

"Home Town" People In New York To See Hero, Wants To Go For Plane

A Delegation From Little Falls, Minn., Received at Apartment Where Flier and Mother Are Staying. RAINS PREVENT WASHINGTON TRIP

Air Ace Anxious to Go to Capital for Plane But Weather Conditions Are Too Adverse for Flight.

New York, June 15.—(AP)—For the second day since Charles Lindbergh's return to New York, reporters outside the Park Avenue apartment where he is staying were told this morning that the young flier was sleeping late to rest up from the exertions of his reception.

Remembering however, that the doorman's story of Lindbergh's slumber yesterday had proved to be a smoke screen behind which the youthful colonel had slipped away to the Long Island flying fields it would not surprise the reporters to have suddenly learned that their man had turned up in Washington or almost anywhere at all.

Indications that the trans-Atlantic flier really was staying "at home" this morning were strengthened however, when a party from Little Falls, Minn., arrived at the apartment house about 10 o'clock and were taken up to the Lindbergh apartment to be received.

The party from Little Falls arrived in a gaudily painted automobile infested with the proud boast that they had come from "Lindbergh's home town." The party consisted of Mayor A. L. Grimes of Little Falls, and Dr. C. H. Longley, Kenneth T. Martin, J. S. Lewis and Ida Tarbot.

Balked by inclement weather in an attempt to fly to Washington yesterday to get his Spirit of St. Louis, the youthful colonel on the third day of a 5-day welcome in New York hoped to steal if possible a few hours from his program for a flight to the capital and reunion with the craft that carried him to international glory.

After a day during which he played turant to "try the air" above Mitchell Field and a night during which he was honored by 3,500 guests at a municipal banquet in the Hotel Commodore, and attended the theatre, his program today calls for his appearance from noon until midnight.

Spends the Morning in Bed. New York, June 15.—(AP)—Morning Charles A. Lindbergh took a coronal off in bed today.

He slept soundly after a busy night of entertainment that included the city's official banquet in his honor, and a special winter garden performance given by the Quiet Birdmen, an organization of famous pilots of the air.

When the colonel returned to the Harry Frazee apartment on Park Avenue, where he and his mother are staying, the early June dawn was just over his head and he hopped into bed. His friends did not call him until noon, or just in time for him to prepare for the luncheon given for him at the Hotel Astor by the New York State Chamber of Commerce, and the Merchants' Association.

Waiting to see the aviator when he arose was a delegation of four boyhood playmates from Little Falls, Minn., including A. L. Grimes, the mayor.

EDITOR DUE LINDBERGH COOL MILLION DOLLARS

Made Offer 17 Years Ago to Anyone Who Would Fly Across Atlantic Ocean.

Omaha, Neb., June 14.—Colonel Charles Lindbergh has a million dollars coming to him and can collect it under certain conditions. He won the million by his flight to Paris, but Ed. Howe, founder of the Atchison, Kas., Globe, in admitting the debt, finds that there may be some difficulty in settling.

Addressing the National Editorial association today, Mr. Howe said that 17 years ago possibility of any one making a flight to Paris was considered preposterous.

"At that time I wrote whenever any one made a flight across the Atlantic he could come to the Globe office and collect a million dollars. Until recently, I had forgotten the rash promise. Right now, after 60 years in a printing office, I am writing my autobiography, and if it makes me a million I'll pay Colonel Charlie."

THE STOCK MARKET. Market Displayed Splendid Recuperative Power After Yesterday's Break.

New York, June 15.—(AP)—The stock market displayed splendid recuperative power today after yesterday's sharp break. Weakness cropped out in the rubbers and a few specialties, but they rallied 2 to 12 points. The shifting of funds incidental to government financing, Federal income tax payments and mid-month dividends, and interest distributions failed to disturb the money market, call loans again dropping to 4 per cent after renewing at 1 1/2 per cent.

The close was strong. Sales approximated 2,200,000 shares.

Billy Evans is now in his twenty-second year as an umpire in the American League.

GEORGIA FLOGGINGS RESULT IN ARRESTS OF FOUR PRISONERS

Gossip, Thought to Have Been Started by an "Old Man," Resulted in Flogging of One Woman.

WOMAN TELLS OF HER FLOGGING

Says Twelve Men in Three Autos Called at Her Home Where She and Her Son Were Whipped.

Toccoa, Ga., June 15.—(AP)—Small town gossip thought to have originated with an "old man" in the community finally resulted in three arrests and a woman's bare back. The story Mrs. Bowers told of an attack on her and her 15-year-old son led to the arrest of four men and a charge laid at the door of the Ku Klux Klan.

From a hospital bed in Gainesville, Ga., near here, Mrs. Bowers told newspaper men that 12 men in three automobiles called at her home late last Sunday night, forced her to accompany them to a lonely road, and then beat her four times. Her son, Floyd, was taken too, she said, and beaten when he cried out against her assailants.

"These men are all members of the Ku Klux Klan, there is no doubt about it," Mrs. Bowers declared to newspaper men. "They wore the Ku Klux uniform, and threatened to brand the letter 'K' on my back unless I left town."

Nathan Bedford Forest, grand dragon of the Ku Klux Klan in Georgia, replied to Mrs. Bowers, asserting with a statement in which he said "if any member of the Ku Klux Klan took part in the Toccoa flogging, the Klan will do its utmost to send him to the State penitentiary." Forrest said that there was a local Klan in the vicinity of Toccoa, but that he thought that men "who committed the dastardly outrage" posed as klansmen to throw the blame on the organization.

"The 'old man' to whom the gossip was charged remained in the back ground. A prominent business man of the town told investigators that he persisted with this 'talker' that the chief of police took cognizance of the stories, but that after five days he dropped the matter as not worthy of concern."

Mrs. Bowers' husband, from whom she has been separated two years, is a railroad man, and two of the men arrested on charges of having participated in the flogging are railroad employees, Elmer Clark and Charles Thomas surrendered to Sheriff F. A. Stowe of Stevens County late yesterday after completing a run from Greenville, S. C. Both denied the charge.

LOCATION OF BRIDGE STARTS CONTROVERSY

People of Wilmington Not in Agreement As To Cape Fear River Bridge Location.

Raleigh, June 15.—Whether the new bridge that is to span the Cape Fear river at Wilmington will be built at the Market Street crossing, as many desire, or at the Parsley street crossing, more than a mile farther up the river, the site declared upon by the State Highway Commission, is expected to be threshed out at a hearing to be held in Wilmington on Friday, June 17, it was announced today at the offices of the State Highway Commission.

For more than a year now the question of the location of the bridge has been the principal question at stake, much more so than the cost, though these two together have been the determining factors. For all along the Highway Commission has maintained that the cost of a bridge of the type that would be required at the Market street site would be prohibitive, and its estimates for a structure at this site range from \$1,500,000 to \$1,800,000.

So it was that the engineers of the commission after making numerous surveys of almost every possible site, selected the Parsley street crossing as the most feasible.

But despite the fact that the bill authorizing the bond issue for the bridge gives the Highway Commission full authority to locate the bridge where it thinks best, many people in Wilmington are much displeased at the selection of the Parsley street site, and are still clamoring for the Market street crossing, and insisting that the bridge be built there, if it is built at all.

So insistent have these people become, that they have called in the engineers of the National Research Service, Inc., to make a survey, especially of the Market Street location. These engineers have declared that this is the logical location for the bridge, and have submitted a complete report, together with specifications and plans, estimating that a bridge with a 200 foot draw span, of double leaf bascule type, each leaf measuring 100 feet, could be built for approximately \$800,000.

At the hearing Friday before the representatives of the Highway Commission, this report will be considered, and those interested in the Market Street crossing will be heard, as will the advocates of the other location. Just what decision the commission will reach cannot, of course, be foretold, though so far it has opposed the Market Street location.

Does Governor Really Want State Owned Printing Plant?

The Tribune Bureau Sir Walter Hotel By J. C. BASKERVILLE. Raleigh, June 15.—Is Governor A. W. McLean seriously considering the establishment of a state-owned and operated printing plant, or is he merely "stalling for time" hoping thereby that the competing printers' bidding on the state printing will lower their bids?

Though the governor has said nothing—being a true Scotsman—to indicate either course, there has been considerable talk to the effect that he has been giving consideration to the state-owned printing plant idea. But, according to those who should know, though they profess to be absolutely in the dark as to what the governor may have in mind, indications at present, following the meeting of the printing commission Tuesday, are that the governor and the commission are just "stalling for time."

In the first place, the bids received were neither accepted or rejected, and the time of the next meeting was made indefinite—evidently purposely so. This in spite of the fact that two bids, which would embrace about 30 per cent of the total amount of the printing contract, fixed their prices at 80 cents per 1,000 ems, instead of 98 per 1,000 ems, as in the first bids that were refused several weeks ago. The same six firms that bid then—five in Raleigh and one in Charlotte—did not change their bids this time, still bidding 98 cents per 1,000 ems.

Little that was new came up at the meeting, with the exception of the appearance of the engravers of the state, represented by Branks Arndell and A. W. Mewshaw, who asked that the commission consider separate bids on the state engraving, instead of lumping it with the printing contracts. The attorneys argued that the engravers were not getting proper consideration, and that the bulk of the engraving as let to the printers was being sub-let by them to out-of-the-state engraving firms. They asked that the commission permit the engravers of

the state to submit separate bids, as do the printers—and that the work be awarded to North Carolina engravers. Though the commission came to no decision, indications are that the request of the engravers is being given favorable consideration.

While the appearance of the engravers before the commission was the only really new feature of the meeting, the principal interest of those concerned was what was really in the mind of the commissioners and chiefly what was really in the mind of Governor McLean.

The six printing firms which have heretofore handled all of the state printing and which are now standing together on the increased rate for composition—which is the only increase in this contract over the one now in effect—continue to maintain that they cannot and will not bid on the state printing at a price on which they will lose money. And they all maintain that they have not and are not making any profit under the present contract.

"I don't know what this delay means—whether it is 'stalling' or what it is," said one of the representatives at the bidding. "But whatever it is, my horse will not change the bid it has submitted for it is already as low as it can afford to make it. If that means that the state is going to do its own printing or send it out of the state, all right."

And others echoed the same stand. It was also significant that not a single bid from an out-of-the-state printing house was submitted.

At present it seems to be a waiting game with each side involved trying to out-wait the other, in the hope that one or the other will get an inkling of what is going on "behind the scenes." But neither side seems to be having much success.

"We are all in the dark," said one of the "insiders" who readily admitted that he was as much in the dark about the whole thing as any rank outsider.

So it remains to be a waiting game. It could extend its service to Asheville by bus, and sell through tickets at the same rate as competing lines, it would undoubtedly profit from it, especially since it could advertise that the last 60 miles of the trip would be by bus, over the famous Chimney Rock scenic highway.

All of which is of course entirely subservient to the larger principle involved, which is whether common carriers may supplement their train service, run over privately owned right of way, by operating motor busses, over state-owned highways, which are the property of the people of the state. And that is the difficult question which the Corporation Commission will have to decide.

There is some precedent for deciding the question in favor of the railroad, even in this state, according to Otis Self, secretary of the commission, though not technically. For the East Tennessee and Western North Carolina Railway, running from Johnson City, Tenn., into Mitchell County, is operating a bus line from Johnson City to Newland and Cranberry, in lieu of passenger train service. But under the authority of the Tennessee, instead of the North Carolina commission.

Other states have not hesitated to grant similar petitions, according to George Pell, of the corporation commission, who states that railroads are being permitted to operate busses in Pennsylvania, Minnesota, and several other states, in order to improve their general service to the public. So there seems to be ample precedent upon which the commission may act favorably.

Thus the petition by the Seaboard presents one of the most important problems which the corporation commission has had to consider for many months and which vitally concerns a large number of people in the state.

Evolutionists Bound for Hell Says Clergyman. Goldsboro, June 14.—"Those who believe in evolution are liars and hypocrites, and are going straight to hell," declared Rev. Howard Pikin in a sermon at the Baptist Church at Dudley.

He roundly berated Dr. William Louis Poteat, of Wake Forest College. At the close of the sermon, Rev. Mr. Pikin invited Prof. H. L. Roberts, a native of Dudley but now teacher at Virginia Intermont College, Bristol, Va., to address the congregation. Professor Roberts hesitated, saying that he preferred not to do so as he could not agree with him. But upon the insistence of the pastor, he went forward and denounced Rev. Mr. Pikin for berating the evolutionists.

PRESIDENT IS NOW IN SOUTH DAKOTA FOR SUMMER REST

Train Bearing Presidential Party Reached South Dakota This Morning.—Stops First at Pierre.

GOING LATER TO TEMPORARY HOME

Makes Tour of City Before Going to the State Lodge Where He and His Party Will Spend Summer.

President Coolidge's special train en route to the Black Hills, S. Dak., June 15.—(AP)—A touch of the prairies and the old-time west unfolded itself to President Coolidge today as he neared his summer residence in the Black Hills of South Dakota.

He sat with Mrs. Coolidge in the rear car of his long special train and saw stretching into the far-off horizon rolling fields sown recently in wheat and corn. Toward the end of the day the ranges where steers and buffaloes graze were in store.

The President was traveling through the heart of that country where the folks he saw and the folks who came to see him were those whose desire for farm relief were embodied in the vetoed McNary-Haugen bill.

Shortly after sunrise the President's train entered the state which will be host this summer, and at noon he was to receive an official welcome at his capital, Pierre, from Governor Bulow, and other state officials.

A welcome delegation headed by Senator Norbeck, of South Dakota, waited at the state line.

The President, Mrs. Coolidge and their large party expected to detrain at Pierre for a brief tour of the city, and the capitol grounds.

"HIT AND RUN" DRIVERS CAUGHT FOR REWARDS

Several Persons Have Received Rewards for Catching Drivers Following Accidents.

Greensboro, June 14.—Checks for \$50 each have gone forward to a deputy sheriff and a civilian following conviction of "hit and run" drivers apprehended by them, it was announced today by C. W. Roberts, vice president of the Carolina Motor Club.

John O. Ellington, of Smithfield, a deputy sheriff of Johnston county, was the first to secure the \$50 standing reward which has been offered by the motor organization for the apprehension and conviction of "hit and run" drivers. Deputy Ellington caught Henry Avera, negro, near midnight May 8th after an all-day search.

Avera was convicted of hitting the car belonging to C. F. George, damaging the automobile and injuring Mr. George's young daughter. Avera was sentenced to pay the damages and given a suspended road sentence.

Ralph M. Holt, Burlington citizen, received the second \$50 reward. After W. B. Ellis collided with L. D. Tucker's car in Greensboro, Mr. Holt blocked the road with his car until officers arrived and arrested Ellis. In Superior court at Graham Ellis was convicted and sentenced to pay a fine of \$100 and costs, given a six months suspended road sentence and his driving license was revoked for 90 days.

Several other claims for "hit and run" driver rewards are pending, Mr. Robert said. They will be paid upon conviction of the drivers. The reward was offered sometime ago by Charles S. Wallace of Greensboro City, in an effort to curb the mounting number of "hit and run" drivers and will be paid, without reservation to officers or citizens responsible for the apprehension and conviction of motorists who damage other cars and flee.

Lindbergh's Charm Makes Coolidge Talk

Washington, June 14.—White House employees are commenting on the length of the conversations between President Coolidge and Col. Lindbergh while the aviator was a guest at the President's home.

Mr. Coolidge, it is said, was greatly impressed with the personal charm of the young man and invited him into the study of the temporary White House for several talks. In these the President asked questions, being particularly interested in an account of the trans-Atlantic flight from Lindbergh's lips.

President Coolidge spent more than an hour talking with Col. Lindbergh last night, after other guests had departed.

Threat Of Another War In Europe Causes Some Concern

RUMORS OF TERROR IN RUSSIA HEARD

Martial Law May Be Declared and Foreigners in Moscow Are Said to Be Fleeing From the City.

London, June 15.—(AP)—Rumors of a new terror in Russia with numerous summary executions, wholesale arrests, drastic military preparations, and impending declaration of martial law, and crowds of foreigners fleeing from Moscow are current in London.

They emanate from Warsaw, Riga and other centers which are notoriously given to circulating anti-soviet reports, and whether they are based on facts could not be substantiated today from any independent reliable source.

It is said that a strict censorship imposed on all telegrams from Russia accounts for the inability to confirm the sensational stories which "tell, among other things, of 'mass executions.'"

"This new terror," the correspondent adds, "has more than doubled the number of suicides in Moscow where there are now from 10 to 15 daily. Moscow and Leningrad do not possess enough prison accommodations for the additional thousands of persons arrested the past few days and guarded freight trains are leaving both cities nightly taking victims to Siberia."

SCHOOLING OF CHILD INCREASING RAPIDLY

Average Number Days Advanced From 82 to 120 in Century. Washington, D. C., June 13.—Fifteen times as many days are apportioned to schooling the average child today as were given to his education in 1800, according to Dr. John F. Noffsinger, secretary of the National Home Study Council, in an address here.

"At the dawn of the nineteenth century the average number of days an American child went to school was 82," declared Dr. Noffsinger. "By 1800 it had increased to 770 days, and it is now 1,500 days.

"Educators expect that within a comparatively short span of years, as the holding power of the school increases, the number will have risen to 2,000 days. High schools, colleges, universities and especially home study courses, which permit workers to study after working hours with the object of increasing their earning capacities, are fast bringing up the hours spent at study by the country's young men and women.

Their wages will increase proportionately with the number of hours spent in study. Two thousand hours of study will bring the working man close to twice the wage that he receives today."

DECLARE NUNGESSER AND COLI CARRIED FLARES

French Airmen Carried Ten Flares When They Began Flight. Paris, June 15.—(AP)—Captains Nungesser and Coli had ten flares and a pistol with which to discharge them when their trans-Atlantic plane White Bird hopped off from Le Bourget field, according to revelations made today by officers of the 34th aviation regiment.

Continue Search. Quebec, June 15.—(AP)—Despite the possibility that distress signals seen Sunday night in the timbered region of St. Germain township might have been the lights of a surviving plane, rather than signals from the missing French aviators, Captains Charles Nungesser and Francois Coli, preliminary arrangements were made here today to send a hydro-airplane to the region.

Searching parties already have started into the region. SAYS BYRD MAY ALSO CROSS THE PACIFIC. New York Newspaper Says Byrd Wants More Than Trans-Atlantic Flight.

New York, June 15.—(AP)—The New York Evening Post says today that Commander Richard E. Byrd, who is expected to hop off soon for a trans-Atlantic flight, has such elastic plans for guiding his Fokker monoplane after it leaves the American shores, that he may even cross Europe and the Pacific ocean before he ends his trip.

Byrd, the paper says, it was formed by him, "will not consider his task ended when he lands at Le Bourget."

Water affects the coloring of plumage of a bird native to Russia. Cloudy with rain tonight and slightly cooler on the south coast, night, rising temperature Thursday the interior.

CAN YOU SCORE TEN ON THESE? 1-What is the Darwinian theory? 2-What is Eldorado? 3-Who were the Fenians? 4-What is the Golden Horn? 5-For what was the Great Eastern noted? 6-Name the countries comprising Scandinavia. 7-What happened at Appomattox Court House, Virginia, April 9, 1865? 8-Who were the flagellants? 9-What is the Zodiac? 10-What is Yellow Jack?

Table with columns for stock market prices, including American Tobacco, American Smelting, American Locomotive, etc.