Clinchtield Lease Has Thorough Analysis At Shippers' Conference

Vice President Elliott of Coast Bootleggers, Speeders, Line Explains Road's General Plan

NOT ABLE TO ASSURE NORFOLK RATES NOW

. A. Taylor, Who Presides at Meeting, Leads Probe for Wilmington Benefits

Line, informed the business men assembled that the 99 years lease of the dealth with as per former sentence. Carolina, Clinchfield & Ohio railroad means that South Atlantic ports and rect connection with the vast coal tem territory and connections on the present basis of port relationship? ern Virginia. Mr. Elliott said he was not able to state at this time the gencoal and commodity rates, as they would affect Wilmington or other ports and communities in the South Atlantic ports, on competitive terms with North Atlantic carriers to

lantic territory. The meeting was called to order by President H. Lacy Hunt, of the chamchamber's shipping committee, and he would turn over the meeting to J. Allan Taylor, chairman of that committee. state and the general public. Mr. Taylor stated that the knowledge sought by the shippers was whether the lease of the coal road would be

Wilmington and the state.

Mr. Elliott Uses Map

Mr. Elliott said he would be glad
to give the meeting whatever information he could about the lease by the Atlantic Coast Line and its subsidiary the Louisville & Nashville railroad. The 99 year lease is equivalent to purchase he stated, and he explained the finan-

cial features of the lease.

By means of a map he pointed out that the Clinchfield runs almost north and south from Spartanburg, S. C., to Elkhorn, in eastern Kentucky, where it such enormous quantities of coal that it is impossible for even a double-track line to transport the product. He stated that experts have declared that South Atlantic by the coal road could not be exhausted in 300 years.

The immediate advantage of such a connection with the coalfields as the leasing of the Clinchfield road gives is that it would make coal available to every port on the Atlantic from Wilmington to Tampa. He traced the roads and connections of the A. C. L. and the L. & N., 51 percent of the stock of which is owned by the Coast Line. and he explained that the general purpose is to link up both systems with the coalfields preparatory to the movement of coal to the south, whereas coal has heretofore been moving west and north instead of east and south.

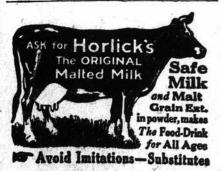
Will Link Trunk Lines
If the lease is confirmed by the Interstate Commerce commission, the A. C. L. and the L. & N. systems v linked together by two new railroads, one 27 miles and the other 12 miles long, connecting with points on the Clinchfield with points on the L. & N. in Kentucky. Those links, he declared, would give South Atlantic and Gulf ports a direct trunk line to the middle-

Mr. Taylor said if the lease would benefit Wilmington and North Carolina the lease would be favored by Wilmington interests, otherwise they would prefer control of the Clinchfield by the Seaboard Air Line or some other system which would give the state and Mr. Taylor said if the lease would system which would give the state and port what they have long striven fora direct line to the middle west. He asked if Mr. Elliott could state whether the Coast Line's lease of the Clinchfield would place the port of Wilmington on a freight rate parity basis with Norfolk and other North Atlantic ports. As further information sought, he submitted the following questionnaire to Mr. Elliott: Questionnaire Used

Question 1: To use the Carolina & Clinchfield railroad for the purpose of connecting together the Atlantic Coast Line system and the Louisville & Nashville system and making of them a unit system in fact as well as in theory, so that the two systems may constitute a single trunk line system from the Central West to the South Atlantic ports of the Atlantic Coast Line? Question 2: To porthwith, as early as

may be reasonably practicable, operate a unit trunk line system from the said Central West to the South Atlantic ports, upon a basis of adequate service and competitive traffic rates with the trunk lines operating between Central West and North Atlantic ports?

Question 3: To use the said Clinchfield road for the primary purpose of coal traffic for the consumption of the territories served by the said lessees.



Gamblers Before Harriss Given Various Sentences

In recorder's court yesterday shower of prohibition, speeding and gambling cases were before Judge Harriss. The majority of cases were suspended on the payment of costs. Fines and a few jail or road sentences were

At a conference with Wilmington; report to the court yesterday morning the delegal shippers yesterday at 3:50 p. m., at the to show good behavior and while a ling room, cooms of the chamber of commerce, George B. Elliott, vice president and general counsel of the Atlantic Coast Line, informed the business men as-

including the present Clinchfield sys-

field in such a way as to hinder rather

These questions are submitted in order that you may relieve the apprehension that the Clinchfield system may conference had been called by the be dismembered and used for local ina through line for the benefit of this

Objejct of Lease Explained Mr. Elliott replied that all he could say in answer to the first question is that the very purpose of the lease is to the lease of the coal state of the port to the material advantage of the port and the state in relieving freight rate and the state in relieving. He reand transportation problems. He requested Mr. Elliott to enlighten the questions because the lease had not meeting concerning the policy to obtain in operation of the road as it re-lated to any possibility of benefiting Clinchfield it will be impossible to disfreight rates.

Mr. Taylor was pressed for information concerning possible parity rates with Norfolk and other northern Atlantic ports and R. A. Parsley joined in by saying that this is the assurance that if Wilmington cannot get a trunk line to the middle west through the Clinchfield lease, with trunk line or parity rates, a thing it has long sought, Wil mington will oppose the lease as tak-ing from it the only existing nucleus taps a coal region which is producing for such a trunk line, which he said eventually will be built.

Discussion Waxes Warm Mr. Elliott assured his hearers that he was unable to state the rate policy the vast coalfields opened up to the before the lease is confirmed. As to parity rates, he said the South Atlantic ports already have such a rate; that it was granted them by the Interstate Commerce commission a few years ago but the ports had not taken advantage

Mr. Parsley said that was because the railroads had done nothing to build up the ports, and Mr. Taylor added that the Coast Line had it in its power to make the port of Wilmington "wave of its hand," as it had made Norfolk. Mr. Elliott smiled and replied that railroads could only serve and that ports could make themselves

by taking advantage of that service. Amid interchanges along that line, the conference came to an end after a rather disappointing result for the shippers. No action was taken, although ar. Elliott reiterated that the Clinchfield lease would connect South Atlantic ports with the coal fields and give them trunk line connection with the miadle west.

TABLECLOTH MONOGRAM The monogram of a tablecloth should be placed so it will be on the table and near one corner. If two monograms

After hours.

tellitto TAEDICTAPAONE beon



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CONVENES TODAY FOR ANNUAL CONVENTION to Have Representatives

VENEER ASSOCIATION

Virginia, Carolinas and Georgia at Beach Meet

The Southeastern Veneer association, which includes the numerous plants located in the southeastern states engaged in the manufacture of veneer will hold a two-day session at the Oceanic hotel, Wrightsville Beach, beginning today.

Today's session will open at 2:30 o'clock with a meeting of the Single Ply division; at 5:30 o'clock the Ply At a conference with Wilmington At a conference with Wilmingto

On tomorrow morning the visitors will be taken for an ocean fishing trip and at 1:30 o'clock they will come to Wilmington and visit the plant of the Southern Box and Lumber company, located in Love Grove.

The Southern Box and Lumber com-pany was the first mill in the United States to install and operate the ma sive Dryer, and every one of the visiting delegates are anxious to see that

machine in operation. Among the states to have representatives present are Virginia, North Carolina, South Carolina and Georgia.

ARGE INCREASE IN NUMBER REFRIGERATED CARLOAD SHIPMENTS

Fruit Growers' Express Company Handled 2,993 Cars From Local Territory

After the most successful season they have ever known in local territory, the Fruit Growers' Express company will close their Wilmington office today. J. T. Sparkman, who has been in charge Wilmington wants. He declared that of the 1923 movement of fruits and vegetables out of Wilmington is to return to his company's headquarters in Washington.

Announcement was made on yester day that the increase in the number of solid carloads of fruits and vegetables moved this year from local ter- dinner. ritory by the Fruit Growers' Express totals approximately 800 cars. The total 1923 movement of fruits and vegetables in amounted to 2,993. refrigerated vegetables

It is stated that the principle increase was in the number of strawberries shipped from the Chadbourn however, there was a subincrease in the number of stantial of cucumbers moved, espefrom sections immediately cially around Wilmington.

Because of this year's increase in the total number of carloads moved to northern markets from Wilmington territory the Fruit Growers' Express ompany is now planning to substantially increase their local equipment in order that they will be in better position to handle next year's move-



Fans that bring cool breezes will be appreciated these hot days. Come and see our assortment.

A. B. BLAKE

CAFETERIA

Most Popular Eating Place in Cit The House by the Side of the Read"

Fort Caswell To Pay Tribute To Mr. Harding

Troops at Fort Caswell will be paraded tomorrow morning at 10 o'clock and the official announcement by the secretary of war of the death of President Warren G Harding will be read, after which all labors will cease. At dawn of tomorrow 13 guns will be fired at the coast defense at the mouth of the Cape Fear river, and thereafter during the day once every half Forty-eight guns will be

fired at the setting of the sun.
Orders to this effect have been received at Fort Caswell from the commanding officer of the Fourth corps area, Fort McPherson, Ga. Maj. Oscar O. Keuntz, United States district engineer, is also instructed in similar orders to cause the national flag to be flown at half mast from all vessels operating in his district until the remains of the late chief executive have been consigned to their resting place. The colors of all organizations are to be draped for a period of one month.

The announcement by the secretary of war as received by Major Keuntz and by the commanding officer at Fort Caswell follow:

"It is the painful duty of the sec-

retary of war to announce to the army the death of Warren Gamaliel Harding, President of the United States, which occurred at San Francisco, Cal., at 7:30 p. m., Au-gust 2, 1923. The grief of the na-tion in the untimely death of the President is keenly shared by the army of the United States, in the welfare of which he displayed at all times a deep interest and solicitude. His kindly wisdom and strength, his conscientious devo-tion to duty and his loyalty to our national ideals earned for him the respect of every American citizen. Appropriate funeral honors will be paid to the memory of the late President and commander in chief at the headquarters of every corps area and department and at every

UNCOOKED MEATS Uncooked meats should always be cept covered in an enamel dish.

military station and at every camp of troops of the United States in the field. The vice-president of the

United States, Calvin Coolidge, has taken the oath of office and as-

sumed the duty of President in ac-

cordance with the provisions of the

Salmon should never be left in the can unless you have rich kinfolks for

CIVIL ENGINEERS' ASHEVILLE MEETING CONVENES FRIDAY

President John L. Becton, of This City, Has Arranged **Interesting Program**

President J. L. Becton, of the North Carolina Society of Civil Engineers, has departed from the city for Asheville to attend the seventh annual convention of the state engineers, and before departing from the city ne announced the convention program as being as

Friday Morning, August 10 9:00 a. m. to 10 a. m.—Registration. Formal Session m .- Invocation, Rev. Willis C.

Address of welcome-Hon. John H Cathey, Mayor. Response to address of welcome— Prof. C. L. Mann, N. C. State College,

West Raleigh, N. C.
Presidential address—J. L. Becton, Wilmington, N. C. Report of secretary-freasurer—H. K

Witherspoon, Raleigh, N. C. 12 noon-Report of finance commit-tee, W. S. Fallis, Chairman, Raleigh. Report of "A" classification commit-tee, T. C. Atwood, Chairman, Chapel

1 p. m.—Lunch where you please. 2:30 p. m.—Leaving convention hall for auto trips of general interest. Guests of Asheville chapter.

8 p. m.—Annual banquet, C. E. Waddell, toastmaster, Asheville,

Welcome-Frank L. Whitman, secetary Asheville Chamber of Commerce. Address by A. B. McDaniel, Washing ton, D. C., chairman, national committee on specifications of engineering po-

Address by L. M. Fisher, Columbia; C., chairman national committee on land reclamation and settlement, also president South Carolina state assem-

Address-Ira B. Mullis, Washington, D. C., bureau of public roads, on "Study on sub-grade conditions."

Saturday, August 11 9:30 a. m.—Report of membership committee, John J. Wells, chairman, Rocky Mount, N. C.

Report of committee on ethics-J. C. Hobbs, chairman, Wilmington, N. C. Report of committee on economics-Dr. W. C. Riddick, chairman, Raleigh Report of practice committee-Wythe M. Peyton, chairman, Asheville, N. C. Report of chapter activities commit ee-B. H. Case, chairman, Asheville,

Several presidential candidates are running against the wind.

Billy Malone

around these diggings are known far and wide. Yesterday party came in from Wilson-says he heard about it-the Million Dollar Billy at that-The shares he bought says will get few more pretty soon. The kind he likes-the kind we have.

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The Duty of Will Making

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A Will, naming as your executor and trustee a corporate fiduciary such as this bank, will prove the best protection you can afford to your heirs and their heritage. We will be pleased to talk to you about your Will and how to make sure the future of your loved

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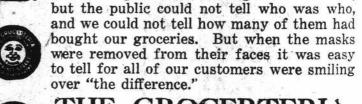
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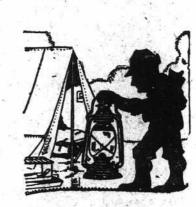
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