

New Rates Give Shippers of North Carolina a Fair Chance

Analysis of Rates By J. H. Fishback Shows Extent of Victory Won in Fight Over "Virginia Cities" Rate Case—Opportunity to Ship Without Discrimination to Other States.

Daily News Bureau and Telegraph Office, 403 Albee Building (In Lead Wire)

Washington, Nov. 19.—After a discussion in a previous issue of The Daily News of the effect of the decision of the Interstate Commerce Commission's decision in the Virginia-North Carolina freight rate case as the decision related to the so-called "northern adjustment," J. H. Fishback, of this city, today supplied an interpretation of the "southern adjustment."

Mr. Fishback was one of the attorneys for the various chambers of commerce of North Carolina before the commission and has carefully and impartially analyzed the order of the commission and endeavored to present it in dollars and cents to the Tar Heel shipper.

His analysis of the new rates to and from the south is as follows:

Other States Affected.

The decision of the Interstate Commerce Commission in the North Carolina rate case involves, in addition to rates between the east and North Carolina, the rates between North Carolina and South Carolina, Georgia, and other southern states. This branch of the case was presented jointly by the North Carolina corporation commission and various chambers of commerce of the states, and supported vigorously by the North Carolina traffic association. The North Carolina corporation commission, representatives of the chambers of commerce, and the North Carolina Traffic association have pressed their contentions in this case with vigor, and the order of the Interstate Commerce Commission under which rates will now be immediately published and made effective at an early date, will give to the state of North Carolina marked reductions in the rates as well as establish rates between North Carolina and South Carolina, Georgia and other Virginia cities, giving to North Carolina points the benefits of the shorter distance hauls than between Richmond and Norfolk and South Carolina and the southeast. Illustrations of the reductions that will be made in these rates between North Carolina and South Carolina and the southeast will be observed by the following:

First Class Rate.

Illustrating these rates, the first class rate is here used, and it will be understood of course that the reductions graded down apply on all of the lower classes covering all articles of freight. It should be understood also that the reduced rates ordered by the commission will apply both northbound and southbound—that is, from and to North Carolina. The following illustrations

of reduced rates will explain the reductions throughout the state:

To Camden, S. C., reductions in rates from representative North Carolina points are as follows: From Charlotte 13 cents, Salisbury 20 1-2 cents, Winston-Salem 15 1-2 cents, Wadesboro 25 cents, Fayetteville, 43 cents, Wilson, 72 cents, and Raleigh 25 cents.

Between Abbeville, S. C., and North Carolina points the rates are reduced as follows: Wadesboro 59 1-2 cents, Charlotte 9 1-2 cents, Salisbury 17 1-2 cents, Fayetteville 17 1-2 cents, Wilson 47 cents, Winston-Salem 14 cents, and Raleigh 17 1-2 cents.

Between points in North Carolina and Georgetown, S. C., the rates are reduced as follows, using the same representative North Carolina points: From Salisbury 77 1-2 cents, Charlotte, 20 cents, Fayetteville 22 cents, Wilson 72 cents, Winston-Salem, Wadesboro and Raleigh 3 1-2 cents.

Between representative North Carolina points and Hampton, S. C., the rates are reduced as follows: From Charlotte 39 cents, Salisbury 51 1-2 cents, Winston-Salem 31 cents, Wadesboro 42 cents, Fayetteville 73 1-2 cents, 48 1-2 cents and Raleigh 31 cents.

Rates to McBea.

Between North Carolina and McBea the rates are reduced as follows: Charlotte 19 cents, Salisbury 56 cents, Winston-Salem 35 cents, Wadesboro 21 1/2 cents, Fayetteville 43 cents, Wilson 66 cents and Raleigh 25 cents.

Between North Carolina points and Bonnettsville, S. C., the rates are reduced as follows: Salisbury 46 cents, Winston-Salem 25 cents, Wadesboro 14 1/2 cents, Charlotte 3 1/2 cents, Fayetteville 12 cents, Wilson 12 1/2 cents and Raleigh 25 cents.

The reduction here shown in the rates from certain North Carolina points will reflect the changes in rates that are to be made from other North Carolina points to points in South Carolina. The reductions are statewide, and will in varying amounts apply from the entire state of North Carolina, not only to points in South Carolina but to Georgia, Alabama, Florida, Mississippi and Tennessee.

As illustrating the removal of discriminations which have for many years existed in favor of Richmond and Norfolk and other Virginia cities at the expense of North Carolina, the decision of the commission requires the carriers to establish rates materially less between North Carolina and the southeast than between Virginia cities and the southeast. As illustrating the lower rates between North Carolina and the southeast than between Virginia cities and the southeast, rates from points like Raleigh and Greensboro to Atlanta, Ga., are required to be made on first class freight 21 cents less than Richmond and Norfolk; from points like Hamlet, Wadesboro, Maxton, Lexington, Salisbury and Statesboro to Atlanta, Ga., carriers are required to establish rates 23 cents less than Richmond and Norfolk.

To Eastern Points.

From points such as Wilson, Henderson, Goldsboro to Atlanta the rates will be 13 cents less than from Richmond and Norfolk.

From such points in North Carolina as Charlotte to Atlanta the rates are required to be 38 cents less than from Richmond and Norfolk.

The rates from Raleigh, Goldsboro, Greensboro, Wilson, Durham, Henderson and Greenville, and the same general territory, to points like Albany, Ga., and Jacksonville, Fla., are required to be 25 cents less than from Richmond and Norfolk.

From Greensboro and that general territory to Nashville, Tenn., and a considerable section of Tennessee, the rates are to be made 15 cents less than from Richmond and Norfolk.

The amounts that rates between North Carolina and the southeast shall be less than between Virginia cities and the southeast vary with different parts of North Carolina and with the various sections of the south, being based under the order of the commission upon whether the mileage between North Carolina points and a particular section of the southeast is greatly less or only slightly less between North Carolina points and points in the southeast than the distance between Virginia cities and the same points in the southeast.

Substantial Reductions.

Summing up the decision of the commission as to the rates between North Carolina and the southeast, it may be said that the reductions in the rates are very substantial from practically all points in North Carolina, and that that of North Carolina being charged rates as high or higher than the Virginia cities to or from points in the southeast, the new rates will in practically all instances, and on all classes of freight, be lower than Virginia cities. The amounts that the rates between North Carolina and the southeast are to be made less than between Virginia and the southeast, including Tennessee, range from 42 cents down to 4 cents. But for short hauls like from the southern part of North Carolina across to South Carolina, the rates will be made on the basis of a mileage scale, as much as 75 cents per 100 pounds less than the Norfolk and Richmond rates. As a result of applying the mileage scale instead of the group rates, traffic between very numerous points in North Carolina and points in South Carolina and Tennessee will be 30 cents to 75 cents lower than the Norfolk and Richmond rates.

Such radical changes in rates as shown by the above illustrations will show the extent of the victory which the state has won in the southern adjustment. The reductions in rates and removal of discriminations in favor of Virginia cities with respect to the rates between the east and North Carolina have already been explained in the former dispatch.

All Classes of Freight.

The great majority of cases before the Interstate Commerce Commission involve only rates on a single commodity and between a single point of origin and in most cases but a single point of destination, others involve but a few points of destination or a small section. Here in the North Carolina cases were involved rates on all classes of freight, of every description, both to and from the entire eastern section, including all of the eastern ports, and the state of North Carolina, and also the rates on every description of freight between North Carolina and all of the southern states east of the Mississippi river, excepting the states of Kentucky and Virginia.

It has required the constant attention of the traffic representatives of the chambers of commerce and the North Carolina Traffic association and the corporation commission of the state to establish the rights of North Carolina to the relief from the unjust rates that have been in effect for 40 years. The state corporation commission has worked early and late along with Mr. Beaman representing the North Carolina Traffic association and the chambers of commerce of the principal cities of the state. Many conferences have been necessary between those representing North Carolina and the committee of traffic representatives of the railroads and with the in-

terstate Commerce commission since the case was decided in August last, in order that the rates to be established under the order of the commission should not prevent the state from obtaining the fullest relief possible. These conferences have been attended by Messrs. Maxwell, Lee and Peil, and Mr. Wombie, rate clerk of the North Carolina corporation commission; by Mr. Beaman and J. H. Fishback, representing the North Carolina Traffic association and the chambers of commerce that were parties to the rate case. The leading traffic representatives of particular interests of North Carolina, including J. L. Graham, of the R. J. Reynolds Tobacco company, Winston-Salem; J. T. Ryan, secretary-treasurer of the Southern Furniture Manufacturers' association, High Point; W. S. Creighton, of the Charlotte Shippers association; I. M. Porter, of the North Carolina Wholesale Grocers association; Col. Albert L. Cox, attorney, North Carolina Traffic association, have frequently attended these conferences. It has required the closest attention and expert ability to accomplish results obtained toward putting North Carolina on a fair basis of freight rates and opening up new avenues to trade and commerce and promoting industrial development in the state. The new rates should mean the beginning of a new era for business in the state, favor the location of new industries, and aid producers and consumers throughout the length and breadth of the state.

LUMBERTON NEWS.

Hard-Surfacing Part of Wilmington To Asheville Highway.

Lumberton, Nov. 19.—Work has been begun on hard surfacing a link of the Wilmington-Charlotte-Asheville highway between Lumberton and McNeill's bridge. The link to be hard surfaced is a little more than three miles in length and will be the first hard surface road built in Robeson county, outside the incorporated town. Much of the work will be done with convict labor.

More than 300 Lumberton citizens are qualified auto drivers. At least that number have paid the 45 cents for license, the town fathers of this number less than 25 are ladies, which would indicate that many ladies who have heretofore been driving cars will not drive in the future.

Mr. Frank Gough, Lumberton, has been seriously ill at her home since Monday when she suffered a second stroke of paralysis. She suffered a third stroke Wednesday.

Robeson officers captured a large copper "whisky" still in the swamp near Harper's ferry bridge. The owners were preparing to make a "run" when the officers reached the scene, but escaped by a foot-way built across Lumber river. Four barrels of beer found at the still were destroyed by the officers, together with the still.

J. F. Stubbs, well-known Robeson citizen, died Wednesday at his home near Fairmont, death resulting from paralysis. Deceased had been in ill health for several months. He was twice married and is survived by his second wife and several children. He was a member of Center Baptist church and a Mason. Interment was made in the family cemetery with Masonic honors.

A trio of gypsies were haled into recorder's court here today, charged with "robbing" an Indian of \$4.50. They reimbursed the Indian, paid his attorney fee, the cost of the action and were requested to "move on." The Indian testified that the gypsies claimed to have given him good luck for the \$4.50.

ROCKY MOUNT GAS PLANT HAS SPRUNG INTO NATIONAL FAME

Rocky Mount, Nov. 19.—Rocky Mount's highly successful, municipally owned gas plant already has acquired considerable fame, but since the meeting of the American Gas association at Chicago last week it has sprung into greatest prominence and Superintendent L. M. Jordan has been flooded with requests from all parts of the nation as to the organization and operation of the local plant.

The praise of the local plant was loudly sung at the Chicago meeting which was attended by several thousand gas experts and to which Superintendent Jordan was sent by the city. The Western Gas company led in the praise and did the greater part towards spreading the fame of the Rocky Mount plant. This company prepared a special bulletin for the convention, and the bulletin carried pictures of only two plants in the United States. The first of these was the Chicago plant, which is the largest in the world, and the other was of the Rocky Mount municipally owned plant.

MOVEMENT AT ROCKY MOUNT FOR A BONDED WAREHOUSE

Rocky Mount, Nov. 19.—Endorsement of the movement to secure a bonded storage warehouse for the city, launched by the chamber of commerce some time ago, and the promise to raise half the funds needed to put the project across was so vigorously voiced at the meeting of the Kiwanis club last night that President John J. Wells has called a special meeting of the directors of the chamber of commerce to confer with a Kiwanis committee to plan for putting the proposition through to success.

The Kiwanis club's endorsement, which included support for the project promises to raise half the funds needed and the request that a special committee be named to confer with the chamber of commerce officials, came in the form of unanimous adoption of a resolution offered by Kiwanian Barnhill.

KINSTON POLICE SEEKING ORGANIZED GANG THIEVES

Kinston, Nov. 19.—Police here and in other towns in the section are seeking thieves believed to be engaged in wholesale looting of automobiles and garages. Separate bands and individuals are believed to be at work. Articles ranging from accessories of small value to supplies in bulk. The authorities have been able to get no clue as to where stolen goods are marketed.

Many cars left on streets or in yards were rifled during recent weeks. Single tires have been taken in some instances, while in others numbers have been carried off. Tools, spare parts and even parts of engines in service have been missed by auto owners. In one instance thieves frightened off private premises left a kit of tools with which they had been at work.

Hampshire Breeders Meet.

Rocky Mount, Nov. 19.—An important business session of the Tar Heel Hampshire Breeders' Association, formerly the Eastern Carolina-Hampshire Breeders' association, was held with Henry Phillips, secretary of the association, at Battleboro yesterday afternoon, after which Mr. Phillips entertained the gathering at a sumptuous barbecue and took the membership of the association on an inspection tour of the hog raising industry in that immediate section.

Siler City Defeats Ramseur.

Siler City, Nov. 19.—Siler City defeated the fast Ramseur team in a snappy game of baseball played here on Friday afternoon, the score being 16 to 11. The feature of the game was the goal throwing of Small, who won 19 of the 16 points for Siler City. Jordan, also, played a good game for the home team. Referee, Wrenn.

AUCTION SALE

Thursday November 24th at 1:30 P. M.

Archdale, N. C.

This property known as the 'ELEC WRAY' home place has been subdivided into about 26 high class residence lots and has been consigned to this company to sell at your own price. Located as it is on the asphalt road from High Point to Archdale and also on the new road that is to be asphalted from High Point to Ashboro makes it a wonderful suburban home site subdivision, only two and one-half miles from High Point and right at Archdale. There is one good eight

room house on this place, also a dandy pear orchard and one of the best wells of water in the county. This is a golden opportunity for the working man who works in the city of High Point, as these lots are cut very large which enables him to own one of these lots, build a home on the front, and then have ample room left for a great big garden.

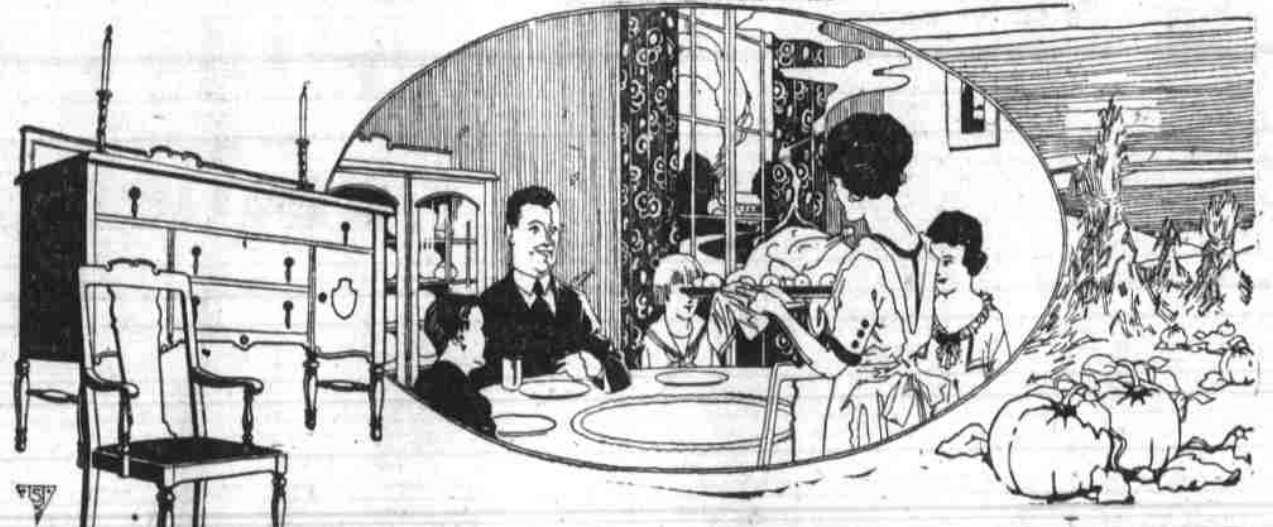
Dont fail to attend this sale if you want bargains as each and every lot that is offered will be sold.

Sale Rain or Shine; Free Prizes; Band of Music; Easy Terms;

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Will be the interesting sermon subject of Rev. Chas. F. Myers, D. D., at this evening's service of the

First Presbyterian Church

A special feature of the music will be an offertory by Mrs. W. W. Stanley and Mrs. C. A. Mebane

"The Church's Inability"

Will be the subject at the morning service, when a beautiful music feature will be a violin offertory by

Mr. Bert Hollowell
You are invited to attend these services at the First Presbyterian. Traveling men and strangers in the city will find a warm welcome.

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