

### Bodies of Eight Crash Victims Found In T. A. T. Plane Home Monday

#### Lives Lost When Passenger Plane Hit New Mountain

Grants, N. C., Sept. 8.—The bodies of the eight victims of the "City of San Francisco" plane crash on Mount Taylor were being brought to Grants today, having passed the Palo Lobo forest ranger station 11 miles from the scene of the tragedy. They were carried to that point on hand-burned litters and were to be transferred below Palo Lobo to automobiles.

A party of forest rangers, an ambulance crew and newspapermen lifted a burned and crumpled fuselage from the charred bodies of the five passengers and a crew of three on the side of Mount Taylor, seven miles from its summit, and 27 miles northwest of Grants.

The bodies were unrecognizable and with the exception of that of the woman passenger, which had been burned less severely than others, only can be identified by dental work.

#### Ground Party Reaches Scene Of Tragedy On Mount Taylor

Mount Taylor, N. C., Sept. 8.—The first ground party to reach the burned wreckage of the Trans-continental Air Transport monoplane "City of San Francisco," returned here at 12:50 p. m. today with definite knowledge that the seven men and one woman aboard the air liner were killed when the ship struck the side of this mountain last Tuesday and their bodies burned in an explosion which followed.

The group of newspaper men and searchers which camped on Mount Taylor last night, approximately five miles from the spot where the crash occurred, reached the wreckage at 8:30 a. m.

#### Signs of Tragedy Seen.

The party approached the location of the burned cabin of the ship, tired from a rapid ascent. Signs of the crash could be seen on the huge pine trees which cover the mountain side.

First high on a tree fragments were seen and beneath its limbs an engine was found with a few rods and parts of the landing gear lying nearby. A

little farther by a wing tip on the ground and then the debris was sighted more frequently until about three hundred yards from the point where the first wreckage was found, the party came upon a tangled mass which had been the cabin of the newest of flying ships.

The cabin was seared. Inside of it charred bodies were seen and counted—seven of five men and one woman in the passenger compartment, and two men in the pilot's cockpit.

The bodies were not moved, pending the arrival of the coroner and an official staff of investigators, who it was believed, would arrive today.

#### Wrist Watch Stopped.

But through an opening, which once had been a window a wrist watch on the arm of one of the pilots was visible. It was scratched, but it disclosed that the hands had stopped at 11:51 o'clock.

The hour indicated was believed to have been the time of the crash. The plane last was sighted shortly before going over Grants, N. C., a few miles from the base of this 10,500-foot peak.

The time evidently carried by the pilot was that used at his home in Los Angeles, Pacific coast time.

There was evidence on the ground about the plane of an explosion. Several trees had been seared and some partly burned. The fire, however had no chance to spread since at the time of the crash rain was falling.

After a quick inspection, which fixed these details in the minds of all, the party began its retreat down the slopes.

#### Plane Driven Into Hill.

It was plain to members of the party that the plane had been driven into the hill as reported yesterday by Lieut. George Rice, the Western Air express pilot who for the first time sighted the wreckage as he criss-crossed above the territory of his flight from Los Angeles to Albuquerque.

Plane Encounters Storm.

The plane had left Albuquerque on its regular flight to Los Angeles and entered a storm area after covering about 50 miles. Laboring against wind and rain it was reported sighted at a few points between there and Grants.

After leaving Grants, said Lieutenant Rice, the storm evidently closed in upon the plane.

Pilot Stove Judging from the discoveries at the scene, evidently attempted to go on to Winslow through the storm. The wind, however, blew him slightly off his course, and the storm forced him too low to clear this peak. The attempt to reach a landing field and save his passengers was vain.

The storm was blowing from the southwest with terrific velocity. Rice's conclusion that it forced him against the mountain was borne out by the investigation. The plane had approached from the east going northwest, the drift off the direct line being caused by wind. It struck its right wing against the valley side of a tree and glanced off crazily, felling trees as it plunged until brought up against the boulder-strew ground 60 miles west of Albuquerque.

#### Near-Serious Controversy Develops At Wreck Scene.

Grants, N. C., Sept. 8.—A controversy which threatened for a time to go beyond the stage of argument arose at the scene of the T. A. T. air liner crash today, when T. A. T. officials insisted on attempting to remove the bodies of the eight victims over the protest of Ranger J. M. Mims who was given power of prohibition by District Attorney Fred Nichols pending the latter's arrival.

Ranger Mims, who is in charge of the Leno Canyon district, ultimately won the argument and the bodies were undisturbed pending Nichols' arrival with a coroner's jury. The request over the bodies was filed at 2:30 this afternoon.

Pending the request two lines of guards were established, the one by Mims and his party, which was the first to reach the scene of the wreck soon after daybreak this morning, and the other by John A. Hestley, chief engineer for the T. A. T., and Paul F. Collins, general superintendent.

Coupled with this controversy was a minor one which arose when newspaper photographers prepared to take pictures of the debris. Hestley and Collins objected strenuously, and members of three parties not including the newspapermen, stood with them.

In two or three instances cameras were snatched from the hands of the newspapermen. An Associated Press photographer studied those intent upon appropriating the cameras, snapped his pictures and returned to Grant, in time to dispatch his film to Los Angeles on a chartered plane.

### Last Survivor Of Hatfield-McCoy Feud Has Passed

A news dispatch from Pikeville, Ky., says: James McCoy, 88, last of the men who actively engaged in the noted Hatfield-McCoy feud 40 years ago, died here today. Only one member of the family survives, Mrs. Fannie Christian, of Williamson, W. Va. McCoy had been ill for a year. He had long ago been converted to Christianity and had given much attention to religion in the last few years of his life.

The Hatfield-McCoy feud cut nearly 100 lives. It began in a quarrel over ownership of a mountain cow and pig and continued for years. Pike county, Ky., and contiguous territory across the River in West Virginia were swept by the factional warfare. The river was the scene of more than one killing, when fugitives from one or the other of the clans tried to escape by swimming and were picked off with rifles by trained marksmen of the enemy.

James McCoy with "Devil Anse" Hatfield, was the most picturesque of all the hillmen who engaged in the feud. Soon after the two families became warring clans, James McCoy was made a deputy sheriff of Pike county and as such arrested every major offender of the clan which ended when "Devil Anse" Hatfield's forces had been more or less dispersed and a majority of McCoy's slain.

Formal enmity was ended 25 years ago when a mountain preacher brought the leaders together and a peace treaty was made which was faithfully kept.

### Cyclone Mack Summoned In Gastonia Case

Winston-Salem, Sept. 9.—Rev. Baxter P. McTendon, "Cyclone Mack" who concludes an eight-weeks evangelistic campaign in Winston-Salem Sunday night will go to Charlotte this week as a witness in the trial of sixteen strikers and strike leaders charged with the murder of Police Chief O. P. Adersholt, of Gastonia, which occurred during a strike at the Lenoir Mills.

"Cyclone Mack" today refused to divulge what information he has bearing on the trial, but states he conducted a revival in Gastonia last year and that he then knew industrial strife of a serious nature was brewing and so warned the people. The evangelist declared from the pulpit and from the streets that nine months ago the owners and employees should get together and agree or that trouble was imminent. Business men, who then branded him a pessimist, have since written and acknowledged him as a prophet.

"I do not take part in the war between labor and capital by going with either side, but I do preach justice," said "Cyclone Mack" as he sat in his room at the Zinsendorf Hotel shortly before regular preaching services.

Cyclone Mack says that extreme wisdom must be exercised to save the country from revolution, not right now, but in a few years, unless relations between capital and labor are tempered with more mercy.

### Brim News

Brim, Sept. 9.—The majority of the farmers have finished saving their tobacco and will soon have the fodder saved.

Mrs. A. J. White, of Ohula, Va. visited her brothers J. G. and D. C. White last week.

Mrs. Etta Ring has returned to the home of her son here after spending some time with her daughter Mrs. Claude Tilly, Coalwood, W. Va.

Mary White, who has been in school at Buffalo Ridge the past week returned home here for treatment for an inflamed foot.

Mr. and Mrs. Bud White and children of Coalwood, W. Va. are visiting Mr. White's brother D. O. White this week. Mr. White is here recuperating from the results of a broken arm and will remain here with relatives for some time.

Mr. and Mrs. Bud White, Mr. and Mrs. J. H. Phippin visited relatives at Bassett, Va., last week end.

Jimmy: "Why does an Indian wear feathers on his head?"  
Betty: "Why I suppose to keep his wigwam."

#### Notice of Summons by Publication.

North Carolina, Surry County, In Superior Court.  
Ida Vail, Plaintiff vs. R. W. Vail, Defendant.

The defendant above named will take notice that a summons in the above titled action was issued against said defendant on the 18th day of August, 1929, by F. T. Llewellyn, Clerk of Superior Court, Surry County, N. C., for divorce absolute.

That a copy of said complaint has been filed in the office of the Clerk of Superior Court for Surry County, N. C.

The defendant is hereby notified to appear at the office of the Clerk of Superior Court and answer or demur to the complaint or the relief asked for will be granted.

F. T. Llewellyn, Clerk of Superior Court.

#### Trustee's Sale.

By virtue of the power conferred upon me by a deed of trust executed on the 16th day of September, 1927 by W. J. Lawrence and wife Katie Lawrence and recorded in Book 105, page 110 in the Register of Deeds, Office of Surry County, to secure a debt due H. C. and E. E. Lawrence of \$695.00 borrowed money, I will sell to the highest bidder for cash in front of the First National Bank of Mount Airy on

Friday, September 27, 1929 at 2 o'clock P. M.

the following described real estate, to-wit:

All that certain parcel, or tract of land containing 96.6 acres, more or less, situated, lying and being on Little Fish River in Stewart's Creek Township, Surry County, N. C., having such metes, courses and distances as will more fully appear by reference to a plat thereof made by P. H. Haskins, C. E., June 11th, 1927, a copy of which is attached to the abstract now on file with the Federal Land Bank of Columbia, S. C. The same being bounded on the N. by the lands of P. H. Snow, on the E. by the lands of W. H. Atkinson, on the S. by the lands of C. W. Bunker and E. L. Thorne, on the W. by the lands of Vance Shackelford.

And all that certain piece, parcel or tract of land containing 59.71 acres, more or less, situated, lying and being on Little Fish River, Stewart's Creek Township, County of Surry, State of North Carolina, hav-

### Auto License Plates To Be Red and White

Automobile license tags for 1930 in North Carolina will be in red and white it was announced recently by Sprague Silver, head of the state motor vehicle bureau.

The new tags will have white lettering against a red background and "North Carolina—1930" will be stamped across the top of the plate instead of at the bottom as on this year's tags.

As all cars must carry tags both front and rear beginning next January, it is estimated that approximately 1,000,000 tags will be needed basing the estimate on July 1 figures this year, when 437,500 cars and trucks were licensed in the state.

The tags will be of 24 gauge steel with a double crimp, which will make them stronger and less easily bent.

### Birthday Celebration At Ararat

Ararat, Sept. 10.—Last Sunday was a very busy day in our little town. Rev. T. W. Bryant filled his regular monthly appointment at the Methodist Church in his usual faithful way, preaching from the subject of the spiritual birth, and at the close of the services a good part of the congregation went to the grove near the church cemetery where a table had been prepared and assisted in the spreading of a birthday dinner in honor of Mrs. J. R. Forkner. A large crowd was present and partook of the many refreshments from the heavy laden table and all seemed to enjoy the feast. After dinner the congregation as invited into the Friends Church where Mrs. Lottie Robertson of that church delivered a beautiful sermon which was very appropriate for a birthday occasion.

Quite a number of young people from out of town recently visited Miss Phyllis Mills also Miss Grace Bryant where games were played and altogether a good time was enjoyed by all present at both homes.

Mr. Harden Holyfield of Rockford is spending a few days with his daughter Mrs. C. W. Marion.

Mr. and Mrs. D. E. Nelson and family and Mrs. O. B. Webb of Mount Airy were among the visitors in Ararat last Sunday Mrs. Nelson is a daughter of Mrs. J. R. Forkner.

D. C. Pulp, of Hazard, Ky., was among those who attended the dinner Sunday honoring Mrs. J. R. Forkner's seventy-third birthday.

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Oakland combines a long wheelbase with a short turning radius—giving greater handling ease. Its bodies by Fisher provide such convenience and comfort features as drivers' seats adjustable as you drive, clear-vision easily-regulated VV windshields and side cow ventilators.

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Come in and let us show you how, on every basis of comparison, today's Oakland is America's finest medium-priced automobile.

### Facts which prove Oakland supremacy

The following facts were obtained from a comparison of the Oakland All-American 24 with 10 other medium-priced automobiles. All sold 578 individual comparisons were made. Of these Oakland proved to be distinctly superior in 51 of 57 comparisons. 20 cars compared, 10 of best equal to Oakland on 189 of 210 per cent. And 13 of the 20 were higher-priced than Oakland.

Oakland has a wheelbase of 117 inches. The average in this class is 117 inches. The average in this class is 117 inches. The average in this class is 117 inches.

**FULL AUTOMATIC SPARK CONTROL**  
Only Oakland and two other cars in the field provide this advancement. It is completely satisfactory when used with the 6-32-2 cylinder head.

**CROSS-FLOW RADIATOR**  
Only Oakland in the entire field has the Cross-Flow Radiator or anything similar to it. All other cars use the down-flow radiator. This design the best of the 20 or higher-priced cars.

**FISHER BODY** Only Oakland has the Fisher Body. Fisher cars in the field offer better body. And one of the two is nearly 100 higher in price than Oakland. Of the 50 cars which have low-iron bodies, 11 are priced above the All-American.

**WHEELBASE** Only one car of 20 has a wheelbase longer than Oakland's.

Oakland All-American, No. 21140 or 21175, 7.0. 6. Post-Office, Michigan, plus delivery charges. Selling agents and dealers. Lower Wholesale Stock. Dealers included in list below. See your dealer for complete details. General Motors. These Payment Plans available at salesman's rate.

Consider the additional value added for the first 6 months when financing. The value added is the difference between the value of the car at the end of 6 months and the value of the car at the end of 12 months. The value added is the difference between the value of the car at the end of 6 months and the value of the car at the end of 12 months.

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1 Ford Coupe, 1926 Model, Price, .....	\$175.00
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1 Studebaker Sedan, 1927 Model, Price, .....	\$325.00
1 Chevrolet Sedan, 1928 Model, Price, .....	\$400.00
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Also a number of Fords at bargain prices.

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