

EQUALITY IN OCEAN RATES IS ASSURED

Representatives of Southern Ports Win Another Victory For This Section

HURLEY IMPRESSED BY SENATOR SIMMONS' PLEA

Senior North Carolina Senator Points Out Absolute Necessity of Providing Relief For Congestion in Northern Ports; Shipping Board Will Take Action

The News and Observer Bureau, 608 District National Bank Bldg. By FRANK W. LEWIS (By Special Leased Wire)

Washington, D. C., July 16.—Today another victory was won for the South Atlantic and Gulf ports and the vast area of country interested in them. Assurances by the United States Shipping Board, through Chairman Hurley, following a hearing on discriminatory ocean rates, was given that the evils complained of would be remedied and that the South Atlantic and Gulf ports would be treated fairly and justly in this matter.

Those who made the plea for the readjustment of ocean rates, asking that the Southern ports be accorded such rates as would enable them to compete with New York and other North Atlantic ports declare that this is a signal victory for the Southern section that has all along been at such disadvantages in the shipments of exports.

It will be recalled that something over a month ago a hearing before the United States shipping board, Senator Simmons, speaking for North Carolina, made a speech which was commented upon extensively throughout the country, in favor of the allocation of ships to the South Atlantic ports. Since that time, those ships have been and are being allocated to these ports.

Second Victory This Week

On yesterday at a large hearing participated in by many Senators and Representatives from South Atlantic and Central western states, before the railroad administration, Senator Simmons made another appeal in behalf of giving to Wilmington and other Southern ports, an equality in rates to those given North Atlantic ports. After the hearing satisfactory assurances were given by the representatives of the Railroad Administration before whom the hearing held that these rates would be readjusted upon a basis of equality.

Today these delegates and Senators appeared before the United States Shipping Board, asking that ocean rates be adjusted as to put the South Atlantic ports upon an equality in rates with the North Atlantic ports, thus bringing about equal treatment between these ports, both in railroad and ocean rates. At this later meeting, it is said that Senator Simmons made a most powerful presentation not only in the interest of these ports and all of that section of the country to which they are the natural outlet and furnish by far the shorter haul, but in the interest of feeding the business of the country of the terrible handicaps brought about by the congestion which exists in the Northern ports as the result of an artificial concentration of our international traffic at these ports.

Open Southern Ports.

Senator Simmons maintained that this was not a temporary condition, although it first became acute during the war, but unless relieved would become permanent, retarding the expansion of industry and producing stagnation. He insisted the only quick and efficient way to relieve this situation was to open the Southern ports and allow this traffic to follow its natural trend. Two things he contended were necessary to be done before this could happen. First, equalization of rates to these ports. That, he said, the Railroad Administration had promised. Secondly, the equalization of ocean rates from these ports.

He said that this could not have been done under old conditions when our inland and ocean traffic was conducted by private capital and only inadequately controlled and regulated by the government, but that this could be done now without difficulty by the co-operation of the two government agencies

which now control the rates, and that the failure on their part to co-operate in bringing about this imperative result would be looked upon by the people as a failure to perform a manifest duty to the country.

At the conclusion of the conference, the board, through Chairman Hurley, gave positive assurances that the appeal which had been made to them was convincing and that the evils complained of would be remedied and the Southern ports and the territory naturally tributary to them, given a fair opportunity in the matter of ocean rates.

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NOT UNEASY ABOUT BONE DRY MEASURE

(Continued from Page One.)

supporters if they should have a heart to heart talk with the President, who it is conceded knows more of the minute details of the treaty than any other individual in America.

Senators Call On President.

Senators Swanson, of Virginia, who delivered the keynote speech in defence of the treaty, held a conference with the President today, as did Senator Chamberlain, of Oregon, Senator Owen, of Oklahoma, and Senator Pomeroy, of Ohio. Each one of these extended an invitation to the President to visit his State upon some special occasion, and an interesting feature connected with these individual conferences is the fact that the President and Senator Chamberlain, between whom there had been a perceptible coolness, following a pointed statement by the President early in the war, had evidently reconciled their differences and that they are now ready to affiliate cordially as in previous days, on matters of public concern.

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Conservatives Warn Radicals That They Are Inviting Defeat of Bill

(Continued from Page One.)

central a Congressional definition of what alcoholic content liquor shall be considered prohibited under the war-time law against "intoxicating beverages."

If enforcement of war-time and constitutional prohibition is lodged with the department, as seems most likely, and not with the Bureau of Internal Revenue of the Treasury Department, a special bureau will have to be created to handle the work. Mr. Palmer made

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Some day you will ask yourself, Why did I refuse to use Tyree's Antiseptic Powder for these tormenting cases of Poison Oak, Prickly Heat and Mosquito Bites? The person who does not use Tyree's Antiseptic Powder freely in these cases falls in two ways, neglect and foresight. For the effect of Tyree's Antiseptic Powder in these cases is almost marvellous. One or two tablespoons full dissolved in a basin of water invariably relieves you while you are applying it. When used in the same dilutions its application is very pleasant and noncaustic. For thirty years Tyree's Antiseptic Powder has been the accepted standard for personal hygiene. In small, medium and large sizes—for sale by all drug and department stores. Remember the name—TYREE'S—accept no other.

SHALL CITIES TAKE OVER UTILITIES?

That is One of Only Two Ways To Get Street Railways On Sound Basis

FIGURES GIVEN FEDERAL ELECTRIC R. R. BOARD

Little Market Now For Street Railway Securities, Chicago Investment Banker Says; Witnesses Heard at Meeting of Commission Tell of Labor Costs

(By The Associated Press.)

Washington, July 16.—Street railways of the United States will need a total of approximately \$1,000,000,000 each year to enable them to meet adequately the demands made by the public, according to estimates given the Federal Electric Railways commission today by W. G. Bradlee, president of the Stone and Webster Management Association, of Boston.

Mr. Bradlee declared that between \$600,000,000 and \$700,000,000 in new capital was needed annually for extensions and improvements and probably \$350,000,000 for refunding of outstanding obligations. He said that little had been done in the way of improvements in the last four years owing to unusual conditions.

"There are only two ways to obtain this money," Mr. Bradlee said, "either through municipal ownership or through the establishment of some plan so that the private investor will feel that he can count on a reasonable return if he invests in street railway securities."

H. L. Stuart, an investment banker of Chicago, said there was little market now for street railway securities.

Many Headed for Bankruptcy.

Guy E. Tripp, chairman of the com-

mittee of one hundred representing the American Electric Railway Association, who occupied much of the day's session, predicted that many of the larger electric lines would be a bankruptcy before the commission completes its hearings.

Mr. Tripp told the commission he believed the fairest method for calculating earnings would be to take the issues of securities determine whether the money they produced was put in the properties, extract any "water" and use the result.

Taking up the surface traffic situation in New York City Mr. Tripp said he did not believe the one-man car could be successfully operated there, because of traffic conditions and the unusual crowding in the rush hours. He said that cars are now operated on New York streets as closely as is possible.

"I would like to ask your solution of the New York problem," said Royal Meeker of the commission.

"That," said Mr. Tripp, "would require an analysis of the deficit that exists. It is hard to state, but a seven and one-half cent fare might do it."

"I don't see much change," Mr. Tripp replied.

The Business Is "Essential." Bentley W. Warren, counsel for the association, read a letter from Chairman Hurley, of the United States Shipping Board, commending the work of the street railways during the war, and declaring adequate and efficient street railway facilities as essential to the development of cities as transcontinental trunk lines were to the country at large.

"They should," declared Mr. Hurley in his letter, "be fostered and safeguarded accordingly. It appears to me that there is only one remedy, and that is authority to increase the fares."

Mr. Bradlee said his company had experimented with gasoline buses, and that none of them paid. Asked about Henry Ford's idea that he could solve the street railway problem with a gas car, Mr. Bradlee said Mr. Ford had "an idea and not a car."

Upon completion of the railway testimony, adjournment will be taken until August 4, when Secretary Baker and a group of economists will begin testifying. On the completion of their testimony another adjournment will be taken until August 11, when the mayors of large cities, including New York, San Francisco, Boston, Buffalo, New Orleans, Seattle, Detroit, Chicago and Cleveland, and members of various commissions will be heard.

REORGANIZATION OF NATIONAL GUARD

(Continued from Page One.)

company engineers; 1 engineer train; 1 field hospital company; 1 ambulance company.

Oklahoma: 2 regiments infantry; 1 battalion field artillery; 1 company engineers; 1 signal company (radio); 1 field hospital company.

South Carolina: 2 companies coast artillery; 1 regiment infantry; 4 company engineers; 1 field hospital company.

Tennessee: 1 regiment and 1 battalion infantry; 6 troops, cavalry; 1 battalion, field artillery; 1 signal company (outpost); 1 ambulance company.

Texas: 3 regiments infantry; 6 regiments, cavalry; 1 regiment, field artillery; 1 company engineers; 1 signal company (wire); 1 field hospital company; 1 ambulance company.

Virginia: 4 companies coast artillery; 1 regiment infantry; 2 troops, cavalry; 1 battalion field artillery; 1 ambulance company.

West Virginia: 1 regiment and 1 battalion infantry.

The spider has no cause for alarm when his life hangs by a thread.

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REORGANIZATION OF NATIONAL GUARD

(Continued from Page One.)

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Oklahoma: 2 regiments infantry; 1 battalion field artillery; 1 company en-

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gineers; 1 signal company (radio); 1 field hospital company.

South Carolina: 2 companies coast artillery; 1 regiment infantry; 4 company engineers; 1 field hospital company.

Tennessee: 1 regiment and 1 battalion infantry; 6 troops, cavalry; 1 battalion, field artillery; 1 signal company (outpost); 1 ambulance company.

Texas: 3 regiments infantry; 6 regiments, cavalry; 1 regiment, field artillery; 1 company engineers; 1 signal company (wire); 1 field hospital company; 1 ambulance company.

Virginia: 4 companies coast artillery; 1 regiment infantry; 2 troops, cavalry; 1 battalion field artillery; 1 ambulance company.

West Virginia: 1 regiment and 1 battalion infantry.

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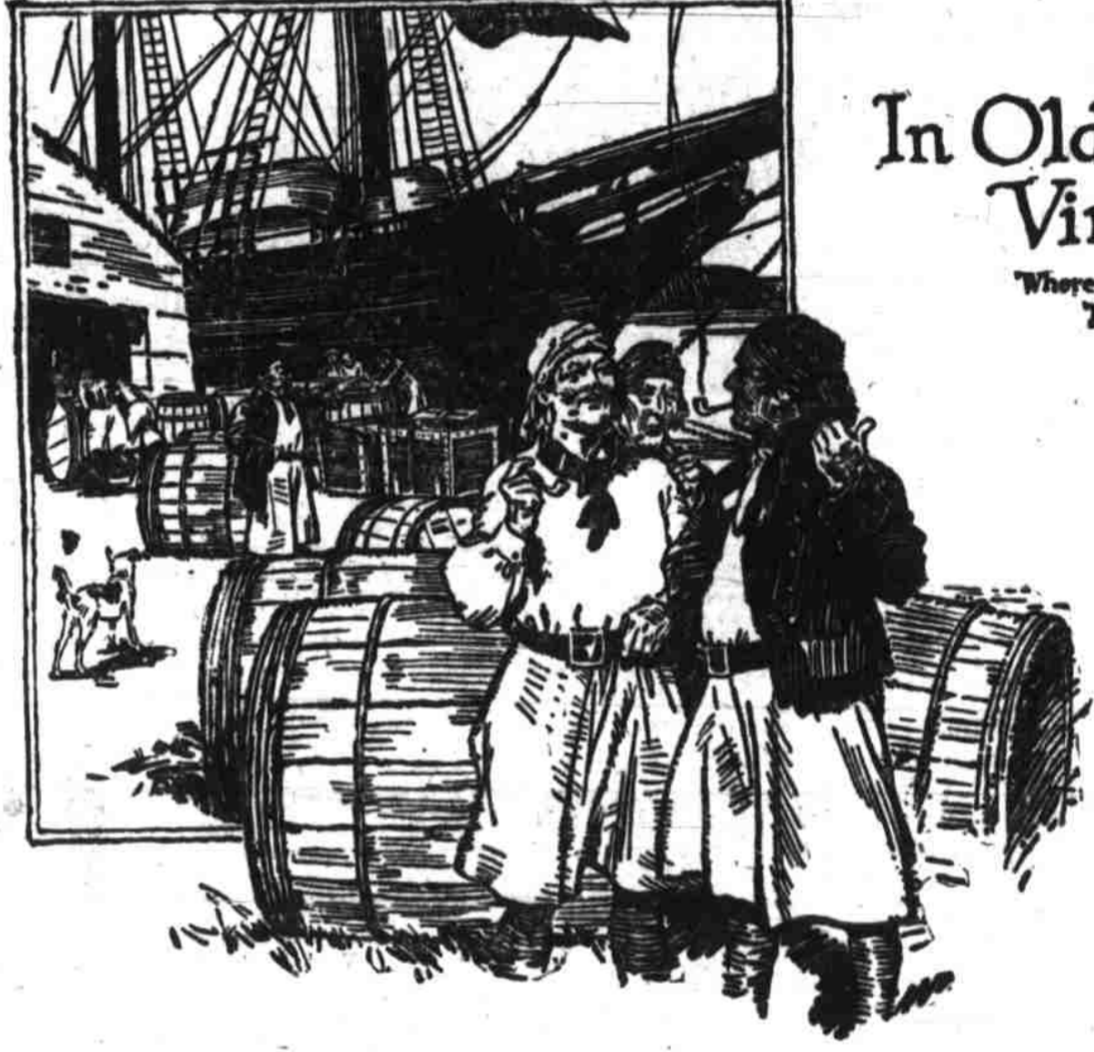
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