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BIG ZEPPLIN TRAVELS 5,060 MILES IN 81 HOURS

Giant Aircraft, a Prize of War From Germany, Safely Crosses Atlantic and is Now in Proud Possession of Uncle Sam.

Lakehurst, N. J., Oct. 15.—The ZR-3 slumbered tonight, safely cradled in the Lakehurst Airframe after a memorable flight across an ocean. Her German crew slumbered also and her four American passengers. The dirigible, which had set a new record for sustained flight, appeared none the worse for the effort. She swayed crooningly to and fro to the tune of soft croaking tackle. Her luminous sides shimmered under the beams of a moon that penetrated her glass domed hangar.

But the humans whom she had carried so far sheltered beneath her protecting bulk—they were red-eyed and weary. They had traveled 5,066 miles under hazardous circumstances and they had done it in a single continuous flight of 81 hours and 17 minutes. Thus the average speed of the ZR-3 for the whole distance was approximately 62.25 miles per hour. The approximate average of the British R-34 during her westward flight of 3,200 miles across the Atlantic in 106 hours, made in 1919, was 29.63 miles per hour.

As a further indication of the strides lighter-than-air aeronautics have taken during those five years, the fuel tanks of the ZR-3 were one-quarter full when she berthed. They held 7 1-2 tons, enough to have carried her 1800 knots farther or a goodly part of the distance to the Pacific coast.

Each of the 32 passengers on the ZR-3 had his story to tell when he disembarked within the Lakehurst hangar today. But the most complete of them all was the story told by the diary-log of Captain George W. Steele, prospective commander of the dirigible.

He related how on October 10, the date set for the flight, such crowds surged at the gates of the Friedrichshafen airframe that he was lost in the crush; how the big bag failed to rise because of atmospheric conditions how the take-off was postponed for two days.

"The 12th of October came in on a foggy day," Captain Steele's record continued.

"When the hangar doors were opened there was a blue fog outside. But things were better. The ship had been carefully trimmed and the temperature was better; that is, colder. At 6:25 the ground crew started to take the ship out and at 6:35 the engines were started and we were off. There was a great cheer from the crowd; the band played the national air and there as much fluttering of handkerchiefs.

Nine Hours to Atlantic

"Several thousand people were on the field but their view of the ship was brief. She at once rose into the fog and disappeared from sight.

"In that manner we passed out of Germany. When the clouds at last permitted a view of the ground, we saw France.

"At 3:30 we passed over the mouth of the Gironde river to the Bay of Biscay. It had taken us only nine hours to reach the Atlantic, averaging over 60 miles an hour. The ship felt the effect of the complication of currents in the air. In addition we were near the ground—500 to 1,000 feet—and the movement of air across the hills caused additional eddies. The result was a gentle roll and pitch but not uncomfortable. When we reached the sea the bumpy motion ceased.

"At 4 o'clock when the watch was relieved the men stretched out comfortably and began to bank up sleep against their night watches. Some of the more energetic ones played a tune on the phonograph, but this met with disapproval. Evening fell over a calm sea with a clear sky, with just enough red in the west to be a "sailor delight."

Precipitous Coast of Spain

"The course was laid for Cape Finisterre, but darkness fell before we sighted the Spanish coast. While Dr. Eckner and I were in the dining room, about 7 o'clock the ship began to jump about. We looked out of the window and there, under a full moon, lay the precipitous coast of Spain.

"In the morning of the 13th we passed directly above a British steam-

ship headed for the opposite direction. By radio the ZR-3 inquired the steamer's position, and reply was received indicating that we had been drifted about 60 miles southward of our assumed position. Course was accordingly changed and at 11:40 San Miguel island was sighted on the port bow.

"At 2:30 we reached the southeastern end of Terceira island and traversed its south coast. After leaving Terceira the ship was driven to a height of about 5,000 feet, in order to lift the safety valves and lose lifting gas to compensate for the loss of weight of gasoline use.

"During this maneuver today, something happened which must be carefully watched during all such maneuvers. Upon returning to flying height, which was this time about 1,000 feet, a rip about two feet long was discovered in the lower part of one of the gas cells. This was immediately repaired and the result was nothing worse than a small amount of air finding its way into the cell to mix with the hydrogen and reduce its purity. If however, the hole had been larger, or had not been so soon discovered, enough air might have found its way into the cell to form a dangerous mixture of gas and also the lifting power of the cell.

"At a height of 5,000 feet, down to 2,000 feet, we were approaching Pico islands and all we could see of the island was its peak, triangular in outline, projecting above the clouds. From 3:20 we were passing through and over the island of the Azores.

"Calamity overtook us earlier in the day. The wash water gave out. We have joined the ranks of the unwashed and unshaved. The commissary promises to ration sufficient water for a shave just before landing—if we land soon enough. He is meanwhile furnishing good, hot meals and we are at least well fed. We are well housed too, and any one who will make a couple of trips a day through the corridor from the tip of the nose back and down to the depths of the lower fin need not complain of lack of exercise.

Rises to 5,000

"At about half past nine we passed directly above the steamer Robert Dollar. She hoisted her number in flags and ran up the British ensign. The ZR-3 then began to climb and rose to a height of about 8,000 feet. This was to lift the safety valves again. The result was about five per cent loss of hydrogen from the gas cells leaving them but 80 per cent full. About half of the fuel supply still remains, enough for 56 hours running with four of the five engines at 1,250 revolutions per minute, which give about 57 knots.

"The trip above the clouds gave temporary relief from the summer temperature we have had. It was 75 degrees in the cabin last night and continued warm today. Early in the afternoon fog was encountered and for several hours the ship ran close to the surface of the sea, the better to judge the direction of force of the wind by observing the waves. Then she climbed above the fog, which was only five or six hundred feet high and ran thus until darkness obscured the surrounding. We felt a sympathy for the vessels in the fog; we have been there, in surface ships, ourselves and this fog extended over 400 miles.

Sight to Swell Bosom

"When I came on watch, last midnight, the ZR-3 was skirting the southeast coast of Nova Scotia. It was a cold, bright night, a decided change from the night before. At 1:10 a. m. Zeal Island was passed and the ship headed across the gulf of Main toward Boston. The position was occasionally checked by bearings from radio compass stations along the shore.

"Cape Cod light was passed abeam at 3:15 a. m. eastern standard time, and soon afterwards the ship was sailing over Boston. It was a sight to swell the bosom of a returning American, and one never, never to be forgotten. Millions of lights. If one looked closely downwards one could see the buildings, but looking slantwise nothing but lights."

DAM HOLDS BACK RAGING FLOOD

It is Estimated That Southern Power Co. Dam On Catawba Caught Twelve Billion Gallons Of Water

A good sized flood, in a measure comparable to the raging waters of 1916, may have raced down the Catawba river and its tributaries during the recent heavy rains, but for the holding qualities of the mammoth impounding dam of the Southern Power Company at Bridgewater.

It is estimated at the general offices of the power company at Charlotte that approximately 12 billion gallons of water were caught at the head waters of the Catawba and Linville rivers and held behind the giant concrete Bridgewater dam.

This amount of water, which challenges human calculation, coupled with that which fell below the dam, would have swollen streams in that section to a point where they would doubtless have wrought havoc to life and property.

The lake at Bridgewater covers an area of 7,000 acres and lies in two or three counties in the western part of the State between Marion and Morganton. Tuesday the level of water was within a foot of the Bridgewater dam. Two weeks before it was within six and a half feet of the top. So during the rains the level was raised five and a half feet.

In calculating the amount of water checked it was shown that close to 12,000,000,000 gallons were backed up by the dam.

This is one of the worst rains, in a short period, that has come in the history of the Bridgewater dam to prove its worth to the countryside in the Catawba valley. The project was finished about six years ago at a cost of \$6,000,000. One flood, such as might have swept down the valley last week, would doubtless have caused damage in excess of the cost of building the Bridgewater dam, it was pointed out.

The impounding dam was erected by the power company to regulate the flow of the Catawba river on which there are a number of hydro-electric generating stations of the Southern Power Company. During the winter and spring when rain and snows are turning loose vast quantities of water, the dam holds the water, which is released in dry periods of the summer. In the dry seasons the water in the river is lowered and then it is the Bridgewater development steps in and provides the water necessary for the turning of generating turbines.

PEACOCK CANNOT BE RETURNED; IS SAFE OUT WEST

State Forced to Abandon Attempt To Return Escaped Killer

Raleigh, Oct. 17.—California will likely be the home of Dr. J. W. Peacock for the remainder of his life, for under the laws of that state no appeal can be made, George Ross Pou, superintendent of the state's prison stated yesterday following the return from California of Warden S. J. Busbee, who had gone there and secured extradition papers for Peacock who was a fugitive from justice under the laws of this state. Mr. Pou explained that the hands of the state of North Carolina were bound so long as Peacock remained under the protection of the decree of the San Diego superior court judge who ruled that "technically Peacock is not an established prisoner, as the insane ward was not a part of the prison."

Dr. Peacock escaped from the insane ward of the state's prison in 1922 soon after he had been placed there by a jury in Davidson county superior court for murder of the chief of police of Thomasville.

The fleeing of the doctor and his attempts to evade the laws of North Carolina have been varied. He is said to have first gone to Mexico and then to Florida where he had himself declared sane by the Florida courts. However, when it was learned that under the laws of North Carolina it was a misdemeanor to break jail, Peacock fled rather than face a legal battle.

When he was next heard from he was living on a ranch in California. Warden Busbee was sent to that state and this latest effort, unsuccessful of the North Carolina authorities to return him to this state's prison ensued.

FORD WITHDRAWS HIS FAMOUS OFFER

Says He Has Passed Up Muscle Shoals—Can't Wait on Political Moves

New York, Oct. 18.—Henry Ford has withdrawn his bid for Muscle Shoals and, according to an interview with him in the current issue of Collier's Weekly, has assumed a waiting attitude by putting it up to the government to make the next move if he is to take any further action in the matter.

The transaction characterized by Mr. Ford as "a simple affair of business which should have been decided by anyone within a week," he declared, "has become a complicated political affair," and the bid was withdrawn because productive business cannot wait on politics.

"Muscle Shoals?" Mr. Ford is quoted, "That is not a live issue with us any longer. More than two years ago we made the best bid we knew how to make. No definite action has been taken on it. A simple affair of business which should have been decided by anyone within a week has become a complicated political affair. We are not in politics and we are in business. We do not intend to be drawn into politics."

"We have been and still are deeply interested in Muscle Shoals as a national asset. There is small promise now that it will ever be a national asset—more likely it will be only an expense. That concerns every one of us as citizens. In the Ford business, once we make up our minds to do anything, we go right ahead and do it with the least possible waste of time, energy or money. If we cannot do what we want to in one way then we find another.

Couldn't Wait Longer

"We are moving so fast and the settlement of Muscle Shoals' future seemed so far away that we had to find other means to do the things we could have accomplished at Muscle Shoals. In fact, we have passed Muscle Shoals. Productive business cannot wait on politics. Therefore, we are withdrawing our bid."

Asked if that meant withdrawing absolutely from Muscle Shoals and everything that pertains to it, Mr. Ford replied:

"Yes, we have made our bid; now let them make us a bid. And they will not have to wait three years for their answer. We can tell them in five minutes."

After discussing the government investment in Muscle Shoals which he said was much larger than it ought to be, but which could not be helped because it was rush work done in war time for war purposes, Mr. Ford said:

"Our bid was intended to develop a method by which the public's money could be made productive and eventually returned to the public treasury at a profit, while at the same time we should produce nitrates at a satisfactory low cost to sell them to the farmers at a fraction of what they now have to pay. Also, we intended to create a plant which would not only make us independent of Chile for nitrates for explosives but would give us an independent supply, possibly equal to that of all the rest of the world put together."

Widow of Wyoming Governor Nominated as His Successor

Cheyenne, Wyo., Oct. 14.—Mrs. Nellie G. Ross, widow of the late Gov. William B. Ross, was chosen unanimously today as Democratic nominee for Governor by the Emergency Democratic State Convention in session here.

Mrs. Ross was nominated by acclamation at the completion of the roll call of counties.

Her name was formally placed before the convention by George W. Patterson of Laramie, speaking for Albany County. Only one other name—that of Patrick O'Connor of Casper, came before the convention. Before the roll call had been two-thirds completed, however, O'Connor's name was withdrawn at his own request.

Although Wyoming, as a Territory in 1890, blazed the way for national woman suffrage by giving its women the right of the ballot, Mrs. Ross is the first woman ever to be nominated for such high office.

Together with Mrs. Miriam A. Ferguson, Democratic nominee for Governor of Texas, Mrs. Ross takes her place as a wife of a former Executive to be thus honored. Gov. Ross's term would not have expired for two years.

Tom Jimison Says He Was On Wrong Side in Politics

Spencer Minister Leaving Conference Makes Statement. Politics Involved.

Rev. Tom P. Jimison, of Spencer, who withdrew from the Western N. C. Methodist Episcopal conference here Friday, issued a statement in which he indicates that his action in requesting the conference to locate him, came as the climax to a long series of events.

The formal statement of Mr. Jimison in which he sets forth the reasons for his action follows:

My retirement from the active ministry of the Methodist church at the present session of the Western North Carolina conference is the culmination of a series of events which began when I was pastor of Grace church in Winston-Salem.

While there I became interested in the welfare of the thousands of wage-earners and was a frequent visitor at their meetings. Later on I became their candidate for mayor of the city and made an active campaign in their behalf for better schools and a more courteous and just city administration. I did not neglect my duties as a pastor, my whole congregation was in sympathy with my stand, and at the end of that year my parishioners insisted upon my return. I thought that all was well until my presiding elder, the Rev. Frank Siler, came to the parsonage, and in the presence of my wife, told me that certain manufacturers of the city, men who were in no wise connected with my parish, demanded my removal. He further stated that he could not send me to any place where manufacturers lived because they would not stand for it.

I was moved to Central church, Spencer. Soon after my arrival the shopmen at the Southern Railway shops went out on strike. Many of them were members of my church and I stood by them in their fight for a better wage. I received numerous letters from all over the conference threatening to have me ex-communicated and even threatening my life. I had some correspondence with Bishop Collins Denny about the matter, for numerous messages had been sent to him. However, at the ensuing session of the conference I had a long talk with him and he could find but two objections to my course. One was the labor movement was unrelated to religion and the other was that I had used the word, "scab," a term which he thought coarse and vulgar.

During the past year I have interested myself in helping to form a coalition between the wage-earners and the farmers for direct political action. It finally issued in the organization which is supporting the candidacy of Senator La Follette, and I was named as an elector on the ticket. To this many of the brethren of the conference have taken strong exception, and my presiding elder, the Rev. T. F. Marr, told me the other day that Bishop Denny was getting letters from various people of the state protesting against my activities in politics. Dr. Marr advised me to ask for a location declaring that some parties were prepared to make a motion to that effect if I did not. On Thursday night I took the Rev. G. T. Bond and called on Bishop Denny. He told me frankly that my political activities made me unacceptable as a Methodist pastor, and that there was no place in the conference where he could send me. He intimated that I could be located on that ground. Dr. Marr was sent to me again on Friday morning to know if I would not ask for a location. I did so without any feeling of bitterness.

However, I am thoroughly convinced that back of all this is the fact that I am supporting the wrong ticket in politics and am lined up with the wrong crowd in industry. A few years ago the Rev. W. A. Newell ran for the legislature from Polk county. He made speeches and tried to get elected but failed. He was on a little, poor circuit, but at the ensuing session of the conference he was made presiding elder and has been one ever since. There are preachers in the conference who are writing and talking for it this year, and there are "none to molest or make them afraid."

It has been a frequent occurrence for Methodist pastors in this conference to denounce wage-earners as radicals and radicals. Pastors who were on the payroll of the cotton mills have rushed into print and even threatened to go into court over the activities of

anti-covered men and women who were earning twelve dollars a week. But when I have climbed a set of rickety stairs to cut some ice cream with that same crowd and tell them to work for measures which will give their children a better chance, I am accused of being secular, of engaging in irreligious work. The ones who denounce them are, of course, "preaching the simple gospel."

I told my presiding elder that I thought it would be best for the church for him to move me from Spencer. I made no effort to find out whether or not the folks wanted me back. I do know that hundreds of them came to me and asked me to return. Two members of my board of stewards, both of them good men, wanted me moved. One of them is the religious representative of the Southern railway, and is a subject of the British king.

I have made many serious blunders and mistakes and am quite sure that I am unworthy a place in the ministry. But I have never yet degraded my ministry to the level of a celestial policeman to keep order among the workers for the cohorts of Mammon. I am glad that I can speak out and voice the aspirations of the workers of North Carolina. I am free to do it now without molestation. I located at the request of the ecclesiastical machine, but as soon as I can get home I will turn my credentials over to the conference authorities and be free, indeed. I go without any feeling of ill-will toward any person on earth.

Here's a sigh for those who love me, And a smile for those who hate, And whatever sky's above me— Here's a heart for every fate.

TOM P. JIMISON.

Some Appointments Made At Recent Methodist Conference

The annual meeting of the Western North Carolina Conference Methodist Episcopal Church, South, which closed Monday afternoon in Greensboro returned Rev. J. H. West as presiding elder of the Mount Airy district; Rev. H. K. Boyer, D. D., was returned as pastor of Central church; Rev. G. W. Williams, Rockford street church; Salem-Oak Grove station was again combined with the Mount Airy Circuit and called the Mount Airy Circuit, with Rev. W. J. S. Walker in charge; Rev. E. E. Snow, a local preacher serving as a supply was returned to Rural Hall and admitted into the conference on trial; Pilot Mountain, Rev. H. M. Wellman; Elkin, L. B. Abernethy; Stokesdale, M. E. Leftwich; Stoneville-Mayodan, M. Q. Tuttle; Yadkinville, R. E. Ward; Arrat, J. J. Eads; Dobson, J. E. Hipps.

Rev. J. A. Cook goes to Randleman, Rev. T. V. Crouse, Carraway Memorial, Greensboro; W. H. Willis, Asheboro; Rev. J. F. Kirk, West Market Street, Greensboro; W. F. Womble, presiding elder Greensboro district; H. C. Sprinkle, P. E. Asheville district; J. M. Folger, Mount Pleasant; G. C. Brinkman, Black Mountain; Rev. W. L. Hutchens, Thomasville; and Rev. W. B. West, Lincolnton.

Wilson's Body is To Be Removed

Washington, Oct. 13.—The body of former President Woodrow Wilson is soon to be removed from the crypt in Bethlehem chapel and placed in a marble sarcophagus where it will remain in the chapel temporarily at least. The sarcophagus which was designed at the order of Mrs. Wilson probably will be completed within two months and was said to be of simple design with the only ornamentation a crusader's sword carved in relief on the marble cover. There will be besides a brief inscription. It is understood that the body of the former president which now lies in a crypt under the chapel floor will be moved into the sarcophagus when the structure has been completed.

He: Why didn't you answer my letter?
She: "I didn't receive it"—then after a moment's pause she continued "and besides I did not like some of the things you said in it."

"Let me see" said the minister who was filling out the marriage certificate and had forgotten the date, "This is the fifth, is it not?"
"No," replied the bride indignantly "This is only the third."