIN LIKE THAT OF HIS FATHER.



—Photo by Underwood.

Theodore Roosevelt Jr. at Elks' convention.

western railroad, said tonight a strike of the 7300 clerks on this road hinged on the answer of the general manager to be announced tomorrow. He said that the strike had been sanctioned by international officers.

More Writs Are Issued.

More injunctions were added today to the already long list obtained by railroads in the federal courts against the striking shopmen at Council Bluffs, Illinois. Central and Union Pacific officials asked that temporary injunctions be made permanent and at St. Louis about 100 shopmen were ordered into court to show cause why they should not be held in contempt for interference with Missouri, Kansas & Texas trains. Other roads announced they would continue to seek injunctions to restrain picketing and protect their property.

Three thousand clerks on the Chesapeake & Ohio have announced their intention of striking tomorrow and stationary firemen, engineers and others at the Washington terminal went on strike today.

Violence during the 24 hours ending tonight was confined mostly to the firing of a few shots in scattered sections and in one or two instances the whipping of workers by strike sympathizers.

27 TRAINS ARE TIED UP

(Continued From First Page.)

that plant. The normal crew is 800. That special deputy United States marshals sworn in at various eastern points are causing the government some embarrassment was evidenced yesterday in a telegram received by United States Marshal Ed Bonn, United States marshal, from the attorney-general, gave instructions that none but experienced and dependable citizens, not affiliated with either railroads or labor unions, be employed, and that these men be sworn in in open court and instructed as to their duties by the United States judge. No action or call for help has come to the notice of Marshal Hotchkiss, he does not expect to have to hire any additional deputies.

GOVERNORS BACK HARDING

Only Two Decline to Assist in Effort to Reopen Mines.

WASHINGTON, D. C., July 19.—(By the Associated Press.)—While government interest in the industrial situation continued to be centered today chiefly in the coal strike and particularly in the reaction from President Harding's invitation to governors of coal producing states that they co-operate with him in the effort to reopen the mines, evidence was not lacking that the coal and railroad strikes were correlated, at least in effect.

Unofficial reports received here brought further details of reduction in coal output because of inadequate car supply with the result, it was said, that production was tending to be more than ever confined to nonunion fields. Effect of reduced movement of coal cars was said to be particularly marked in West Virginia districts.

17 TRAINS DISCONTINUED

Northern Pacific to Cut Down Mail Service in Washington.

PUGET SOUND BUREAU, Seattle, Wash., July 19.—Seventeen trains of the Northern Pacific railway directly affecting the mail service of Puget sound were discontinued today because of the strike situation. Several other trains of this company were discontinued, but without present effect on the mails. The Great Northern will continue all trains for the present, but post-office authorities have been notified that curtailment may come at any time.

Counsel for the Great Northern today applied to the United States district court in Seattle for a restraining order directed against 11 men as representatives of the striking unions to enter their own territory interference with the operation of the country trains. The men constitute the joint shop crafts committee at Everett, and were accused of overt acts.

Warren C. Vandervoort, superintendent of railway mail service for the northwest, said today that the Northern Pacific discontinuances mean a 50 per cent reduction of mail service on these lines affected. Vandervoort expected to be able to maintain a partial service to all points. Mail trains discontinued were 422 and 433 between Puget sound and Grays Harbor; 593 and 594, between Centralia and South Bend; 595 and 596, between Tacoma and Kanasket; the Seattle-Bellingham train 312 and 313, between Spokane and Lewiston, Idaho; 595, between Gatz and Centralia; 596 and 572, between Elma and Moclips; 577, between Cle Elum and Roslyn; 551 and 552, between Yakima and Wall; 553 and 445, and 446, between Seattle and North Bend. The first nine trains mentioned carried railway mail clerks; others were closed pouch trains. Postal officials are trying to arrange automobile truck service between some of the points not too widely separated, but this will afford no relief in the attendant curtailment of passenger service.

PICKETING IS PROHIBITED

United States Marshal Swears In Deputies to Guard Mails.

SEATTLE, Wash., July 19.—Striking railroad shopmen are restrained from picketing or congregating about the shops and other properties of the Great Northern railroad in Seattle, Everett, Skykomish and elsewhere by a temporary injunction signed by Judge Netter of the federal district court this afternoon.

With the famous "Teddy" smile, Colonel Theodore Roosevelt Jr., assistant secretary of the navy, is shown here acknowledging the cheers of thousands of Elks as he marches in parade with Representative Isaac Bacharach of Atlantic City.

Colonel Roosevelt was the chief speaker at the convention one afternoon. During his stay at Atlantic City he was the guest of Representative Bacharach on board the latter's houseboat yacht, Betty. The assistant secretary of the navy arrived at the seaport in a seaplane from Washington.

The order was made effective immediately. Ed Bonn, United States marshal, late this afternoon began swearing in deputies to guard mails and prevent interference with train service.

Violence during the 24 hours ending tonight was confined mostly to the firing of a few shots in scattered sections and in one or two instances the whipping of workers by strike sympathizers.

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With but two exceptions, the governors who replied to President Harding's telegram today pledged their co-operation and support to the federal administration without qualification. Governor Morrison of North Carolina replied in a decided negative, asserting that so far as he knew there were no strikes troubled in the mining industry of that state and it would be a "vain thing" for him to "invite coal miners to return to work."

"I would not do so anyway," Governor Morrison was quoted as saying.

Governor Trinkle of Virginia in his reply called attention to the small amount of coal produced in that state.

John L. Lewis, president of the United Mine Workers of America, maintained his cheerful attitude toward the situation, declaring that after 16 weeks of strike the ranks of the men who had quit work were being constantly augmented.

Mr. Gompers was in conference with the day with Chairman Borah of the senate labor committee and Senator Walsh of Massachusetts and King of Utah. No conclusions were reached. It was said, but Mr. Borah expressed himself later as more optimistic of a settlement in both controversies than he had been prior to the meeting.

In Wyoming and Michigan movements were reported under way to bring about local settlements in the coal strike, but the national leadership of the miners' union took occasion to renew assertions that local settlements would not be allowed until a national agreement had become effective.

President Lewis of the miners' union said that the maintenance men in the mines would stay at work everywhere, until strikebreakers were brought in.

"Then they will go out," he remarked, "because our men will not work with strikebreakers."

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