## W. MELEAN TELLS STORY OF V. & C. S. RAILROAD,

Built to Serve Community and Operated for That Purpose—A. C. L. Assumed Debt But Will Not Operate It—Pays No Dividends But Interest on Debt. Thirty thousand words of detailed testimony descriptive of the life and works of the Virginia & Carolina Southern Railroad, arraigned with four other short lines on the charge that they are owned and operated by the Atlantic Coast Line, but allowed to charge higher local rates, brought the hearing of the cases to an end four other short lines on the charge that they are owned and operated by the Atlantic Coast Line, but allowed to charge higher local rates, brought the hearing of the cases to an end hefore the Corporation Commission hast Saturday in Raleigh. The News and Observer gives the following: But for variation in detail, the stories of the East Carolina and the washington & Vandermere offered on Friday. The plaintiff association alleged ownership by the Coast Line and the imposition of local rates on the index ore details admitted own-ership, pleaded separate charters, and endeavored to justify higher rates by local conditions. Interest centered in yesterday's hearing to a much greater degree be-ouse of the fact that Angus Wilton McLean, president of the read, is prominent among the candidates men-tioned for Governor in 1924, and this coreer was not lessened by the open

by local conditions. Interest centered in yesterday's hearing to a much greater degree be-cause of the fact that Angus Wilton McLean, president of the read, is prominent among the candidates men-tioned for Governor in 1924, and this concern was not lessened by the open charge made by Chairman W. T. Lee, of the Corporation Commission, that the Traffic Association pressed the "Do you think, then that the rail-action in April in an affort to sm-rond, which enabled you to build up barrass his own renomination at last week's primary.

Line two years after it was built. Judge J. Crawford Biggs and Senator L. R. Varser represented the read and Colonel Albert Cox and J. S. Griffin appeared for the plaintiff Traffic Association. Rates Are "Runibus."

In presenting its case, the Traffic Association declared that the road, which runs from Hope Mills to Lum-berton, 28 miles and from St. Paula to Elizabethtown, 27 miles, is actually owned by the A. C. L., but operated owned by the A. C. L., but operated under a short line charter, that un-der the ruling of the Commission, al-lows a local freight rate to be levied, and local rates are much higher than trunk line rates which should apply. Testimony for the plaintiff was presented by M. R. Beaman, Secre-tary of the Traffic Association. He declared that the rates in effect were minous to business in towns along the route were compelled to ship by stance used was the tariff on a bale of cotton from Fayetteville to St. Pauls, given at \$2.16. Evidence was offered that trucks handle the business for 75 cents per bale.



during that time, though it has been nip and tuck with us for the past year,"-declared the witness.

last a town at St. Pauls ought to be allow-ed to make as much as five per cent?" Mr. McLean was on the witness stand for nearly two hours yesterday, and related in great detail the whole history of the road of which be is the nominal head, and the circum-stances that lay back of its building and its nominal transfer to the Coast Line to make as much as five per cent?" The witness admitted that he would like to help the railroad, but could not afford to do it to his own loss. JMr. McLean took the stand as the first witness for the defendant. He recounted the early struggles of the town of Lumberton, a village of 500 people 30 years ago, practically with-out train service, of the establish-ment of industries there that strug-

ruinous to business in towns along to buy. Creditors were pressing the fact that both involved a fight against the line. Many natural shippers along owners of the road, and finally Mr. McLean said he induced the A. C. L. track because it was cheaper to ship to take over its obligations, agreeing in that way than by train. He sub-mitted comparisons of rates. The in-operate the road and pay the A. C. L five per cent on the investment. That road now owns the stock and bonds of the road, but the title re-mains in the hands of Mr. McLean and his associates. The read has been operated for plaining away what has occurred in the accommodation of the community which it serves, and Mr. McLean said that he had never heard any complaint in rates before. Most of the traffic handled by the road originates in industries owned by the officers and directors. They have had the railroad and all they have had out of it has been more adequate service to their other interests. In 15 years it has paid its interest, and profits



<text> Lean.

The Raleigh and Wilmington fi-nancier should have no trouble get-ting the backing of the organization. Mr. McLican must be governor, matter what the archives in J. W. matter what the archives in J. W. Bailey's office have embalmed in the shape of a record against McLean. Mr. Cooper is most friendly to Mc-Lean. The national committeemanship must not go back into hostile hands. It once was owned by Josephus Dan-ials Mr. Danials may support Bailey iels. Mr. Daniels may support Bailey, at last, apparently, is something to Mr. Bailey might help Mr. Daniels. give the President and his friends pause or to cause them political in-Both are uncertain. A national com-mitteeman must be of the household of faith.

tion of any other candidate. And the organization could name him now. It has the votes, men and women, for it filled the state executive committee and the advisory board of the party which women are going to give the party no concern.

ment of industries there that strug-gled against the inadequate service of the Seaboard Air Line, and of the efforts made by himself and other business men to induce the road to business men

vania. There was some ground in improve conditions. Neither the A. C. L. nor the S. A. poth these States for minimizing the L would help, and he, with his bro-ther-in-law, J. L. Armfield, of Fay-etteville, induced John Blue, of Aber-deen to go in with the construction Mr. Harding was careful to prothe regular Republican State organization, which was close to the national organization, and that both Beveridge and Pinchot represent a progressive element. which is not in sympathy with the reactionary or standpat tendencies which Mr. Harding is supposed to favor.

Whatever may be said of Indiana or Pennsylvania, however, there is no ex-

Iowa. There, it is indisputable, the

Administration has received a hard

smash full in the mouth. Brookhart

challenged it to a championship fight

and he has won the nomination over

every effort of the national and lo-

cal machine to beat him. His plat-form was definantly in conflict with

almost every important policy of the



Just the moment you spply Mantho-Sulphur to an itching, burn-ing or broken out skin, the itching stops and healing begins, says a moted akin specialist. This sulphur rouge cream, gives such a quick re-bid, even to fiery eczema, that noth-ing has ever been found to take its place.

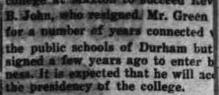
Because of its perm destroying pro-parties, it quickly subdues the itch-ing, cools the irritation and heals the ecsema right up, leaving a clear, smooth skin in place of ugiy erup-tions, rash, pimples or roughness. You do not have to wait for im-provement. It quickly shows. You can get a little jar of Mentho-Sul-phur at any drug store.

Administration, and his success is hailed with delight by La Follette and every free lance in the Senate. Here at last, apparently, is something to pause, or to cause them political in-digestion. They have got to swallow Brookhart, as they have got to swalof faith. Cooper meets the specifications ad-mirably from the organization point point be on the Republican political stomach.

It is clearer than ever now, of course, that dissatisfaction and restlessness are widespread in the Re-publican ranks. It is a far cry in miles from Pennsylvania to Iowa, but the cry in both States sounds virtually the same note. There is a riot, if not a revolution, among the Republican The Result in Iowa. The result of the Republican Sena- masses against the spirit and the torial primaries in Iowa as a political unsatisfactory showing of "Harding

college at Maxton to succeed Rev take another route-shall move a aggressively along other polit highways.-Baltimore Sun.

New President of Carolina College Mr. Ernest Green of Durham has been elected president of Carolina





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How St. Pauls Grew.

Judge Biggs took the witness and put him through an hour of searching examination, working around the declaration that freight rates were ruining business. It was brought out that St. Pauls, now a town of 2,500 people, was not even on the map when the road was built 15 years ago, while towns on the main line of the Coast Line and with through rates, had shrunk steadily in population, though not six miles from St Pauls.

J. M. Butler, cotton manufacturer at St. Pauls, took the stand at the instance of the plaintiff, and related at some length the necessity of shipping cotton from Fayetteville to St. Pauls by truck in preference to the railroad. He saved 55 cents per bale, he said, over the rates proposed in the hearing.

"Mr. Beaman says that these rates are ruinious to business in that section: could you tell the Commission what dividends your three cotton mills have declared over a period of five years, going back from 1921?" asked Senator Varser.

Some Ruinous Profit "We averaged about 50 per cent



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RUB BACKAGHE AND

aggregating \$105,000 most of which has been put back into maintenance and improvement of the road.

That was the story told by Mr. McLean. Rate experts submitted reams of exhibits showing that since January 1 two rate reductions have been put into effect that made rates much lower than those complained of, and in some instances lower than those asked to be put into effect by the complaint in the action.

The cases go under the advisement of the commission. The defendants are sanguine as to the outsome, cit-

ing the ruling of the commission in the Black Mountain railroad which set up the precedent that where a railroad was built and operated under unusual conditions it was entitled to consideration in the fixing of

freight rates to compensate it. The Black Mountain road was built nto Yancey county, through a sparsely settled country, at tremendous expense. Business is scant, and the commission allows it a high freight rate in order to compensate for the parsual conditions under which it was built and operated.

T. E. Cooper Waiting to Take Crown When McLean Lays It Down. W. T. Bost wrote as follows from

Raleigh in the Greensboro News unler date of June 8:

Presence here today of Angus Wil-

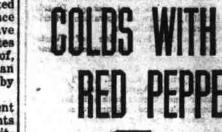
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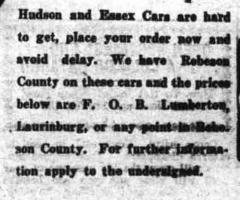
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