

Corporation Commission And Traffic Bureau at Outs Over North Carolina Rates Question

Hearing At Asheville Threatens To End In Big Row—More For Some Of Testimony To Be Stricken Out—Womble And Griffin Differ.

ASHEVILLE, Oct. 13.—Differences of opinion as to the proposed freight rate revision from central freight association territory into the southeast as it affects this state, between the North Carolina corporation commission and the North Carolina Traffic Association terminated here today in J. S. Griffin, attorney for the traffic association, making a large part of the testimony presented before the interstate commerce commission hearing by W. G. Womble, rate clerk for the corporation commission, he expunged from the record. Joseph B. Eastman, member of the national commission, who was presiding, overruled the motion.

The traffic organization has taken the position throughout that North Carolina is satisfied with its present rate structure and ought to be relieved from any further tinkering with traffic charges. The corporation commission, assuming that the omission of this state from consideration on the present probe is an utter impossibility, has presented documents tending to show the present rates ought to be materially reduced rather than permitted to stand or subjected to revision in line with carriers' proposals.

Mr. Griffin questioned the authority of Mr. Womble to speak for this state, declaring that he has not qualified as an expert of record. "We do not know who he represents and we have no way of discovering it," Mr. Griffin remarked. "Certainly," the lawyer said, Mr. Womble does not present the views of 520 members of the North Carolina Traffic Association. On their behalf, the attorney noted an exception to the ruling of the commissioner.

Mr. Womble is not the only man whose testimony ought to come out of the records, in the opinion of Mr. Griffin. He would have the evidence of B. G. Browne, presented at Atlanta, removed as well as a large share of the testimony of L. B. Gilphian, rate expert for carriers operating in Central Freight Association territory.

Corporation Commissioner A. J. Maxwell, who examined Mr. Womble during the prolonged introduction of his testimony, said that he had no extended argument to offer in response to Mr. Griffin. He apparently felt there was no chance of the motion gaining, taking the position that nothing from him was necessary more than the mere statement that he does not assent to that portion of the motion that relates to the Womble testimony.

Immediately following the close of the skirmish between the Carolina organizations Mr. Rixey entered upon his cross examination of Mr. Womble, a task that consumed all of the morning. The verbal sparring match reached such heights as to lead Mr. Womble to complain of the length and intricacy of some of the questions, hypothetical and otherwise. Both parties to the logomachy got mild words from Commissioner Eastman, who told the lawyer at one time that if the witness could get an idea of what the witness was driving at, he was better able to interpret the Rixey queries than Mr. Eastman was. Later he told Mr. Womble that he was "slowing a tendency to reply to questions in such a manner that his answers were not responsive to the querist's questions."

CHARGES STATE WITH MONUMENTAL INCONSISTENCY ASHEVILLE, N. C., Oct. 14.—Charles Rixey, Jr., representing the carriers which are protesting before the Interstate Commerce Commission the North Carolina Corporation Commission's recommendation for rate revisions into this state from points beyond the Ohio River gateways and west of Pittsburgh-Buffalo, charged the state with monumental inconsistency in its prolonged cross-examination of W. G. Womble, rate expert of the commission.

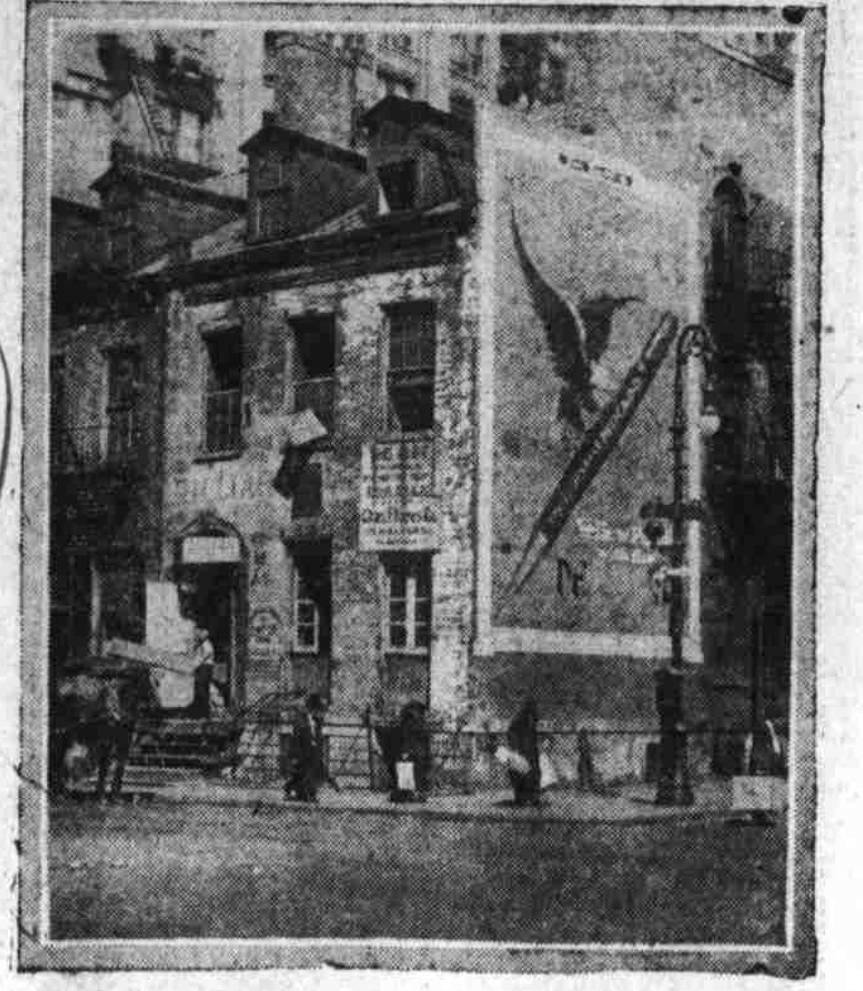
In effect, he says, North Carolina while doubling practically the taxes of its carriers through one of its state's departments, is, through another, trying to put into effect a scheme which will materially reduce the income of the roads. Such a position, he asserts, is unsound but Mr. Womble contends that all taxes are raised in this state and declares that the records should contain no intimation that the roads are being singled out for increased payments.

Mr. Rixey ridiculed the inclusion in the North Carolina prayer for revision of statistics relating to the commonwealth's vast hydroelectric developments. He says the state would have influenced by these colossal figures when it is a generally recognized fact that hydro-electric developments rob the carriers of thousands of dollars in coal tonnage. Mr. Womble suggested the payments of this nature however, furnished other freight movements of higher classes, which assertion was disputed by the lawyer.

Mr. Womble declared, in response to the carriers' charges that the rate structure of North Carolina is approximately 40 years of age and is antiquated. It was erected before the state achieved its present commercial importance or its railroad facilities. Rates to communities in the western part are declared not to reflect the influence of the Carolina, Clinchfield and Ohio road while those affecting eastern places do not reflect the influence of the Virginia Railroad. Both the Clinchfield, Carolina and Ohio and the Virginia have been private in the operation since the adoption of the rate structure.

Mr. Womble's statement that the corporation commission does not contend for the same rates from Central

PRESIDENT MONROE'S N. Y. RESIDENCE, NOW A JUNKSHOP, IS TO BE PRESERVED



In the heart of the lower New York business district, at Lafayette and Prince streets, is a little stone house in which James Monroe lived and died. The name of the purchaser has not been learned, but it was bought recently and is to be restored and preserved for historic purposes. The photograph shows how ruined the place is now, after years of neglect.

GREAT AIR CARNIVAL FOR LEGION CONVENTION

Roar of Propellers and Purr of High Powered Motors to Be Part of Attractions at Big Gathering Service Men.

(By the Associated Press.) NEW ORLEANS, Oct. 14.—The roar of speeding propellers, the steady purr of countless high-powered motors, the noise and clamor of all types of aircraft used by the United States army, navy and marine corps, will hold the attention of New Orleans next week, when some of the best aviators in the military service stage daily sham battles in the air as a part of the program attending the fourth annual national convention of the American Legion, October 16 to 20.

Twenty of the largest hydroplanes owned by the United States navy will participate in the battles. Night flights will be made also during the convention week. Headed by Major Frank Brown, commanding officer of the Montgomery intermediate air depot, who will pilot a big DeHaviland plane, six planes will come from the 22nd Aero Squadron for the maneuvers. Five planes will be sent by the 135th aerial observation squadron of the Alabama National Guard. These will be under the command of Major J. A. Maitner, who is one of the widely known American Expeditionary Force aviators. Flying with him will be Captain William M. Robertson and Lieutenant J. E. Kirgman.

From Kelly Field, Tex., under the direction of Commanding Officer John H. Howard, will come six DH-4B machines equipped for battle action as they were in France during the active period of the war. These machines will be exhibited at the convention and will be on parade at all times when not in flight. Daily war-time formations will also feature to be staged by the Kelly Field aviators.

Three machines will be sent to the convention from Nashville, Tenn., by the 136th Aerial Observation Squadron of the Tennessee National Guard. S. G. Irwin and "Daredevil" Mason, two stunt fliers, will furnish the exhibition thrills.

Mason is to make a parachute drop and is planning to land as near the intersection of Canal and St. Charles street as possible. Leroy Carlson, of the Carlson Aerial Advertising Company, will be another stunt flyer here during the convention.

For the first time in history, according to those making arrangements for the event, an aerial derby is to be held in New Orleans, Thursday, October 19, on the next to the last day of the Legion convention.

All airplanes in the city are eligible to enter the race which will be flown over a triangular course of 18 miles. The planes will fly the course five times, starting from the center of Fellman field, then to the grain elevator at Westwego, then to the flag pole at the Southern Yacht Club and back to the field, making five laps over this course. The aviator completing the five laps in the shortest time will be awarded a loving cup to be given by New Orleans legionnaires.

The flights will start at 2 o'clock on derby day, and the contestants have agreed to fly as low as possible, just skimming house tops so that spectators may have better opportunity to view the race and distinguish the pilots.

North Carolina vs. South Carolina. CHAPEL HILL, N. C., Oct. 14.—Coach Fetzer announced that his eleven was in the best condition for the game here this afternoon between North Carolina and South Carolina. Supporters of the Tar Heels expected that the full strength of their eleven will be necessary to defeat South Carolina. The two teams played to a 7-7 tie in Columbia last year.

GREENSBORO GETS NEXT CONVENTION OF U. D. C.

Dr. Henry Louis Smith Delivers Lecture Eulogizing Robt. E. Lee — Will Preserve Lee's Chapel at Lexington.

WILMINGTON, Oct. 13.—Greensboro was selected at the closing session of the silver anniversary convention of the United Daughters of the Confederacy here today as the place for the 1923 meeting. The convention adjourned at noon, and delegates are tonight departing for their homes in all sections of the state.

The daughters agreed to raise a portion of the funds necessary to make fireproof and to preserve the little chapel at Washington and Lee university, where General Lee worshipped while president of the institution.

Dr. Smith's Address. The feature of last night's session was an address by Dr. Henry Louis Smith, president of Washington and Lee university. In speaking of the educational work done at the old "Washington College" by General Robert E. Lee, Dr. Smith said that it is going to count for more than all the glorious military career of the Confederate chieftain and hero. By this education work, he said, General Lee taught everyone of the great southland self-renunciation at the call of duty.

The General Lee returned to his home after the war he was without a profession; practically in a destitute state, said Dr. Smith. However, the speaker declared, immediately there was an outpouring of sympathy from all over the world. The nobility of England offered General Lee the old Lee homestead for the rest of his life without cost, but this offer, as was the command of the armies of Egypt, was turned down.

The Great Opportunity. Next, said Dr. Smith, there came to the southern fighter an offer of \$50,000 per year to accept the chairmanship of the board of directors of an insurance company, but this also was rejected. Lee also refused to accept the presidency of a college because it was governed by a legislature, he said.

Finally there came the offer of the president of the Washington college of Lexington, endowed by General George Washington, and it was accepted by the great Virginian, because the great soldier saw in the offer a magnificent opportunity to aid in the work of reconstructing the southland, which at that time was ravaged by war.

At Washington college, said Dr. Smith, the educational activities of the great fighter reads like a fairy tale. New departments were created the studies were made more practical, and everything possible was done by General Lee to teach the young men of the south to live the life of peace. This work went on until the great chieftain was stricken down in his home.

COTTON MARKET CLOSING BIDS ON THE NEW YORK MARKET NEW YORK, Oct. 14.—Cotton futures closed firm. October 22.37; December 22.53; January 22.42; March 22.52; May 22.50; July 22.35. Spots closed steady at 22.50, twenty-five points up.

THE WEATHER North Carolina, rain tonight and Sunday; warmer in west and central tonight.

AMERICA'S GREAT AIR CLASSIC ON TODAY AT SELFRIDGE FIELD, MICH.

Planes Represent Most Advanced Ideas In Aircraft Construction—Racing For Pulitzer Trophy.

MOUNT CLEMENS, MICH., Oct. 14.—Twenty four of the best pilots of the army and navy, assigned to planes that represented the most advanced ideas in aircraft construction were scheduled to hurtle through the air over Selfridge field and Lake St. Clair today in the Pulitzer trophy race—the air classic of America.

The one thought of the builders of the powerful craft entered in the race was to produce the maximum of speed, and only human endurance, it seemed, would limit the speed attained. From the result, the army will determine the standard type of machine to be adopted for its pursuit group, which is termed the Pursuit or aerob defense.

Several of the planes have previously been timed at 200 miles an hour or better and race officials were confident a new world's record for a closed course would be established. A speed of 187 miles an hour would equal the record held in France.

In the list of pilots, one familiar name was missing—that of Bert Acosta, who won the event at Omaha last year. The veteran speed king was ruled out a week ago when objection was raised to the fact he was not a regular navy officer but had been especially commissioned for the Pulitzer race.

Pilots declared eligible, however, included some who have made aeronautical history both in this country and on the western front. Lieutenant Lawson H. Sanderson, assigned to the "Mystery Ship" of the navy, and who was timed at 209 miles an hour in the machine several days ago, was one of the foremost fliers in the Pulitzer race of 1920. Lieutenant C. Mosely, who won the 1920 event, was slated to start in a Verville-Packard, similar to his winning craft at Mitchell field and Lieutenant R. L. Maughan, named to drive an Army-urtiss, wears the W. S. C., accumulating for four enemy planes overseas.

Captain St. Clair Streett, pilot of an Army-Verville Sperry, was the commander of the 21st aero squadron in France. His most notable performance was achieved in 1919, when he commanded the flying expedition from New York to Nome, Alaska, and return. Lieutenant Stephen W. Callaway, U. S. N., well known as aeronautical engineer, was pilot.

The Pulitzer event represented a race within the race, the drivers of home-made planes competing for a trophy given by Brigadier General William Mitchell, assistant chief of the army air service. Ten of these machines were entered.

Secretary of the Navy Denby and high officers in the army and navy, including Rear Admiral Moffett and Major General Patrick, chief of the service air forces, were here to witness the race.

Mayday James Conzens, proclaimed the day a holiday in Detroit to permit the thousands of workers who produced aircraft and the famous Liberty motor during the war, to attend.

CHICAGO TOM BOY IS BACK HOME AGAIN CHICAGO, Oct. 13.—By the Associated Press.—Margaret Davis, the 14-year-old tomboy who gave her parents a four-day scare and was almost given up by the police as "robbed, slain and bodily disposed of," came back to mundane dish cloths and school books today, convinced that all roads of destiny do not lead to treasure islands and Buck Finn rafts and caves.

Margaret's road took her briefly by automobile and at length afoot into a rural village and finally led to stables, pitch forks and hungry cows. She pitched straw one day with fervor, then with disgust and admitted on her return home that it was the third day's straw that broke the camel's back and took all the romance out of life.

After leaving home early Monday and making her way to Roselle, Ill., attired in khaki knickers, the girl laced off her hair, had a barber give it a professional turn, bought cigarettes and overalls and as Dick Davis, attached herself to the stable staff of a dairy farm nearby.

Although Dick's pretty swaggar was contemplated to ward off prying glances, the farmer and his wife became suspicious. Dick tried to promote herself from nonentity to a corn cob pipe and plug of tobacco. The suspicious were not allayed, and when, on the third day she found that straw pitching was by her routine, she gave in and confessed her identity.

She will return to her classes in high school next Monday, by which time her parents figure her aching muscles will have recovered.

HAD THE COURAGE TO FIGHT AFTER HE HEARD OF HIS FATHER'S DEATH

Tom Gibbons Hears of Fathers Death But Keeps the Fight Going Until A Foul Blow Stops It.

NEW YORK, Oct. 14.—(By the Associated Press.)—They tell stories about actors sometimes going out on the stage after they have received news of the death of a husband or wife, reciting their regular lines and making many inquiries about the missing one. Probably those stories are true.

They must be true. Any one of the crowd that filled Madison Square Garden last night and saw Tommy Gibbons, of St. Paul, lose on a foul to Billy Miske, his fellow townsman, in the tenth round of their bout that was to go fifteen rounds probably will believe so today.

They looked upon the sort of courage a fighting man is rarely called upon to show, but few of them knew of it then. Only a few of that howling crowd saw a uniformed messenger lay creep up to Gibbons' corner during the seventh round and, cautiously getting his signature of receipt, first slip a yellow envelope into the hand of Eddie Kane, Gibbons' manager. Gibbons saw it out of the corner of his eye as he slashed and slugged he knew.

When Tommy came to his corner at the end of the seventh round, he sank calmly no his stool, a dazed Kane, "What does it say?" "What does it say?" countered the manager, his face flushing. "Oh, all right," answered Gibbons, "but I know."

The detailed account of the next round shows that Gibbons "rained rights and lefts to the body and slammed several teeth out of Miske's mouth," and that "Gibbons rocked Miske with rights and lefts to the head," and that "they were exchanging when the bell rang."

The remainder of the details don't matter much. Tommy kept on slugging away, fighting cleverly, craftily, foining his opponent into leads that led only to punishment until a twist of fate in the tenth caused Gibbons' right fist to fall below Miske's belt and Miske to fall upon the floor and the battle to end.

It was more than the mere disappointment of losing a fight that had virtually salted away for keeps that came to Tom Gibbons, when he left the ring. Kane shoved the crumpled telegram into the boxer's hands. "Read it, Tom," he said. "Let's hurry and dress. I'm awfully sorry."

"All right," said Gibbons, tears streaming down his sweaty face. "I know what you mean."

But those who crowded the arena and lined the aisle down which the loser strode didn't know. They had seen fighters lose on fouls before, but they had never seen one cry—even when he had lost his fighting reputation. They did not know about the telegram—hadn't seen the messenger boy creep back into the crowd after delivering the message that told of the death of Tom's father in St. Paul, of a father proud of his fighting sons, who had taught them much of the fighting that they knew and taught them from his Irish blood.

ST. PAUL, Minn., Oct. 14.—Arrangements were being made here today for the funeral of Thomas Gibbons, Sr., father of Tommy Gibbons, light heavyweight pugilist, and Mike Gibbons, middleweight.

Gibbons, senior, died about noon yesterday, but the news was withheld until last night after the hour for Tommy to enter the ring in New York for his bout with Billy Miske.

According to Mike, Tommy was hesitant about leaving St. Paul for New York Sunday. He knew that his father's condition was serious, but he also knew, Mike said, the skepticism with which boxing fans receive the announcement of a cancelled fight. Tommy believed his father would rather have him live in engagement than to risk being suspected of "trying to run out."

Although he watched with great interest his boys' progress in the boxing gym, Mr. Gibbons never attended any of their fights. He always promised to "see the next one," but when the time came he begged off. He assisted with advice and occasionally worked out with the boys.

Mr. Gibbons was 72 years old.

LOCAL FOOTBALL TEAM HOLDS CHARLOTTEANS TO CLOSE SCORE, 13-12

Great Game Of Football Staged At Fair Grounds Saturday.

170 TOUCHDOWNS EACH. Gastonia Team Shows Wonderful Improvement Over Past Form.

Coming from across the Catawba, doped to win by six touchdowns over the Gastonia high football team, the Charlotte high school lads went home in the gathering dusk Friday afternoon thankful that the score was no worse than 13 to 12. Clearly outplayed save in the last quarter, they were lucky to escape without being at the short end of a 12-6 score. That's what it would have been had not one of Gastonia's backs, who had a few minutes before pulled a beautiful forward pass out of the air for Gastonia's first touchdown, fumbled a punt and gave the ball to Charlotte in Gastonia territory on the 30 yard line. A forward pass netted the Charlotteans another 20 yards and they plunged the remaining distance to the goal. The extra point that beat the locals came from a drop kick.

Both teams scored two touchdowns. Charlotte scored in the first quarter, Gastonia scored one each in the second and third quarters. Ratchford counting the first on a forward pass from Hord and Bill Glenn taking the second in like manner while surrounded by Charlotte players. He was standing under the cross bar when he took it and fell smothered under a mass of grey-jerseyed Charlotte tacklers.

It was a great exhibition of the great American game the 22 husky young athletes displayed, the grey clad Charlotte lads and the blue-jerseyed youngsters of Gastonia. Playing before a crowd that would have done credit to a big college game, they were spurred on by the rival cheering of the two clans. The Charlotte folks came over stronger for the football game than they did for the fair on the preceding day. There were hundreds of them and their lively cheering and rooting kept things lively. It is to be noted, too, that their cheering and rooting was of a high order. Their yells were new and snappy and given with ecstacy that was lacking in the Gastonia seats. Hundreds of fair visitors left the attractions of the midway and joined a mass of roo-roo rooters. Most of them, of course, were rabid of the side line fans and the game was stopped while a general brawl ensued. It might be interjected here that more trouble was caused by outsiders hounding in where they have no business than by the players. They acted in the heat of the game and after quiet was restored, shook hands and apologized. It comes dangerously near hoodlum stuff when the crowd rushes on the field and tries to settle an argument that ought to be left to the officials and players.

Soon after this mix-up Charlotte scored its first touchdown.

In weight and general playing ability the two teams were about evenly matched. There were few substitutions for injuries, Bigger for Gastonia going out early in the game from injuries suffered in scrimmage a few days ago. Mike Schiltz, the Charlotte quarter, the Meeklenburger's possession, a fine young player and one who will make his mark in higher football circles. For Gastonia, Glenn, Jacobs and Frederick in the back field was outstanding. Time after time, young Sparrow went in behind the line of scrimmage and got his man.

Toward the close of the game dusk descended and the closing plays were run off in semi-darkness.

One of the most beautiful and spectacular moments in the hard fought game came in the fourth quarter when Gastonia was leading 12 to 6. Most of the spectators thought it was all over but the shouting, thinking Charlotte would not score again. Alack and alas for their hopes! Came here the break of the game, a fumbled punt, and a grey-jerseyed Charlotte player fell on all fours. It was Charlotte's ball and but 30 yards from the goal. A clean cut forward pass gave them 20 more and the Gastonia youngsters found themselves with their backs to the wall, fighting for inches under the shadow of their own goal posts. The frenzied crowds surged upon the field and time was called while they were driven back. Players on both sides grabbed this brief glimpse of liberty and dropped exhausted on all fours. The captains of both teams gathered his mates around him for final instructions, for each side knew that the issue of the game depended on the next two or three plays. If Charlotte crossed the goal line, the score would be tied at 12 all. If they made the extra point the score would be 13-12 in favor of Charlotte. The crowds, the players and officials all

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MRS. HALL REQUESTS A STATE INVESTIGATION

NEW BRUNSWICK, N. J., Oct. 14.—Investigation of clues to the murder of the Rev. Edward Wheeler Hall, rector of the Episcopal Church of St. John the Evangelist, and Mrs. Eleanor Richardt Mills, their leader, continued today under three separate agencies, pending word from Governor Edwards.

Mrs. Frances Stevens Hall, wealthy widow of the slain rector, requested yesterday that the governor designate a state official to direct the inquiry. Mrs. Hall's request, forwarded to the state capital at Trenton, was in the form of a letter by her attorney, Timothy N. Pfeiffer. The activities of officials conducting the investigation were criticised severely by Mr. Pfeiffer.

Both Prosecutor Joseph Stricker, of Middlesex, and Prosecutor Beckman, of Somerset county, expressed willingness to give way to a state official, should the governor name a man to handle the inquiry. The state troopers, who have been on the scene for two weeks, have been guilty of "hounding" stupidity. Mrs. Hall's counsel wrote the governor.

—Rev. A. T. Lindsay leaves tonight to be at the bedside of his brother, Mr. D. P. Lindsay, who is critically ill at his home in Memphis, Tenn.