

BIG-RATE HEARING TO START TUESDAY

Railroad Administration Asked To Make More Favorable Rates For South

WANT SOUTHERN PORTS ON PARITY WITH NORTH

Promoters Seek Same Freight Charges On Export and Import Goods From Western Points As Are Now Made To New York; Senator Simmons Interested in Project

Washington, July 12.—What is considered by many to be the most important hearing in the history of the new South, if not of the entire country, is scheduled to take place in this city July 15th.

On that date, a concerted effort will be made by influential Southern and Middle Western commercial forces to persuade the Railroad Administration to so revise freight rates from the Middle West that the South Atlantic and Gulf ports can secure their share of business in competition with favored New York. If the Railroad Administration grants that request, and it is said that the Administration is by no means prejudiced against it—the South Atlantic and Gulf ports will experience, it is predicted, an unprecedented boom. Shipping will crowd their wharves, and the hinterland immediately behind them, like the hinterland about New York and other big shipping centers, will share in that prosperity.

This hearing has been arranged by the South Atlantic Maritime Corporation—the quasi-public organization formed by the five ports of Wilmington, Charleston, Savannah, Brunswick and Jacksonville and backed by the States of North Carolina, South Carolina, Georgia and Florida—in co-operation with representatives of the Gulf ports headed by William Allen, of New Orleans, who represents in Washington the City of New Orleans in its new policy of aggressive commercial expansion. The hearing will be attended by representatives of practically all the influential Southern and Western Chambers of Commerce. The latter are especially interested in securing additional gateways for imports and exports so that they need no longer suffer from the periodic traffic congestion which obtains in the famous "neck of the bottle," the approach to New York.

Abie Man Will Answer

The specific request filed with the Railroad Administration is that freight rates should be so adjusted that points west of Pittsburgh, like Ohio, Indiana and Illinois, can ship for export as cheaply through the Gulf and South Atlantic ports as they can through New York. The plea will be heard on behalf of the administration by Edward Chambers, director of the Division of Traffic, and Max Thelen, director of the Division of Public Service. It is expected that the principal arguments will be made by Judge Harry Covington, of Washington, D. C., general

agent for the South Atlantic Maritime Corporation, and Luther M. Walter, of the firm of Borden, Walter and Burdman, of Chicago. In addition Senators Randall, of Louisiana; Fletcher, of Florida; Simmons, of North Carolina; Hoke Smith, of Georgia, and others, will also participate.

The hearing is scheduled for ten o'clock on the morning of July 15th but there will be an important conference of the delegates at the Hotel Willard on the previous afternoon at which the entire situation will be canvassed.

Arguments For Change

So far as the equities of the case are concerned, the advocates of the proposed rate adjustment profess to feel entirely at ease. On the whole the distances from the Middle Western points to Gulf and South Atlantic ports are about the same as the distances to New York; some are nearer than New York, some a little further away, but the differences are negligible when it comes to matters of export and import. Furthermore, the South Atlantic and Gulf ports have a great advantage over New York in economy of port operation; a thousand miles through Charleston or Savannah or Jacksonville, for example, is far less expensive than a thousand miles through New York. But the largest question of all is one of public policy: Shall the enormous import and export traffic of Eastern United States continue to pour through one huge port or be distributed, with an eye solely to the general welfare and sound national economy, through a number of ports?

Want Only Fairness

"In asking for this hearing and in outlining our contention," said President Matthew Hale, of the South Atlantic Maritime Corporation, "we have been impressed with the fair attitude of the Railroad Administration. While I can not assume, of course, what their decision will be, I believe that they are just as keenly aware as we are that the present system is one of great misadjustment and that some arrangement must be made by which the enormous export and import trade of 1919-1920 may be handled more expeditiously and economically than it is at present.

"Not many months ago, for example, the Railroad Administration made such rate adjustments between the Middle West and the Pacific coast—for export purposes—as to make it possible for a Middle Western manufacturer to ship to Shanghai as cheaply by way of the Pacific ports as by way of New York. This may be considered an extreme example but it is justified by the necessity of relieving New York from the congestion which constantly threatens it. The claim of the Gulf and South Atlantic ports for equal rates with New York is, we believe, even sounder."

Church Paper Starts Up

Central Methodist Church, of which Rev. D. N. Caviness is pastor, commenced the past week the publication of a weekly paper to be known as "The Central Bulletin." Verne Caviness, son of the pastor, will edit it during the summer and when he leaves to resume his medical studies, other arrangements will have been made. The object of the publication is to keep the members of the church in touch with one another and with the activities of the various departments. Mr. Caviness, during his vacation last year, was employed on the editorial staff of The News and Observer.

Some women marry for love, some for a home and a few to spite the other woman.

RECALL CAMPAIGN ON IN WILMINGTON

Union Labor Elected Mayor Moore and Now Proposes To Oust Him From Office

Wilmington, July 12.—The recall campaign inaugurated by union labor against Mayor P. Q. Moore and all the councilmen, including two labor representatives, is off to a flying start, although an invitation to the business interests to confer with a labor committee was declined by the chamber of commerce on the ground that it could not mix up with politics.

Petitions are out for signatures and labor men say they will speedily get 1,000 names needed to demand another election. The vote began immediately after the election in May. Having had a deciding influence in the election of the mayor, labor leaders expected him to agree with their two councilmen, J. H. Curtis and J. P. Wade. He did at first, giving Curtis the police department which was held by Dr. J. M. Hall, a staunch Moore advocate; and the fire department to Councilman Wade. Soon the two labor men demanded an increase for all city employees, policemen, firemen and others. There wasn't money enough to do it. Meanwhile the question of raising the mayor's salary from \$2,500 to \$3,500 came up, there was a tie and the mayor broke it for the increase. Other things were mixed in the controversy, and the labor men came out and revealed their side of secret sessions of council which had been held. The mayor denounced them for making public the doings of executive sessions, and the week following, he and three councilmen voted to oust Curtis from the police and Wade from the fire department. This aroused the labor element, and hence the recall.

Business Opposes Election

Conservative citizens, including business interests, look with disfavor on any more disturbances and will probably try to head off the recall if they can but at present it looks like the petition would become a full grown petition, with enough names to get the second election.

Capt. J. A. Keiger, M.D., of the United States public health service, is in Wilmington to enforce the vice control law and states that he will soon have a force of detectives and other officers at work ferreting out the town, which he declares he intends to clean up.

Printers Lost On Ocean

F. J. Coles and W. G. Tippitt, two printers working for the Dispatch here, and Lamar and Lancelot Toler, of Latta, S. C., nephews of Tippitt, were caught in an open row boat off Wrightsville Beach Thursday night, and spent the night at sea. Cross currents nullified their rowing, and then finally they drifted onto Wrightsville Beach, more by luck than anything else, they were mighty tired but overjoyed in getting back on solid ground again, having been in danger throughout the night.

Wilmington's \$500,000 custom house was thrown open tonight to the public and all the lights turned on. Having admired the exterior all these months,

while the structure was being built, citizens were soon to get a look at the interior of the handsome building, and hundreds visited it.

The coast guard cutter Seminole has gone to Norfolk for repairs and it is said will later be sent to the west coast. The chamber of commerce is putting up a fight to retain the vessel at this port.

There will be public hearings here, at New Bern and at Beaufort, July 29, 30 and 31, on three waterway projects provided for in the last river and harbor bill. The hearing here the 29th will be on the proposition of bringing the intra-coastal waterway here from New Bern via the Trent and Northeast Cape Fear rivers and also by Beaufort to the Cape Fear; the New Bern hearing on the Trent-Cape Fear project will be the 30th; and on the 31st the hearing will be at Beaufort, on connecting Cape Fear with Beaufort harbor.

Death Sentence Affirmed

Advisers from Pittsburgh state that the appeal of Charles E. Scherer, a former Wilmington citizen, who killed his wife last April a year ago, and was sentenced to death several months ago, has resulted only in re-sentence to death,

the higher court affirming the verdict. Scherer was a grocer here and held some property. He had domestic infelicities, it is said, and moved to Pittsburgh to get rid of them, according to his story. He killed his wife early one morning in April, 1916, shooting her three times. Prior to leaving here he was strongly suspected of murdering Neal Waites, a young man who was shot and killed in a suburb while in company with a young woman. It has never been determined who did the deed but it has been believed in some quarters that Scherer did it, thinking he was shooting a man with his wife. He was tried but discharged for lack of evidence. It is now speculated upon here whether, if he was Waites's murderer, he will make a clean breast of that mystery. He was known to be very jealous of his wife and jealousy finally led to his killing her, it is stated in the Pittsburgh address.

The wireless station maintained by the Navy Department here throughout the war as a protection to shipping, has been thrown open to commercial use and benefactors individuals and the business interests may send messages through the station to ships at sea at the usual commercial rates.

The Post's Corner

Victims—"Who caused that unsightly fence to be put up in this beautiful neighborhood?"

"Oh, that is the home of John Sweetinger, the famous portrayer of the poetry of child-life, author of 'Songs of Childhood' and 'Prattling Voices at Twilight.' He had the fence built to keep out the neighbors' children."—Life.

They Don't

"Mr. I'm afraid you are visionary." "Why? Just because I think the Solomon Islanders ought to be uplifted?" "No. Because you seem to think the Solomon Islanders care a thing about being uplifted."—Birmingham Age-Herald.

The people who make fools of themselves, are not governed by the law of supply and demand.

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ON April 15, 1823, Jonas Chickering sent from his little shop in Boston, the first piano to bear his name. Perhaps he little thought that this instrument, wonderful though it was, marked the beginning of an institution as significant in the industry as the name Chickering has since become.

Jonas Chickering infused into that small group of workmen gathered about him an enthusiasm for and a pride in their work, resulting in a product which was a veritable ideal.

Today, in Boston, just 96 years from the date of that first memorable shipment, hundreds of skilled workmen are just as carefully and painstakingly producing Chickering pianos. Not for one brief moment have the ideals laid down by the founder of the business been subordinated to commercialism. Despite excessive increases in the cost of labor and materials, the manufacturers now, as always, demand that the best of each be utilized in the construction of the Chickering.

Today, as every day for 96 years, the Chickering stands supreme among high-grade pianofortes. Endorsed by such artists as Jenny Lind and Galli-Curci and others of world-wide reputation.

The Chickering is an American institution and we believe, therefore, that the celebration of its 95th anniversary should be enjoyed by the national public.

We have it on display in grand and upright models as well as with the wonderful Ampico. We invite you to hear it whether or not you are contemplating purchasing.

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J. T. BOWLER, Manager