

THE WEATHER:  
Legal Clouds over Tomorrow  
Day and probably Friday.

# The News and Observer

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SIXTEEN PAGES TODAY. RALEIGH, N. C., THURSDAY MORNING, JULY 22, 1920. SIXTEEN PAGES TODAY.

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## GOVERNOR COX NOT TO MAKE ADDRESS BOOSTING ROADS

Presidential Nominee, However, May Visit North Carolina at Later Date

### WILL DISCUSS NATIONAL ISSUES WHEN HE COMES

Equal Suffrage Will Be Chief Topic If He Speaks in Raleigh During Session of Legislature; National Committeeman McLean Confers With Nominee in Dayton

The News and Observer Bureau, 603 District National Bank Bldg., Raleigh, N. C., July 21.—Gov. James Monroe Cox, as the name of the Democratic candidate for the presidency stands corrected, will not go to North Carolina to whom it up for the Kirkpatrick-McGirt bond issue. He may accept an invitation to speak in the State later but when he does it will be with the distinct approval of Governor Bickett and not with any view of telling the Tar Heel executive how to build good roads.

Such is the information brought back to Washington by National Committeeman A. W. McLean, who returned here today from Dayton, where he spent some time in conferences with the Democratic candidate. Mr. McLean was on the sub-committee that conferred with the presidential and vice presidential candidates along with J. Bruce Kremer, of Montana, Judge Samuel E. Amidon, of Kansas, and Miss Charlie Williams, of Tennessee. Three of the four members of the sub-committee appointed to see the nominees and report back to the full National committee were former McAdoo supporters.

Will Not Discuss Roads.  
In compliance with the request of Messrs. McGirt and Kirkpatrick, Mr. McLean presented the invitation to Governor Cox to address the mass meeting on the eve of the opening of the special session of the General Assembly. Governor Cox told Mr. McLean that in the first place, his engagements were so uncertain now that it would be impossible for him to make any definite promise. It is certain that if he goes to North Carolina during the campaign he will discuss national affairs. Road building he might mention incidentally but he has the remotest idea of telling the members of the legislature how they ought to be built.

What suggestion the Democratic candidate has to make to the law makers of North Carolina will be concerning suffrage. The National committee at its meeting yesterday pushed the case along with a resolution asking North Carolina and Tennessee to ratify and announce suffrage here today don't improve the situation for the Republican party.

An Embarrassing Question.  
For instance, just before the notification ceremony at Marion tomorrow Senator Harding is going to be asked in a way that everybody can hear the question:

The Republican platform promises ratification of suffrage. The first test of the platform will come when the Tennessee legislature meets in August. Will the Republicans carry out their platform by giving a unanimous Republican vote in Tennessee for suffrage?

The heavy artillery is trained on Tennessee but the reserves are being held for use in North Carolina. The work of the last week has been of a quiet sort in comparison with the movement of previous weeks. The switch in the plans of the leaders hasn't lessened, though the intensity of the fight.

Mrs. Jerman Attends.  
Mrs. Palmer Jerman, of Raleigh, attended the committee meeting in Dayton with the proxy of Miss Mary Owen Graham, National committee woman for North Carolina. The sub-committee was entertained at lunch by Governor and Mrs. Cox yesterday and last night the full committee was entertained at a lawn fete at the Cox country home, Trail's End. Mr. McLean is in high spirits over the Cox campaign. His talk with the Obispo yesterday left him with the impression that the Cox-Roosevelt ticket is going to be a hard one to beat.

Governor Cox didn't overlook the fact, during this talk, that the Tar Heel committeeman was one of the McAdoo floor managers at San Francisco. "He told me," Mr. McLean said today, "that he hoped that I would work just as hard for the ticket this fall and, of course, I will."

Ships To Aid Congestion.  
Arrangements completed today through the American Farm Bureau Federation provide for the utilization of thirty-five new government ships now lying in the upper great lakes, in an effort to relieve the rail congestion which is blocking the movement of grain from the Western and Northwestern grain growing States to the seaboard.

These boats were built as a part of the war program and are to be used later by the shipping board in the coastwise traffic. Due to their deep draught they cannot carry a full cargo on lake routes but each boat is capable of loading approximately one hundred thousand bushels of grain and the entire fleet should prove a material factor in relieving the car shortage. After unloading eighty thousand bushels of cargo at Buffalo each boat can carry twenty thousand bushels through the Welland canal and on out to sea.

At the Washington office of the American Farm Bureau Federation, C. M. (Continued on Page Nine.)

## VIRGINIA CITIES WANT RE-HEARING ON FREIGHT RATE

Will Petition I. C. C. To Re-Open Case Won By North Carolina

### ANY MOVE WILL BE BITTERLY OPPOSED

Corporation Commission and Traffic Association Prepared To Go Through Whole Fight Again To Retain Advantages Won In Decision Handed Down Last May

Virginia cities, and the railroads serving them, dissatisfied with the recent decision handed down by the Interstate Commerce Commission granting North Carolina towns a re-adjustment of freight rates, have combined their resources and are preparing to ask the commission to re-open the case, as the first step in having the decision reversed.

The North Carolina Corporation Commission has been advised by the I. C. C. that such a step is contemplated by the Virginia cities, and has given assurance that that opportunity will be given North Carolina shippers, and the Corporation Commission ample opportunity to resist the re-opening of the matter. Ready For Fight.

The North Carolina Traffic Association, and the Corporation Commission are making every preparation to be ready for a stiff fight from the moment a formal petition is made to the I. C. C. for the re-opening of the case, and the matter will be bitterly contested, and if the case is given another hearing, the fight will be continued.

It is not known here upon what grounds the petition for a re-hearing will be based, but it is understood that the Virginia cities object most strongly to the northern adjustment that concerns the shipment of freight from what is known as the eastern classification territory into Virginia and States south. It is presumed that the railroads are becoming party to the suit because of differences with northern railroads over the division of revenues from shipments originating in the north and routed over southern railroads to their destination.

Not Surprised Here.  
The Norfolk and Richmond Chambers of Commerce, railroads radiating from these two cities, and the Virginia Corporation Commission are understood to have pooled their interests and will make a common cause of the effort to undo the achievements of the North Carolina Corporation Commission and the Traffic Association in securing release from the generation of commercial bondages results from the discrimination in freight rates in favor of Virginia cities.

No particular surprise is occasioned among those concerned by the action of the Virginia cities. It was tacitly understood when the decision was handed down late in May that the defeated cities to the north would not be content with the removal of the privilege upon which their commercial advantages have been predicated.

Commissioner A. J. Maxwell said yesterday afternoon that the commission had been advised that steps were being taken to undo what had been done, and that the commission was prepared to resist any efforts made in that direction. M. E. Bennett, secretary of the Traffic Association, said that his organization was prepared to go through the whole fight over again if necessary, but expressed the belief that the I. C. C. would be unwilling to re-open the case.

## HEAVY RAINS AFFECT COTTON CROP IN N. C.

Delay Cultivation; Excellent Progress of Crop in South Carolina

Washington, July 21.—With temperatures remaining close to normal, together with an abundance of rainfall, a great deal of the Southern States, the condition of cotton improved generally throughout the belt, according to the weekly national weather and crop bulletin made public today. While the crop's condition was variable in different States and even in different parts of the same State, on the whole, the report said, it was "quite satisfactory."

Heavy to excessive rain occurred in a few places, which unfavorably affected the progress of cotton and delayed cultivation, it said, especially affecting the crop in central and northern North Carolina. The weather was too dry for the crop in western Texas and parts of Alabama.

Good to excellent growth was shown in South Carolina, the reports said, while the improvement made in Florida the past week was maintained.

In Alabama and Tennessee very good progress was made, while only a fair showing was made in Mississippi. Cotton made excellent progress in Arkansas, Texas and parts of Oklahoma.

Weevil damage increased in the southern part of the belt wherever frequent rains occurred, the report added.

## DANIELS AND PAYNE TO REACH SEATTLE TODAY

Seattle, Wash., July 21.—Secretary of the Navy Josephus Daniels and Secretary of the Interior John Barton Payne, due in Seattle Thursday from an inspection trip in Alaska, will leave for Washington Friday night, according to word received here today. At Helena, Mont., the cabinet officers will be guests of United States Senator T. J. Walsh of Montana, and will later make a trip to Yellowstone National Park.

## DEMOCRATIC NOMINEES LEAVING THE WHITE HOUSE AFTER THEIR FIRST CONFERENCE WITH PRESIDENT WILSON SUNDAY



Photograph shows Gov. Cox and Franklin D. Roosevelt leaving the White House after their conference with President Wilson Sunday. Left to right: Franklin D. Roosevelt, Governor James M. Cox, Joseph P. Tumulty, secretary to President Wilson, Senator Carter Glass, of Virginia.

## Resolute Wins Thrilling Race With the Shamrock

Defender of Yachting Cup Gets Victory By Amount of Her Handicap

RACE UNPARALLELED IN HISTORY OF YACHTING

Shamrock Crossed Line Half Boat Length Ahead; Next Race Tomorrow

Sandy Hook, N. J., July 21.—Resolute, defender of the America's yachting cup, came back today after two straight defeats, and magnificently won over the British challenger, Shamrock IV.

Shamrock finished a scant half boat length ahead, with a lead of 19 seconds, but as she had gained precisely that advantage at the start, the race was unparalleled in the history of yachting, with the result that the race was a draw. Resolute won by the amount of her handicap, seven minutes and one second. The fourth race will be started Friday.

Veteran yachtsmen who followed the trim craft through the four hours, three minutes and six seconds of racing time, thought back over many years of racing without being able to conjure up a picture that could compare with today's spectacle. It was a real yacht race from the start, and it proved a finish rivalling in closeness that of a neck and neck horse race.

Resolute had taken the lead early in her favorite 15-mile beat to windward, and rounding the stake with about a quarter of a mile lead, slipped slowly down the wind with spinnaker and balloon jib topsail billowing superbly.

But Shamrock IV, with her greater spread of canvas, would not be denied, and slowly, but steadily, ate up the intervening distance until, with little more than a mile to go, her bowsprit reached, then slowly began to creep past the defender's stern.

Inch by inch, as the spectators watched breathlessly, Shamrock IV moved up and up. A mile away from the stake they were running neck and neck through the fluffly little white caps turned up by the breeze. They appeared so close together from the press boats that it seemed as if a man might jump from challenger to defender. Actually the distance was several boat lengths.

Shamrock IV kept up the steady crawl ahead until at the half mile mark from the line she was nearly a full boat length ahead.

Resolute's Last Sprint.  
Then Resolute caught a tiny extra puff of wind from somewhere, and straining like a thoroughbred under the lash, crept up slowly—almost imperceptibly. She had got her bow about even with Shamrock's towering mast when a puff of steam from the committee boat's whistle registered Shamrock's finish.

## BRYAN NAMED TO HEAD DRY FORCES

Nominated by Acclamation Despite Message Saying He Could Not Accept

Lincoln, Neb., July 21.—William Jennings Bryan was nominated by acclamation as the prohibition party's presidential nominee at the national convention today. The nomination came after a resolution "tendering" the position of standard-bearer had brought out the fact in debate that Mr. Bryan had telegraphed friends here that he "could not accept."

An attempt to table the Caldwell motion tendering Mr. Bryan the nomination was overwhelmingly defeated.

In naming Mr. Bryan the convention upped precedent as well as its program by selecting the candidate on the first day. Nominations were not scheduled until Friday.

The nomination came after a stampede of the delegates, which was started by the resolution of W. A. Calderwood of Minnesota, "tendering" Mr. Bryan the leadership and asking him to reply promptly to the convention whether he would accept.

Attempts to table this resolution only resulted in an hour's recess, during which its opponents, led by Clinton N. Howard of New York, urged Charles Bryan, brother of the nominee, to make public communications concerning Mr. Bryan's attitude.

This brought out the fact that a proposed stampede, plans for which became known yesterday, had resulted in Mr. Howard sending a telegram to Mr. Bryan asking if he would accept the nomination and that the Nebraska had replied saying he would decline. Speakers criticized Mr. Howard for not making public the correspondence sooner, when it was generally known this morning that he had heard from Mr. Bryan.

Bryan's Telegram.  
The telegram follows:  
"Prohibition convention,  
Lincoln, Neb.  
"I appreciate your confidence in me. Please see my brother C. W. Bryan. He will fully explain why acceptance is impossible."

The telegram was in reply to one Mr. Howard sent to Bryan yesterday asking if he would accept the nomination. Charles Bryan sent a letter to the convention after it reconvened urging it reject the resolution and saying that Mr. Bryan's friends would oppose his acceptance.

Charges of Secrecy.  
Speakers then charged that secret conferences between delegates and Charles Bryan had been held in the last 24 hours with the apparent object of preventing Mr. Bryan's nomination on the ground that he did not want to be named.

## NAVY BLIMP FALLS WHEN RACE STARTS

Great Gas Bag Lands In Jamaica Bay After Long Drop; Nobody Hurt

GRAPHIC DESCRIPTION OF DOWNWARD JOURNEY

Disaster Overtook Big Airship, Which Had Three Reporters Aboard, Just As Signal For Race Between Shamrock and Resolute Was Given; Lands Ten Miles Away

Naval Air Station, Rockaway, N. Y., July 21.—(By The Associated Press.)—Disaster overtook the naval blimp C-10 today just after she had flashed out a radio report that the racing yachts Shamrock IV and Resolute were off on their third race.

The great gas bag, with eight men in her car, including three reporters, was hovering a thousand feet above Ambrose lightship. Thirty minutes later she was a wreck on Barren Island in Jamaica Bay, ten miles away. She had fallen into the bay like a shot bird after a frantic race shoreward with the nose of her bag collapsing as gas escaped from rents in the top of the bag.

In the battle to reach the landing field after he discovered the airship's plight, Lieut. A. W. Evans, her commander, had forced her 3,000 feet into the air by the sheer power of her twin engines. Ballast and all movable equipment had gone overboard, but as the crippled monster swept over the landing field with her head sagging, he dared not attempt to bring her down ashore. She had started her final plunge, dragged down by the weight of the men and the car.

Into Water Nose First.  
Shifting his course toward Jamaica Bay beyond, Evans drove the balloon, with elevators slanting clear back, to lift her. Farther and farther down came the ship's head and less than two miles away she dove into the water nose first and a few minutes later floated gently ashore, where her passengers and crew climbed out, wet but without a scratch to show for the 3,000 foot drop.

C-10 had watched the races every day with moving picture men and reporters in the car. Today she was hauled out of the shed at noon and quickly rose for her flight out to the start.

In the car each of the four cockpits held two persons. The ship had been trimmed and ballasted and carefully tested for lifting power before the command "stand clear" set her free to go nosing up to the 1,000 foot level with both motors roaring.

## COUNTY ATTORNEY DECLINES TO TALK ALAMANCE TRAGEDY

E. D. Parker Silent In Seven Languages About Events In Graham

### EXAMINES PRISONERS IN DEATH CELL HERE

Adjutant General Metts Says Coroner's Investigation Took No Count of Attitude of Captain Fowler; Statement Expected When Governor Returns From Asheville

Alamance county's attorney, E. D. Parker, spent yesterday in Raleigh, passed an hour in the executive offices of the State capital in conference with Governor Bickett's secretary, Mr. Sanford Martin, another hour in examination of the three negro suspects in the State prison for safekeeping, and went back to Graham on the afternoon train.

He was shy of newspapermen and refused to make any utterance for publication on the recent happenings in his town growing out of a criminal assault upon a white woman, the arrest of the three negroes, the menace of a mob, the killing of a negro when it is alleged the jail was attacked by a mob Monday night.

Rumors grew and multiplied whenever Mr. Parker stopped for a moment to converse with anybody. It was currently reported that he came to Raleigh to take the three negroes back to Graham with him for a continuation of their preliminary hearing which was begun Monday. He denied that he had any immediate intent to remove them from the safety of the prison, and indicated that any request for their removal would come from Solicitor S. M. Gattis.

Says Troops Were Justified.  
Mr. Parker was evidently deeply concerned over the tragedy in Graham, and went so far as to state that he still feels fully justified in the steps that he took to secure troops to protect the negroes from the angry citizens of the community. He regrets the death of Jim Ray, and regrets it deeply, but as to the justice of his killing he had not a word to say.

The tragedy at Graham bids fair to live long. It was still the subject of speculation, conjecture and discussion yesterday, with most of the talk centering around the action of the coroner's jury in finding that Ray came to his death through the firing of guns in the hands of militia summoned to Graham to uphold the law.

No official statement emanated from any quarter during the day, but the executive offices here are still pointing out the fact that the Alamance authorities were advised Monday morning to bring the negroes to Raleigh for safekeeping, and that in the face of this advice they were kept in Graham, with the result that the tragedy occurred.

Investigation One-sided.  
Discussing the coroner's findings informally yesterday afternoon, Adjutant General Van M. Metts said that the investigation was apparently one-sided, in that no member of the Machine Gun Company, or any of its officers was examined at the hearing, or asked to give their version of the lamentable episode. General Metts said that he did not intend to give out any formal statement until after Governor Bickett's return from Asheville, which is expected this morning.

Including among the day's crop of rumors was one to the effect that the mob had reorganized and was preparing to attack the penitentiary in Raleigh, but careful inquiry and investigation failed to show any basis for the rumor. Prison authorities were prepared in a measure for any emergency, but were not expecting any such visitation.

What passed between the prisoners and the county attorney yesterday afternoon was not given out. Prison officials were present at the interview, but were enjoined to silence by Mr. Parker. So far neither of the negroes has retained legal advisors or has been allowed by the prison authorities to discuss the crime with which they stand charged with outsiders.

## SUBMIT AWARD TO REFERENDUM VOTE OF RAIL WORKERS

Appears Probable Union Leaders Will Not Make Any Recommendation

### OUTRIGHT REJECTION OF AWARD NOT FAVORED

Railway Labor Board Declines To Re-Open Case at Request of Brotherhood Heads On Ground It Would Prevent Raise Going Into Effect at Once

Chicago, July 21.—(By the Associated Press.)—Submission of the \$600,000,000 rail wage award to a referendum vote by the 1,800,000 railroad workers without recommendation from the Union leaders either for its acceptance or rejection appeared probable tonight.

This was the opinion in labor circles after rejection by the United States Railway Labor Board of a petition for a rehearing of the case. Three courses were open to the union chiefs:  
First, submission without recommendation; second, recommendation that the award be accepted; and third that it be rejected.

Six Decide to Accept.  
At midnight it was reported that six of the sixteen great transportation brotherhoods, in addition to the Masters, Mates and Pilots of America, had decided definitely to accept the award. Eight of the remainder were said to have tentatively rejected the award, with provision that the final decision be left to a referendum vote of the membership.

The Order of Railway Conductors was said to be still undecided, while the Order of Railroad Telegraphers were reported to have issued strike ballots. In view of the division, it is believed that the award would be submitted to a referendum by all of the brotherhoods, either without recommendation, or with the recommendation of each group.

Those Who Have Accepted.  
The following brotherhoods were reported to have accepted the award:  
Brotherhood of Locomotive Engineers; Brotherhood of Railroad Trainmen; Switchmen's Union of America; Brotherhood of Stationary Firemen and Oilers; United Brotherhood of Maintenance of Way Employees, and Railroad Shop Laborers; Brotherhood of Locomotive Firemen and Enginemen and the Masters, Mates and Pilots of America.

Favoring Referendum.  
The brotherhoods favoring a referendum were the International Association of Machinists, Sheet Metal Workers' International Alliance, Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees; Brotherhood of Railway Signalmen of America; Brotherhood of Railway Carmen of America; International Brotherhood of Electrical Workers; International Brotherhood of Boiler-makers, Iron Shipbuilders and Helpers of America, and the International Brotherhood of Blacksmiths, Drop Forgers and Helpers.

Oppose Outright Rejection.  
The more conservative counsel in the union ranks has steadfastly opposed outright rejection of the board's decision. The door to recommendation or adoption apparently was closed today, leaders of the rail workers intimated, when they requested that the case be curb the spread of the pink boll worm.

The labor board declined to re-open the case on the ground that its decision represented the conclusions reached after an exhaustive survey, in which both sides had been given ample time to present all facts surrounding the case.

Would Cases Delay.  
No good could be accomplished at this time, members of the board stated, by granting a re-hearing, which would only serve to delay the case and prevent the men receiving the increased back wages in their August pay envelopes.

First Reported Strike.  
The first reported strike was recorded in Chicago late today when about one hundred Grand Trunk Railroad employees walked out, according to company estimates. Strikers, however, claimed 500 men walked out. Company officials said no demands had been made and it was presumed the men were dissatisfied with the rail board decision.

The decision to be made by the brotherhood officers tomorrow may have an important effect on the future of observers in the opinion of observers who have made a study of the railroad wage demands.

It is no secret that for months there has been discussion within the union ranks and an outspoken dissatisfaction over the failure of the officers to obtain for their men the raise they demanded.

So far as the Rail Labor Board is concerned, the wage award is closed and tomorrow the case of the 75,000 employees of the American Railway Express Company will be taken up.

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