

RUSSIAN SOVIET ARMY CONTINUES MOVE ON WARSAW

Captures Lomza, 75 Miles Northeast of Polish Capital, And Other Towns

MILITARY EXPERTS OF ALLIES ARE OPTIMISTIC

Position of Fourth Polish Army, Defending Brest-Litovsk, Causes Chief Concern; Re- lieve Pressure Will Soon Be Relieved; Many Ships Arrive At Danzig Daily.

Paris, Aug. 1. (By The Associated Press.)—The Russian Soviet army is now within seventy-five miles of Warsaw. It has captured Lomza, which is just that distance northeast of the Polish capital, and the towns of Kolno and Szczyrzew, near the German border in the Lomza region.

In spite of these and other bolshevik successes, the military experts of the Anglo-French mission in Poland are reported to be optimistic, because of the remarkable stiffening in the resistance of the Polish northern army under General Haller.

The chief concern of the experts is the position of the fourth Polish army, defending Brest-Litovsk, but Polish experts declare the pressure upon that army will be relieved shortly by the Polish counter-offensive which is being directed northeastward from the region of Brody, northeast of Lemberg.

A large number of ships are arriving at Danzig daily from French and British ports with munitions which are being unloaded rapidly and rushed to the Polish front, according to word received here. An efficient unloading system has been organized by the allied experts and in putting this system into effect French, British and Polish workers are laboring side by side without interference, it is declared.

POLISH FORCES SUCCEED IN HOLDING UP ADVANCE

Warsaw, July 31.—(By The Associated Press.)—The Poles have succeeded in holding up the Russian advance at some points along the front, according to Saturday communication from Polish headquarters. Soviet advance guards were driven back in the vicinity of Lomza, while further south the Poles are making progress in a counter-attack and are holding their own near Brest-Litovsk where the bolsheviks have been fiercely attacking, it is declared. Failure of the Russians to hold positions they had gained on the west bank of the Sereth also is reported.

BEGIN INQUIRY INTO GRAHAM RIOT TODAY

Commission Named By Gov- ernor Bickett Will Meet in Durham at 10 O'Clock

The first session of the commission named by Governor Bickett to investigate the conduct of the Durham Machine Gun Company in connection with the killing of Jim Ray in Graham two weeks ago will be held in Durham this morning at 10 o'clock. Members of the commission are former Adjutant General Beverly S. Royster, Oxford; Col. A. H. Boyden, Salisbury; and Judge H. W. Whedbee, Greenville.

The investigation was ordered by the Governor after a coroner's jury in Graham had declared that the soldiers fired without provocation, and that there was no mob making an effort to make entry into the jail, which the soldiers were guarding. The machine gunners were ordered to Graham at the request of the authorities there to prevent the lynching of three negroes held as suspects of having committed rape.

According to the officers and men of the company, the jail was being attacked and the soldiers fired only after they had been fired upon. Ray was killed instantly and two other men slightly wounded. The commission will continue their investigation in Graham after the completion of the taking of evidence in Durham, reaching the Alamance capital probably tomorrow.

HAGEN AND BARNES DEFEAT VARDON AND RAY

Deal Beach, N. J., Aug. 1.—Walter Hagen, of New York, and James Barnes, of St. Louis, professional golfers, defeated Harry Vardon and Edward Ray, widely known British professionals four-up and two to play in a best ball thirty-six hole match on the links of the Hollywood golf club today.

Hickory Has Cornet Band

Hickory, Aug. 1.—Hickory folks are being given opportunities to enjoy the Hickory concert band, which every Thursday evening gives concerts on the public square. Large crowds have been attending and the music is the feature of a week. The stores all close at 1 o'clock each Thursday afternoon and a half-holiday brings many people out. The Community Club sells cream and cake during the evening, the proceeds being used for the upkeep of the cemetery.

Walter Johnson Has Sore Arm

Cleveland, Ohio, Aug. 1.—Walter Johnson, veteran pitcher of the Washington Americans, left here tonight for Rochester, N. Y., to consult a specialist. He has been troubled with a sore arm.

MISS RANKIN TELLS OF WOMAN CITIZEN



Woman's place in the affairs of the world was discussed at the recent meeting of the National Federation of Business and Professional Women's Clubs at St. Paul, Minn. Miss Jeanette Rankin, former congresswoman from Montana, spoke on "Woman as a Citizen," and told of her experiences in Congress and the possibilities of success for women in the business world.

IRISH SITUATION CAUSES CONCERN

Practically No Civil Law in Ire- land South of Boyne River At Present

Dublin, July 31.—Fears that the Irish situation, which is daily growing more tense, may burst into a general conflagration at any moment are expressed in responsible quarters here. At the present there is practically no civil law south of the Boyne river, except that administered by republican courts.

It is estimated there are between 60,000 and 80,000 fully equipped British soldiers in Ireland and they are being reinforced daily by men arriving from across the channel. As a result, there are more frequent and more stubborn battles between the troops and the republican volunteers who for a time had things much their own way. There have also been more arrests for carrying arms and seditious literature as reports to courts martial show. It is expected the number of these arrests will increase if the government succeeds in carrying its "drastic measures" in the house of commons next week.

Reprisals by policemen and soldiers on villages suspected of harboring men responsible for attacks against the armed forces of the crown are also expected here, the police being particularly aroused over the attacks made on their fellow members. In the meantime, the Sinn Feiners in carrying on their campaign have nearly cleared the country of barracks. They are now turning their attention to country houses where military forces might be housed, and a number of these have been burned during the last ten days.

Attacks on a coast guard station for the purpose of capturing explosives have been stopped, it having been established that this practice was imperiling the lives of seamen, who could not be warned of marine dangers except by these guards. Homes of coast guards are not immune, however, and a number of these have lately received attention in fact, it is commented, nothing in Ireland is safe at present that might either be used against the republican movement or that might assist it.

Banks Call in Guarantees
Irish banks which do business with the bank of England and necessarily make periodical shipments of bullion to the latter institution have called in military authorities for armed guards for the lorries that move the bullion at night. This has led to reports that bank reserves are being moved to England.

In Dublin crowds gather on the streets at night, impeding traffic and frightening nervous persons on the slightest provocation, and the police stand idly by, seemingly realizing that interference might lead to something more serious. Just before midnight, the curfew hour, the orderly elements stream away to their homes, but long after this there are many stragglers about the streets. At street corners, night or day, can be seen numerous "gun men" representing both sides of the conflict. They are ready for action at a moment's notice. Some of these have come from the United States and Canada.

MISSING BUSINESS MAN IS LOCATED IN ARKANSAS

Memphis, Tenn., August 1.—John Thompson, Jr., of Nashville, whose disappearance from a train en route from Memphis to Nashville last Thursday night led to an extensive search by his friends, arrived here late today from Augusta, Ark., where he was located aboard a Western Iron Mountain train and left tonight for Nashville, accompanied by Mrs. Thompson and Dr. A. W. Harris, his physician.

Dr. Harris stated that Mr. Thompson was suffering from exhaustion probably due to an attack of malaria and his recent experience and considered it inadvisable for him to discuss at this time his disappearance from the train on which he was traveling to Nashville and his consequent journey into Arkansas. Dr. Harris said his patient would have no statement to make until after he had returned to Nashville and had an opportunity to recuperate.

Mr. Thompson was accompanied to Memphis by John Regal, an acquaintance, who met him aboard a train at Augusta yesterday and advised his relatives in Nashville of his whereabouts. He was joined here by Mrs. Thompson and Dr. Harris.

PRELIMINARIES OF LEGISLATURE BEGIN TOMORROW

Sub Finance Committee Will Meet to Prepare Tax Measure

FULL ASSEMBLY HERE WEEK FROM TOMORROW

Possible Contest Over Selection of Successor to R. O. Self as Clerk to Senate; Jos J. Mack- ey, Jr., Slated For Job; Scarcity of Living Quarters for Members

Preliminaries of the coming special session will begin tomorrow morning when the sub-committee of the Joint Finance Committee of the Legislature will assemble to begin the consideration of tax legislation to be laid before the full Assembly when it convenes a week later. The full committee will reach Raleigh Friday and by the time the Legislature is ready to take up its work, the committee expects to have the tax measure in readiness.

Next week the two houses get to work, and without the preliminary delays in organization, and the choosing of such officials as are not elected by the people. In the house, Representative D. G. Brummitt will be at the helm as speaker, and in the senate, Lieut. Gov. O. Max Gardner will perform the functions appointed the president of the senate. Only two vacancies exist in the lesser offices, that of chief clerk to the senate and sergeant at arms for the House.

R. Otis Self, now clerk to the Corporation Commission, has for many terms been clerk to the Senate, but will resign when the special session convenes. John M. Moring, of Raleigh, now deceased, was for a long time sergeant at arms in the House. These two vacancies will require filling, but otherwise the House will work with the same officers as in the regular session in 1919.

Rumors are current that there may develop a stiff fight over the appointment of a chief clerk to the Senate. Jos J. Mackey, Jr., of Raleigh, is slated for appointment to this job, but there are others who look covetously upon it, and there may develop formidable opposition to Mr. Mackey. Among the others named are Edges Womble, until lately editor of the Raleigh American, which has suspended publication.

Where Shall They Live?
Far more important to the members of the Legislature is the question of where they are going to live during the three weeks they are in Raleigh. Housing conditions here, as is well known, have been critical for many months past, and hotels are already turning away Senators and Representatives desirous of making reservations. Appeals have been sent out to private homes to take care of some of the members, but private homes have already been taxed to their utmost in taking care of permanent residents of the city. It is an unsolved problem, and Tom Kirkpatrick's tent is may yet be needed.

The only redeeming feature that many members of the General Assembly see in the special session is the kindly constitutional provision that it shall not last longer than 30 days. August is a mighty uncomfortable month, even at home where some of the comforts of life are available. It would not be greatly surprising to see the business of the session completed somewhat within the limitations set by the framers of the constitution, and the members going back to their homes.

The Grinding of Axes
In summoning the special session but two things were in the Governor's mind—taxation and suffrage. But these two things may be multiplied again and again before the session is over. There are numerous local axes in need of the legislative grindstone, and there is likely to be two or three avalanches of bills introduced, mostly of minor nature. As, for instance, legislative comfort for the scrub heifer of Columbus county. South Carolina has barred her from the Palmetto State, and Columbus must needs have stood law or issue bonds to fence off the line between the county and the State to the south. Nothing but the Legislature can do it.

The bulk of the work will center around the taxation measure, the Anthony amendment, tick eradication, the raising of salaries for the members of the State Council, and possibly one other measure that has not come to lightfully, but having to do with the employment service in North Carolina. There has been some talk about doing something to the primary law, but no move in this direction is expected generally until the regular session in January, and perhaps not then.

There is a generally prevailing feeling that suffrage may be eliminated from among the things that the Legislature may have to do. Tennessee's General Assembly convenes a week from today, and with nothing on its hands but the consideration of the amendment, many—and perhaps a majority—of the Democrats herabouts hope that they will ratify it, making the thirty-sixth State, and settle the matter, incidentally relieving the Tar Heels of the bitterness of the battle that is impending.

GREEK GIRL VISITED IN NORFOLK, POLICE DISCOVER

Norfolk, Va., Aug. 1.—That Katherine Odisees, the girl figuring in the recent Washington triple murder, was in Norfolk from July 19 to 23, inclusive, was revealed today by the police. The girl, according to the police, was registered here at a local hotel under the name of Katherine Ulysees, the latter being a synonym of Odisees.

FORMER GOVERNOR HANLY KILLED IN FATAL COLLISION

Famous Prohibition Leader and Orator Meets Death At Railroad Crossing

TWO OTHERS IN AUTO WITH HIM ALSO KILLED

In Passing One Train, Machine Runs Squarley in Front of Another From Opposite Di- rection; Starting As Poor Boy in Indiana He achieved National Fame

Dennison, O., Aug. 1.—J. Frank Hanly, former governor of Indiana and candidate for President on the Prohibition ticket in 1916, and Dr. and Mrs. C. M. Baker, of Kilgore, Ohio, were killed six miles from here early today when a Pennsylvania freight train struck the automobile in which the party were driving to Kilgore.

All three suffered fractured skulls and crushed bodies and neither recovered consciousness after being brought to a local hospital. Mr. Hanly died at 9 a. m. Mrs. Baker at 11:30 and her husband at 5:30 p. m.

Dr. and Mrs. Baker had met Mr. Hanly in Dennison at 6:45 o'clock this morning and were driving him to their home in Kilgore, 20 miles from here.

The automobile drove across the Pennsylvania tracks back of one freight train and directly in front of another. The automobile was struck square.

Mr. Hanly was en route to Carrollton, where he was to have delivered an address tomorrow. He had intended spending the day with the Bakers at their home in Kilgore.

Indianapolis, Ind., Aug. 1.—Former Governor J. Frank Hanly, of Indiana, who was killed in an automobile accident near Dennison, Ohio, today, was born April 4, 1865 in a log cabin in Champlain county, Ill. He secured his education by working his way through the Eastern Illinois Normal school at DeKalb, Ill. He taught school for several years following his graduation from the Illinois normal school and studied law during his spare time.

He was admitted to the Warren county (Ind.) bar and began the practice of law at Williamsport, Ind. A year after he was nominated and elected to the Indiana State Senate where he at once took a front rank as a debater and forceful legislator. In 1914, he was nominated by the Republicans of the Ninth Indiana district for Congress and was elected by a majority of more than five thousand. In the Fall of 1916, he moved to LaFayette, Ind., where he formed a partnership in the practice of law, with State Senator Will R. Wood. A year later he was a candidate for United States Senator on the Republican ticket against Senator Albert Beveridge, but lost the nomination in the Republican caucus by a few votes.

In August, 1913, Mr. Hanly decided to become a candidate for the Republican nomination for Governor. When the convention met he was nominated unanimously on the second ballot. He was elected in 1914, by almost 85,000 plurality, the largest ever given a gubernatorial candidate by either party. When his term as governor expired in 1919 he became an active worker in the prohibition cause and for the following five years toured the country at the head of a body of prohibition lecturers known as the "flying squadron." In June, 1915, the "flying squadron foundation" was incorporated with Mr. Hanly as its active head, and through it he has since directed the prohibition fight.

In 1916, he was the unsuccessful candidate of the prohibition party for President. He was active in the prohibition fight in Ohio and various parts of the country where attempts were made to have the present prohibition law declared unconstitutional.

He was the publisher of two papers in Indianapolis, the National Enquirer a weekly paper, which he founded in 1915 and the Indianapolis Commercial, a daily paper.

He represented the dries before the United States Supreme court in the Ohio case in which the constitutionality of the National prohibition amendment was sustained as well as the validity of the Volstead act for its enforcement.

YOUNG MAN IS DROWNED IN LAKE AT ASHEVILLE

Asheville, Aug. 1.—Clarence Henderson, of Haw Creek, 23 years old, is believed to have been drowned in the Laurel Park lake near Hendersonville at 5 o'clock this afternoon. Several hundred people participated in the search for his body, walking continuously up and down the shore until darkness halted their efforts. It was stated by W. A. Smith, owner, that the lake would be dragged from end to end tomorrow morning unless the body is found in the meantime.

Complete mystery surrounds the disappearance of Henderson. It is said that he went in swimming shortly before 5 o'clock, in company with five companions. When they decided to leave the vicinity of the lake after completing dressing they discovered that Henderson was missing. A search revealed his clothing in the locker.

M'LEAN NOT AFTER SIMMONS' TOGA IN 1924, HE DECLARES

Thinks Senator Should Be Re- tained In Present Position By All Means

NEVER THOUGHT ABOUT RUNING, HE EXPLAINS

Some Political Gossip Creates Wrong Impressions But Gos- sip Continues About Cameron Morrison and Clyde Hoey; Either of Them Might Want to Run For Senate

News and Observer Bureau.
603 District Nat. Bank Building.
By R. E. POWELL.

Washington, Aug. 1.—Some of Senator Simmons' friends writing from the State and some of them talking in Washington are both amused and worried about the speculation in the Washington correspondence of the News and Observer last Wednesday morning relating to possible political contests in the State four and six years hence.

Although labeled gossip from beginning to end, the friends of the senator are concerned lest too many folks read the story and attribute the inspiration to some one close to the Senator. They point out with protesting voices that there isn't the slightest reason to say anything about the Senator's health. It hasn't been better in years, they say, and if he were to face a scrap for reelection in 1924 he would be even more physically fit for it than he was in 1912.

Story Without Foundation.
Judging entirely by the "happy accord" existing between those friends of Senator Simmons in the State and those here in the National Capital, there is sharp division of opinion as to whether the Senator will run again or not. Those who were talking last Tuesday and some few days before thought 1924 would wind up the Senator's service in Congress. But now there are other friends who say that he will not retire voluntarily and that the chances are mighty slim for him to be retired by the people.

And as for the part of the story about Congressman Claude Kitchin, they say that is laughable. Another absurd thing about the story, say some of the Senator's friends in the National Capital, is that Senator Simmons might be picked to succeed Senator Morrison. Mr. McLean himself says that it would require a great deal more imagination than he possesses to stretch any such speculation through the now well known processes of reaching conclusions and facts.

In short, the story was entertaining but slightly far fetched. Matters not that people are talking that way—gossip month to month and gossip in cold print are different things. The Senator isn't to be budgeted from his famous statement that it is legitimate for the newspaper boys to speculate but some of his friends insist on filing a dissenting opinion.

Perhaps the most interesting development in connection with last Wednesday's gossip is a suggestion that Senatorial vacancy during the coming Morrison administration is apt to result in a short term appointment for either former Governor Locke Craig, or Col. Alton D. Watts.

Morrison Might Run.
Another thing that has been brought prominently to the forefront of political gossip since the News and Observer story is the possibility that Cameron Morrison will be a candidate for Senator Overman's seat in 1926 whether or why. The Charlotte man is said to entertain one of those dissenting opinions about the governor's office not being a stepping stone to the United States Senate.

During the latter days of the second primary in the State, there was quite a bit of talk about both Morrison and Gardner as Senatorial candidates in 1926. Some of the politicians declared that the man defeated in the primary would certainly succeed Senator Overman six years later. That was before very much had been said about Clyde H. Hoey running for the Senate.

And Hoey Might Also.
"That man Hoey," as a lot of folks were wont to refer to Herbert C. Hoey a few months ago, made a big impression when he keynoted at the State convention. A lot of folks look to him as the coming statesman of the Old North State. He didn't "retire" to private life when he got out of the Ninth district congressional fight, they say. Not by a long shot.

So much has been said in the last few days about the health of folks until it is interesting to note that Mills Kitchin, son of Representative Claude Kitchin, thinks his father is regaining his normal vigor about as fast as he ought to. If he were to improve any faster, the family would be slightly alarmed over his condition. Both the former majority leader and ex-Governor Kitchin are at Pen Yan, New York State, fishing a bit and otherwise enjoying themselves.

Going back to Senator Simmons and his rumored retirement. His friends say it needs a little clearing up and the mention of Mr. McLean's name as a possible successor to the Senator, as well as the publication of the report that he would be the candidate for governor in 1924 with the backing of Senator Morrison, makes it fitting for him to appraise the situation. A statement he prepared reflects the predominant thought among those who hadn't said much before last Wednesday.

McLean For Simmons.
"No thought of Senator Simmons' retirement at the end of his present term has ever entered my mind for a moment, and I am quite positive that I have never thought of such a contingency. Why should he retire? He is much younger and much more robust and ac-"

(Continued on Page Two.)

CHICAGO FEDERATION GOING TO BATTLE WITH CHAMBER ON ISSUE OF OPEN SHOP

Chicago, Aug. 1.—The Chicago Federation of Labor today authorized its President John Fitzpatrick, to appoint a committee of fifteen for the announced purpose of "actively going to battle with the United States Chamber of Commerce on the 'closed shop proposition,' and to devise means of preventing open shops.

BILLION DOLLARS WILL BE PROVIDED

Nearly Quarter Billion More Than Standard Return Al- lowed By Government.

Washington, Aug. 1.—(By the Associated Press.)—Rate increases granted the railroads by the Interstate Commerce Commission are designed to give the carriers an annual net operating income of \$1,134,000,000, or \$241,000,000 more than the standard return allowed by the Government and based on the average of the three-year period immediately preceding Federal control.

This sum is \$34,000,000 more than the roads made in their record year of 1916, but is \$99,000,000 less than the total of \$1,233,000,000 net operating income which they sought in presenting their applications to the commission.

Rate experts of the carriers will set to work tomorrow on the tremendous task of preparing the new tariff which is planned to file in time for the increased rates—freight, passengers and Pullman—to become effective September 1. On that date the Government guarantee of the standard return of \$93,000,000 annually will expire under a provision of the transportation act limiting this guarantee to six months after the carriers were returned to have the control.

To Figure Money Return.
Experts of the commission and the carriers also will undertake to figure the actual money return which will accrue to the roads from the rate increases granted, which are about 33 per cent. on freight rates, 20 per cent. on passenger, excess baggage and milk rates, and 50 per cent. on charges for space in sleeping and parlor cars.

The actual increased amount to be received by the roads has been roughly estimated at \$1,500,000,000, but until the new tariffs are put into operation the exact amount is problematical. With passenger fares increased one-half, Pullman charges advanced one-half, passenger travel probably will be reduced.

Based on the present passenger traffic, these increases are expected to yield the roads a return of \$277,000,000, all of which was sought to help absorb the wage advance to railroad workers which the railroad labor board has informed the commission will work out at \$618,000,000, instead of the \$600,000,000 first estimated. The carriers have figured the increase at \$625,000,000, but for the purposes of the rate case the commission said the board's figures.

The estimated net operating income of \$1,134,000,000 which the roads are to receive as a result of the fare rates represents six per cent. on the aggregate value of the railroad properties, which was placed by the commission at \$19,000,000,000, or \$1,140,000,000 less than the carriers' estimate. Of the total income received by the roads, one-half of one per cent. of the aggregate value, or \$94,000,000, must be set aside annually for additions and betterments.

Income of Billion Dollars.
Thus the actual operating income going into the treasury of the carriers would be \$1,040,000,000. From this must be deducted taxes and other fixed expenses not included in operating expenses before the actual net income is determined.

Should the commission's decision result in producing more than the 6 per cent. return on the aggregate value allowed under the transportation act one-half of the excess would under the terms of that act be placed in the reserve funds of the roads and the other half turned over to the Interstate Commerce Commission to establish a revolving fund to be used for making loans to the carriers for purchasing equipment to be leased to them.

The estimated net income to be received by the three groups of roads is fixed at 6 per cent. of the valuation placed on those groups by the commission on a valuation of \$8,800,000,000. The eastern roads would receive \$528,000,000. They are asked for a return of \$528,400,000 and are receiving a standard return from the government of \$354,700,000 or approximately \$200,000,000 less than they sought.

Value of Western Roads.

The valuation of the Western roads, including those in the new Mountain-Pacific territory set up by the commission for the purpose of the rate decision, is placed at \$8,100,000,000. The Western roads thus would receive an estimated net operating income of \$486,000,000, or about \$50,000,000 less than the \$537,800,000 which they sought. The standard return they are now receiving is \$401,000,000.

Southern roads were valued by the commission at \$2,000,000,000 so their net operating income would be \$120,000,000. This is \$15,000,000 less than the sum they sought and \$18,000,000 less than the standard return of \$138,000,000. The commission explained that the financial condition of the Southern carriers as a whole was more favorable than that of the roads in the other groups.

SOUTHERN TRAFFIC LEAGUE GIVEN CREDIT FOR REDUCTION.

Tampa, Fla., Aug. 1.—Great credit is due the Southern Traffic League for the 14 per cent. reduction in the amount of the freight rate increase granted carriers yesterday by the Interstate Commerce Commission, according to a statement issued tonight by C. S. Hoskins, president of the league.

WANT ADVANCES IN INTRASTATE RATES ON ALL RAILROADS

Increases To Correspond With Those Asked For Interstate Commerce

THIS INCREASE PROVIDES NO ADDITIONAL INCOME

Applications To State Commis- sions Now Being Prepared and Expect Advances To Be Granted Without Contest; State Bodies Had Three Rep- resentatives At Washington

Washington, Aug. 1.—(By the Associated Press.)—Advances of intrastate rates—freight, passenger and Pullman, to correspond with the interstate increases authorized yesterday by the Interstate Commerce commission will be asked of the various state Railway commissions by the carriers, it was stated here tonight by Alfred P. Thom, general counsel of the Association of Railway Executives.

Such intra-state rate increases, Mr. Thom said will not add to the total income provided for by the Federal commission's decision because in submitting their estimates the carriers calculated on a basis of increases of both interstate and intrastate rates.

Applications to the State commissions are now being prepared by the railroads and it is expected by the railway executives that the increases will be granted. Should any State commission refuse to authorize them, however, the carriers, Mr. Thom said, will proceed under the transportation act and ask a hearing before the Interstate Commerce commission to determine whether the existing intrastate State rates are discriminatory or prejudicial to interstate commerce.

It was pointed out by Mr. Thom that three representatives of the State commission sat with the Federal commission during the public hearing on the application of the carriers. They will make reports to the state commissions and Mr. Thom said it was thought that their opinions would have weight with the State bodies.

Since the increases in passenger, Pullman, excess baggage and milk rates were made general for the entire country by the Federal commission the railroads will ask for corresponding increases in each State. The percentage of advances in intrastate freight rates which the roads will request, however, will correspond to the percentage authorized in the territory in which the state is located. Thus increases requested in Southern states would be 25 per cent.

WOUNDS CAUSE DEATH OF SAILOR IN NORFOLK

Norfolk, Va., Aug. 1.—Justin Parker, a 19-year-old sailor, who was caught in the act of burglarizing a local hotel room Saturday night, and fatally wounded by policemen, died this afternoon at a local hospital. The body will be turned over to the Navy Department today, and the policemen will be tried in police court for involuntary manslaughter. Parker, shortly after the shooting, indicated to the policemen, admitting that he was armed and that he aimed his revolver at the officers. Parker's father, Harry Parker, lives in Atlantic City, N. J.

NEGROES OPEN MEETING FOR SELF-IMPROVEMENT

New York, Aug. 1.—The Universal Negro Improvement Association opened its first convention here today with the announced purpose of electing a "world leader and a negro leader of the 12,000,000 people of the United States and a provisional President of Africa." A constitution and a "bill of rights in the name of the negro" also will be adopted according to Marcus Garvey, president general of the association.

The convention is scheduled to continue until August 31, with representatives of negroes in all parts of the world in attendance. The program today included a religious service and a parade through the negro section of Harlem. A public meeting is scheduled tomorrow night at Madison Square Garden.

ANNOUNCE AERIAL ROUTE FOR FIRST WORLD DERBY

New York, Aug. 1.—A route has been mapped out for the first aerial derby around the world—for which no date has been announced—by a special joint commission of the A. C. Club of America, and the Aerial League of America, which recently returned from a tour of the world.

A test flight, preceding the derby, will start in London, moving east to Tokio and thence to Seattle and New York. It was announced tonight, but the date of the test flight also was not given. This flight will be made in an airplane with a capacity for ten passengers to ascertain the exact flying conditions of the proposed route, it was said.

The tentative route of the around-the-world derby follows:
New York to Seattle to Yokohama, to Shanghai, to Bangkok, Siam, to Karachi, India; to Calcutta and Delhi to Bagdad, to Rome, to the Irish coast, to London, New Foundland and New York. The total distance is 22,207 miles.

To Organize Community Fairs.
Kinston, Aug. 1.—Organization of community fair associations to hold fall exhibits in rural localities of Lenoir county will be started Wednesday. An association will be organized at Sharon Wednesday night, and one at Sand Hill Thursday night. Many such fairs will be held in this part of the State during the fall.