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GASTONIA DAILY GAZETTE

MEMBER OF THE ASSOCIATED PRESS

GASTONIA is the fastest growing city in North Carolina, 1920 population 12,871, a gain in 10 years of 123.5 per cent.

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ENTIRE RATE STRUCTURE OF RAILROADS TO BE READJUSTED

CARRIERS MAKE APPLICATION FOR A CORRESPONDING RAISE IN ALL INTRASTATE RATES

Request For Advances in Passenger, Pullman, Milk and Baggage Tariffs - Total Increases in Revenues Will be Close to Billion and Half Dollars.

WASHINGTON, Aug. 2.—Readjustment of the whole rate structure of the nation's transportation systems was started today with a view to putting into effect by September 1, the freight, passenger, Pullman, excess baggage and milk rate increases authorized last Saturday by the interstate commerce commission.

While tariff experts are working on the general rate schedules, the carriers will make applications to the various state commissions for advances in intrastate rates to correspond to those in interstate rates. Requests for advances in passenger, Pullman, milk and excess baggage tariffs are expected to be the same for all states as the increases in these charges authorized by the federal commission were general for the entire country. They were 20 per cent on passenger, milk and excess baggage charges and 50 per cent on rates for sleeping and parlor car space.

In the case of freight rates, however, the carriers will ask the states to advance these tariffs to correspond with the increases granted by the federal commission for the territory in which the state is located. The interstate increases authorized are 40 per cent in eastern territory, 25 in southern and mountain-Pacific territory and 35 in western territory.

In announcing that the applications for intrastate advances would be made to the state commissions, Alfred P. Thom, general counsel of the Association of Railway Executives, said the increases would not enlarge the gross income to be received by the roads under the decision of the federal commission because in presenting their case the carriers had based their estimates on corresponding intrastate rate advances.

The railway executives have not calculated the total increased revenue to be derived from the rate advances, but from their estimates presented to the commission at the public hearings the sum has been unofficially approximated at one billion and a half dollars. The commission's decision is intended to so fix rates as to give the roads the six per cent return on their aggregate value permitted by the transportation act.

Since the commission fixed the aggregate value of all the lines at \$18,900,000,000 the net operating income would be approximately \$1,134,000,000 as compared with the \$893,000,000 standard return the roads have received during the period of federal control and since.

Coastwise and inland steamship companies and electric railway lines are permitted under the interstate commerce commission's decision to raise only freight rates. Nothing was said by the commission as to passenger rates on the steamboat lines, but the decision did say specifically that the freight rate increase granted electric railway lines was "not to be constructed as an expression of disapproval of increases, made or proposed in the regular manner, in the passenger fares of electric lines."

While the commission authorized separate freight rate increases to the railroads in the four separate territories the increase on freight moving from one territory into another will be 33 1-3 per cent.

Creation by the commission on its own motion of the mountain-Pacific territory was unexpected. The western roads as a whole had joined in asking for an increase of 32.3 per cent but the southwestern lines later at the public hearing asked that they be given separate treatment and a freight increase of approximately 39 per cent. The commission did not grant this request, saying that it had been opposed by many shippers and other carriers in the western group.

The surcharge of 50 per cent on sleeping and parlor car space is to accrue wholly to the railroads. This charge was opposed by the Pullman company on the ground that it would reduce the travel in cars of that type. The commission held, however, that a charge of this character "has much in its favor," as "unquestionably the service is more valuable to the passenger and more expensive to the rail carriers."

Miss Margaret Spencer leaves Tuesday morning to be the guest for several days of her friend, Miss Ruth Glythe, at her home in Huntersville. While at Huntersville Miss Spencer will attend the Y. P. C. U. state convention.

GASTONIANS ON PROGRAM AT GOOD ROADS MEET

Pythian Drum Corps Heads Parade — Hon. O. B. Carpenter on Program — Many Plan to Attend.

Many Gastonians are planning to attend the citizens massmeeting to be held in Raleigh, August 10, in the interest of good roads. It is the day on which the special session of the General Assembly opens.

The first event of the day will be the parade to be staged at 9 o'clock on the morning of August 10, to be headed by the Gastonia drum corps and the Lee-morlee and High Point brass bands, and leading to the city auditorium on Fayetteville street, where the exercises will begin at 10 o'clock.

The program for the meeting is announced as follows:

MORNING SESSION.
10 a. m.—Col. T. L. Kirkpatrick, presiding.
Convention called to order—By presiding officer.

Invocation—Rev. C. A. Ashby, rector of the Church of the Good Shepherd, Raleigh, N. C.

Address of Welcome—Hon. T. B. Eldridge, mayor, Raleigh, N. C.

Response to Address of Welcome—Maj. Wade H. Phillips, Lexington, N. C.

Song by Audience—"Old North State," conducted by E. F. Shumway, national war camp music director, New York.

Calling Roll of Counties—Hon. O. B. Carpenter, secretary association of county commissioners of North Carolina, Gastonia, N. C.

Music by brass band.

Statement of the purpose and object of the meeting, by the chair.

Appointment of committees.

11:30 a. m.—Address, "State and County Highways, Their Relations and Functions," by Hon. W. A. McGirt, president North Carolina Good Roads Association, Wilmington, N. C.

Address—"What Good Roads Mean to the Home Life," Mrs. Loula Roberts Platt, Asheville, N. C.

Address—"Why the State and National Governments Must Co-operate with County Governments in the Construction and Maintenance of Inter- and Intra-State Highways," Hon. W. C. Jones, president State Association County Commissioners of North Carolina, High Point, N. C.

AFTERNOON SESSION.
2:30 p. m.—Hon. W. A. McGirt, presiding.

Singing by audience—Conducted by E. F. Shumway, national war camp music director, New York.

Address—"Why North Carolina Should Proceed at Once to Adopt and Construct a Modern System of State Highways," Col. Joseph Hyde Pratt, director North Carolina Geological Survey, Chapel Hill, N. C.

Address—"The Cost of Being in the Mud from a Merchant's Viewpoint," David Ovens, Charlotte, N. C.

Address—"The Imperative Duty of the State to Construct and Maintain an Impartial State System of Hard-Surfaced Highways for the Benefit of All Its Citizens," Hon. J. C. Pritchard, United circuit judge, Asheville, N. C.

Address—"Modern Highways an Asset to the Agricultural Interest of the State," Hon. L. S. Tomlinson, president chamber of commerce, Wilson, N. C.

Address—"What Good Roads Mean to the Laboring Men of North Carolina," Hon. Jas. F. Barrett, editor Asheville Advocate, Asheville, N. C.

Round Table Conference—Two minutes short talks.

EVENING SESSION.
8 p. m.—Gen. Julian S. Carr, presiding.

Song by audience—"My Country, 'Tis of Thee," conducted by E. F. Shumway, national war camp music director, New York.

Address—"A New Vision for North Carolina, Through a State System of Modern Highways," Hon. Jno. J. Parker, Monroe, N. C.

Address—"The Imperative Duty of the State to Finance and Construct a State Trunk System of Modern Highways," Hon. Cameron Morrison, Charlotte, N. C.

Report of committees.

Adoption of resolutions. Adjournment.

DOUBTS AS TO ARMISTICE RESULTING FROM PROCEEDINGS

(By The Associated Press.)
WARSAW, Aug. 1, 4 P. M.—Doubt was expressed today in diplomatic circles here as to whether an agreement for an armistice would come out of the negotiations between the Polish and soviet emissaries at Baranovichi. It was thought the soviet authorities were likely to insist upon terms too severe for the Poles to accept.

The Polish delegates carried with them into the Russian lines a portable wireless outfit which they intended to use for communication with Warsaw. Officials said this afternoon, however, that it might be days before the negotiations were heard from.

PROGRAM BIG PICNIC AT DALLAS WEDNESDAY

Hon. Chester H. Gray, of Missouri, to be Principal Speaker — Hon. A. L. Bulwinkle to Respond to Welcome Address.

All is in readiness for the big farmers' picnic to be held at Dallas Wednesday, August 4. Indications are that there will be one of the largest crowds present that has ever attended a picnic in Gaston county. Everybody is going. The program is as follows:

10:00 a. m.—Welcome address — Mayor E. L. Houser.

Response — Major A. L. Bulwinkle

Response — Major A. L. Bulwinkle

Introduction speaker — Prof. F. P. Hall.

Address — Hon. Chester H. Gray, of Nevada, Mo.

12:00 — Basket Dinner.

Introduction speaker for the afternoon — Rev. J. L. Vipperman.

Address — District Agent E. S. Millsaps.

MR. CARPENTER RECEIVES INVITATION TO CEREMONIES

County Chairman Invited to be Present at Ceremony of Notification at Dayton August 7.

Hon. John G. Carpenter, chairman of the Gaston County Democratic Executive Committee, has received an invitation to be present at the notification ceremonies to be held in Dayton, Ohio, next Saturday, when Governor Cox is formally notified of his nomination for the Presidency of the Democratic party.

The invitation reads as follows: The honor of your presence is requested at the ceremonies attending the notification

Governor James M. Cox of his nomination as Democratic candidate for the Presidency of the United States to be held at Dayton, Ohio

on Saturday, August the Seventh nineteen hundred and twenty at two o'clock

Democratic National Committee George H. White, Chairman

Committee on Notification Joseph T. Robinson, Chairman

Committee on Arrangements J. Sprigg McMahan, Chairman

GASTONIA FAMILY BESTOWS HANDSOME GIFT ON S. I. I.

Gray - Separk Interests Give \$2,000 to Southern - Industrial Institute in Charlotte.

The following from Monday's Charlotte Observer will be of interest: A gift of \$2,000 from the Gray and Separk families, at Gastonia, together with present and prospective subscriptions from Charlotte and elsewhere, makes possible the immediate realization of the plans of the Southern Industrial Institute to increase its field for usefulness and to go upon a self-supporting basis, Rev. J. A. Baldwin, president, announces.

The big idea of this institution has always been to provide means of securing an education to boys and girls who must work their way through school. This opportunity will hereafter be provided at the school in a larger measure, through a woodworking plant for boys students and a dressmaking establishment for girls, a ready and profitable market being assured for the products of both establishments. In addition to this, the farm of the institution will be utilized more intensively, it is stated.

The dressmaking establishment is already in operation in a small way and local department stores have highly complimented the work turned out, the output ranging from aprons to fine dresses. A number of electrically operated sewing machines and special machines are being installed. Two hem-stitchers have also been secured, and this department will do work for the public. A building already on the grounds will be remodeled to house this new establishment.

A new building will be erected for the woodworking shop. This establishment, including building and equipment, will cost between \$8,000 and \$10,000. It will manufacture girls' toys and playthings, including doll's beds, chairs, cradles and tables, and will also supply the local and adjacent markets with kitchen tables and similar articles.

BODY OF J. FRANK HANLY TAKEN TO INDIANAPOLIS

(By The Associated Press.)
DENNISON, O., Aug. 2.—The body of J. Frank Hanly, former governor of Indiana, who was killed near here yesterday when a freight train struck the automobile in which he was riding, was taken to Indianapolis early today.

INCREASED RATES WILL GO INTO EFFECT SEPT. 1

IRISH SYMPATHIZERS WILL SUPPORT HARDING AND COOLIDGE TICKET

(By The Associated Press.)

MARION, O., Aug. 2.—A prediction that Irish sympathizers will support Harding and Coolidge was made by Representative William E. Mason, of Illinois, one of the leaders of the fight in congress for Irish recognition, in a statement made public from Harding headquarters today after he had conferred with the nominee.

"Friends of Ireland of course have to be for Harding," the statement said, "because they know what article 10 of the league covenant means — it would hitch Ireland to England forever and bind us to help keep it there; and Governor Cox has pledged himself to support the Wilson program."

Representative Mason predicted the republicans would carry Illinois by at least 200,000 and that the republican national ticket would be elected by a majority "the most overwhelming since Grant's."

Senator Harding began work today on his second front porch speech, which he will deliver Wednesday to a delegation of republicans from Wayne county, Ohio. It will be one of two such speeches he will make here during the week, the other being arranged for Thursday before the class in school administration from Ohio State University.

PONZI CONTINUES TO PAY INVESTORS

(By The Associated Press.)

BOSTON, Aug. 2.—The Securities Exchange Company, headed by Charles Ponzi, whose alleged operations in foreign exchange are being investigated by the federal and state authorities, continued today the payment of notes to those investors who presented their claims. The lines of claimants awaiting attention was a long one, extending from Pi alley through City Hall avenue to Court Square and fully equaling that of the early days of last week when at the request of investigating officials, Ponzi stopped taking in money from would-be depositors. Ponzi's prompt return of funds to those who asked for them had the effect toward the end of last week of greatly diminishing the number of claimants, but there was evidence today of a sudden renewal of the desire to cash the notes he had issued.

While his clerks were meeting his demands, returning the principal to those whose 90 days note had not matured, and keeping, it was said, to the promise to pay 50 per cent interest on matured notes, Ponzi himself issued a statement in denial of a published article by William H. McMasters, his former publicity agent, in which McMasters expressed the belief that Ponzi was hopelessly insolvent and was paying out money to some depositors at the expense of others.

NEW ORLEANS 387,219; DECREASES

WASHINGTON, N. C., DECREASES

WASHINGTON, Aug. 2.—The population of New Orleans, according to revised figures, announced today by the census bureau, is 387,219. The population previously announced was 387,408. The revision was due to duplication.

Washington, N. C., 6,166; decrease 45, or 0.7 per cent.

COTTON CROP OF 12,500,000 BALES IS PREDICTED

(By The Associated Press.)

WASHINGTON, Aug. 2.—Increase of more than a million bales in the prospective production of cotton over the indicated yield of a month ago was forecast today by the department of agriculture. A total of 12,519,000 bales was estimated from the condition of the crop July 25, 11,450,000,000 was forecast from the condition June 25.

Good growing weather during July caused much improvement in the prospects of the crop, the condition having advanced from 70.7 per cent of a normal on June 25 to 74.1 per cent on July 25. The crop's condition is 7 points higher than it was a year ago and a little more than a point below the 10 year July 25 average.

A production of 11,450,000 bales was forecast from the condition June 25, which was 70.7. Production last year

(By The Associated Press.)
WASHINGTON, Aug. 2.—Reasons requiring an increase of interstate rates are very persuasive of the need for increase of intrastate rates," declares a report sent to various state railway commissions today by the three representatives of those commissions who sat with the interstate commerce commission during public hearings on the bill and a half dollar railroad rate case.

"When all matters are considered," says the report, "and remembering that where thirteen men are considering controverted questions and proposed policies their differences of opinion must be composed or decided by the majority, we believe that the conclusion, considering all things, is just and fair and we give it our approval."

"The increased rates permitted under the ruling in ex-parte 74 will probably go into effect September 1, 1920. Operating revenues of the railroads under present rates and conditions are recognized by all persons as insufficient. A part of the responsibility to meet the situation rests upon the state commissions. Such increases as will be made in intrastate rates should, if possible, be made effective September 1, 1920."

The report is signed by William D. B. Ainey, chairman of public service commission of Pennsylvania; Royal C. Dunn, of the Florida railroad commission, and John A. Guhr, of the Iowa railroad commission.

"We participated in the conferences in the same manner as members of the commission," the state commissioners' report declares, "being invited by them to take part in the discussions and express our views with full freedom. The members of the commission gave to the case intense and efficient application, examining and discussing it with the evident desire to reach correct conclusions and apply the increase in such a manner as to deal justly with the whole country."

"The questions presented were very numerous, involving the commerce of the whole country and the entire rail transportation system of the United States, many of these questions being of complex character. Any decision of the case looking to the observance of the statute affects in some way every rate now effective."

"Speaking generally, every controverted question concerning all classes and commodities, and all rates, rules and practices of rail carriers and all the theories of shippers and carriers were presented and urged in the testimony and in argument before the commission and given careful consideration in conference.

"The commissioners were not of one mind on all questions and their conclusion in many cases was the result of recognizing that the views of the other man must be taken into account and that there must be some surrender by each before an agreement could be reached. In some instances the conclusion of the majority is the view expressed in the ruling. On some of the questions our views were not in full accord with the majority and in some instances we three state commissioners did not have unity of view."

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