

Clinchfield Lease Has Thorough Analysis At Shippers' Conference

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

NOT ABLE TO ASSURE NORFOLK RATES NOW

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

At a conference with Wilmington shippers yesterday at 3:30 p. m., at the rooms of the chamber of commerce, George B. Elliott, vice president and general counsel of the Atlantic Coast Line, informed the business men as to the 99 years lease of the Clinchfield and Ohio railroad.

The meeting was called to order by President H. Lacy Hunt, of the chamber of commerce, who stated that the conference had been called by the chamber's shipping committee, and he would turn over the meeting to J. Alan Taylor, chairman of that committee.

Mr. Elliott said he was glad to give the meeting whatever information he could about the lease by the Atlantic Coast Line and its subsidiary, the Louisville & Nashville railroad.

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 taps a coal region which is producing such enormous quantities of coal that it is impossible for even a double-track line to transport the product.

The immediate advantage of such a connection with the coalfields is that it would make coal available to every port on the Atlantic from Wilmington to Tampa.

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 by the "wave of its hand."

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 port what they have long striven for—a direct line to the middle west.

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 forthwith, 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.

Bootleggers, Speeders, Gamblers Before Harriss Given Various Sentences

In recorder's court yesterday a 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 imposed.

A large number who have been convicted on various charges were due to report to the court yesterday morning to show good behavior and while a large number did report, a few failed to show up. The judge whacked out a summons for them to appear and show a reason why they should not be dealt with as per former sentence.

including the present Clinchfield system territory and connections, on the present basis of port relationship?

Question 4: To control the Clinchfield in such a way as to hinder rather than to promote its use as a connecting link between the ports, on competitive terms with North Atlantic carriers to North Atlantic ports?

These questions are submitted in order that you may relieve the apprehension that the Clinchfield system may be dismembered and used for local interests instead of constituting a link in a through line for the benefit of this state and the general public.

Mr. Elliott replied that all he could say in answer to the first question is that the very purpose of the lease is to provide a direct trunk line to the west. He was not prepared to answer other questions because the lease had not been confirmed and until the Coast Line secures actual control of the Clinchfield it will be impossible to discuss intelligently readjustment in freight 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 Wilmington wants. He declared 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, Wilmington will oppose the lease as taking from it the only existing nucleus for such a trunk line, which he said eventually will be built.

Mr. Elliott assured his hearers that he was unable to state the rate policy 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 of it.

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 by the "wave of its hand."

Mr. Elliott smiled and replied that railroads could only serve and that ports could make themselves by taking advantage of that service. Ample interchanges along that line, the conference came to an end after a rather disappointing result for the shippers. No action was taken, although Mr. Elliott reiterated that the Clinchfield lease would connect South Atlantic ports with the coal fields and give them trunk line connection with the middle west.

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VENER ASSOCIATION CONVENES TODAY FOR ANNUAL CONVENTION

Virginia, Carolinas and Georgia to Have Representatives at Beach Meet

The Southeastern Vener association, which includes the numerous plants located in the southeastern states engaged in the manufacture of vener, 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 Plywood division will go in session; at 8:15 o'clock a banquet will be served the delegates in the Oceanic hotel dining room.

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 company was the first mill in the United States to install and operate the machine known as the Merritt Progressive 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.

LARGE 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 of the Wilmington movement of fruits and vegetables out of Wilmington is to return to his company's headquarters in Washington.

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

It is stated that the principle increase in the number of strawberries shipped from the Chadbourn section; however, there was a substantial increase in the number of carloads of cucumbers moved, especially from sections immediately 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 company is now planning to substantially increase their local equipment in order that they will be in better position to handle next year's movement.

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 honors will cease. At dawn of tomorrow 12 guns will be fired at the coast defense at the mouth of the Cape Fear river, and thereafter during the day once every half hour. 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 secretary of war to announce to the army of the United States the death of Warren Gamaliel Harding, President of the United States, which occurred at San Francisco, Cal., at 7:30 p. m., August 2, 1923. The grief of the nation 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 devotion 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 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 assumed the duty of President in accordance with the provisions of the constitution."

UNCOOKED MEATS Uncooked meats should always be kept covered in an enamel dish. Salmon should never be left in the can unless you have rich kinforks for dinner.

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 he announced the convention program as being as follows:

Friday Morning, August 10 9:00 a. m. to 10 a. m.—Registration. 10 a. m.—Invocation, Rev. Willis C. Clark. 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-treasurer—H. K. Witherspoon, Raleigh, N. C. 12 noon—Report of finance committee, W. S. Falls, Chairman, Raleigh. Report of "A" classification committee, T. C. Atwood, Chairman, Chapel Hill, N. C. 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, secretary Asheville Chamber of Commerce. Address by A. B. McDaniel, Washington, D. C., chairman, national committee on specifications of engineering positions. Address by L. M. Fisher, Columbia, S. C., chairman national committee on land reclamation and settlement, also president South Carolina state assembly. 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 committee—B. H. Case, chairman, Asheville, N. C.

Several presidential candidates are running against the wind.

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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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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 ones.

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