

THIRTY FIVE PERISH AS SUBMARINE SINKS

Apparently Only Three Men of Officers and Crew Saved When Submersible Rammied by Steamer

STILL BARE CHANCE

Bare Possibility That Boat Went to Bottom Without Being Complete Wreck and Crew Still Alive

(By The Associated Press)

CITY OF ROME WAS NEGLIGENT

Washington, Sept. 26.—The steamer City of Rome should have remained on the spot unless urgently impelled to leave after ramming the submarine S-51 last night, Secretary Wilbur said today.

The conduct of the captain of the City of Rome, the Secretary added, would be inquired into in connection with the investigation that would be ordered and if he had been guilty of any criminal act of negligence, action would be taken against him.

Boston, Sept. 26.—Thirty-four members of the crew of the submarine S-51 lay imprisoned at the bottom of the Atlantic today after their vessel was rammed last night by the steamer City of Rome of the Ocean Steamship Company on its voyage from Savannah to Boston.

Three survivors were picked up by the steamer and it was a matter of conjecture whether the remainder of the crew were drowned or were alive in the underneath vessel.

While a fleet of rescue craft was rushed to the point 20 miles east of Block Island where the disaster occurred, those on shore eagerly awaited news of the crash.

Hope that the men might still live increased when the destroyer Putnam sent a wireless message saying that what apparently was a buoy made up of a bunch of life preservers was discovered. Naval men expressed the hope that the buoy had been floated out of the sunken craft by members of the crew who might be alive and wanted to give their position beneath the water.

New York, Sept. 26.—Thirty-five officers and men of the United States submarine S-51 apparently perished last night when the coastwise steamer City of Rome rammed and sank the submarine 14 miles off Block Island, Rhode Island.

Only three men, Dewey Kile, M. Lira, and a greer, are reported by naval communications saved.

If only those members are rescued it means that Lieutenant Rodney Dobson, commander, and all his officers went to the bottom with their craft.

Hope was expressed at the New London, Connecticut, submarine station this morning that the crew might be alive on bottom and the submarine not a total wreck.

The water is 127 feet deep where the collision occurred. The submarine S-51 was sunk 20 miles east of Block Island last night after collision with the steamer City of Rome, at a point fifteen miles directly south of Seaconet light, according to a statement from Commander Lewis Caussey, executive officer at the torpedo station at New London.

At 8:30 this morning the Navy sent a seaplane to search for signs of the sunken submarine. The plane is to fly low enough to lo-

Defendants Merely Wished To Look At Jug of Liquor

Claiming that they didn't drink liquor—didn't even like it—and didn't want to sell it, but merely went out into the woods to look at a five-gallon bottle of moonshine by the shine of the moon, Will Newby and Freeman Allen, both colored, put up an original defense in a court Saturday morning as has been heard here in many months. They were charged with violating practically all the counts in the Turlington Act except that of manufacturing whisky.

Together with a third defendant, Jake Coleman, also colored, they were found guilty, Coleman and Allen were sentenced to go to jail for six months. The alternative of a suspended judgment conditional upon payment of a fine of \$50 and costs each. Newby, who was the principal offender, in the opinion of the court, was sentenced to four months in jail, with the alternative of paying a fine of \$100 and costs.

The three were arrested by Chief Holmes and Officers Harris and Roughton Friday night near the end of a lane running from the Hertford highway, near this city. They had gone up the lane in a car driven by Coleman. Newby and Allen had gone into the woods, and all were arrested, the officers testified, when they returned, Newby bringing a five-gallon jug of corn liquor. Newby, they stated, made several attempts to escape.

Coleman, first on the stand for the defense, testified that he carried the pair out into the country

SAN FRANCISCO AFTER CRIME IN ARMORED CARS

Bank Robbers Will Have to Do Their Stuff in Less Than 20 Minutes to Avoid Arm of Law

CONTINUOUS PATROL

While Eastern Cities Try Advertising Frisco Will Wage Warfare to the Death If Need Be

By BEN GRILINE
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San Francisco, Sept. 26.—Bank robbers are going to have to do their stuff in less than 20 minutes here in the future if they expect to avoid the arm of the law. While some Eastern cities are planning advertising campaigns to persuade potential violators of the law that crime doesn't pay, San Francisco is setting about to make battle line of branch banks in the city and to patrol that line with armored cars.

Though hold-ups in neighborhood branch banks here can't compete with honors with many Eastern cities, they have become so common as to be branded by the authorities as a menace and shotgun squads are chosen to combat them. Chief of Police Daniel C'Brien and Captain Duncan believe armored cars and shot guns will have a deterrent effect and lessen the work of the courts.

Two armored cars, with a crew assigned to start the war. One will patrol a group of 25 branch banks in the southern part of the city and the other will patrol 21 institutions in the Northern part. Later other cars and men will be assigned to the duty if there is need and the new scheme works satisfactorily.

The plan is for a car to visit one bank after another, keeping a continuous patrol and calling at each bank at intervals of about 20 minutes. The squads are to pay particular attention to suspicious looking loiterers and to actually frustrate any attempted hold-up. If a robbery is attempted the armed squad will be on hand within 20 minutes at the longest at the regular course of events, and if the holdup gentry improve their tactics and so perfect operation that they can finish a job in less than 20 minutes, why, then arrangements will have to be made for the patrols to pass at more frequent intervals.

Three of the crew were picked up by the City of Rome, which sent a radio message to the submarine base at New London, telling of the accident.

The steamer City of Rome was en route from Savannah to Boston, and was due in that city Friday.

Only Woman "Bulldogger"



The only woman "bulldogger" in the country is said to be Miss Fox Hastings, Pendleton, Ore. Each year she throws a ball at the rodeo there.

CURRITUCK COUPLE WEDDED 53 YEARS

Currituck County comes forward with a bid for the laurels as the place of residence of the couple longest married in this part of the State, according to former Sheriff R. L. Griggs, who offers the information that Mr. and Mrs. Ezekiah Owens, Sr., of Harbinger, that county, have been united in matrimony for a period of a little over 53 years.

In that period, they have reared eight children to maturity—three daughters and five sons. Mr. Owens is going in his eighty-first year, and has never been indicted, has never indicted any one, or ever served on a jury in his long lifetime. In fact, he has never even appeared in court as a witness, former Sheriff Griggs says.

Mrs. Owens is a few years younger than her husband. In addition, Mr. and Mrs. Owens have spent their entire married life on the farm on which Mr. Owens was born and reared. Former Sheriff Griggs challenges any couple in North-eastern Carolina to excel their record.

MISTRIAL LIKELY IN DAMAGE SUIT

Verdict Unlikely This Week, Says Jury in Woodley-Walker

A hung jury was in prospect at the noon recess of Superior Court Saturday in the case of W. W. Woodley vs. Caleb Walker, in which Mr. Woodley was suing for damages alleged to have resulted from an automobile accident. The case went to the jury at 9:30 o'clock in the morning, and when that body was queried shortly before noon if it would be ready with a verdict in the next three minutes, the reply was: "Not this week."

S. G. Scott, and Sophia V. Scott, administrators of C. T. and S. W. Scott, trading as Brock & Brock Produce Co., were awarded a judgment of \$569.22 against M. C. Simons, the total of several notes, together with interest on the notes.

Nannie Perkins, suing by her next friend, Aaron Perkins, in a case against Dr. W. B. Sharp, was awarded a judgment in an amount to be fixed by a jury at a subsequent term of court.

A judgment for the plaintiff was rendered in the case of Mattie Overton vs. Elisha Overton, John Overton, Sr., Mary Louise Glover and Mac Fletcher, Sr., involving a cow and calf, ten bushels of soy beans, and a crop grown on the Overton lands.

Prospects at the opening of the afternoon session were that the week's term of court would end at about 4 o'clock. Judge Thomas H. Calvert presided.

"ROSE TIME" REHEARSALS BEGIN IN DEAD EARNEST

Rehearsals for "Rose Time," sparkling operetta to be given Friday night under auspices of the D. H. Hill Chapter, U. D. C., will begin in dead earnest Monday, according to Miss Mary Ben Wright, director.

Miss Wright announces that the entire cast of 27 has been selected, including 16 attractive members of the chorus, and preparations for the event are proceeding most satisfactorily. Miss Wright is auburn haired, which is one way of saying she has plenty of energy. She comes to this city from Rocky Mount, where she staged "Rose Time" most successfully.

WIDE PUBLICITY IS PLANNED FOR COASTAL ROUTE

Tidewater Trail Association and Route 30 Association Will Aid in Erecting Road Markers

OPENING OCTOBER 7

Bridge at Savannah Removes Stumbling Block on Atlantic Coastal Highway; Other Plans Made

Plans for an extensive program of publicity for the Atlantic Coastal Highway, from Canada to the Florida Keys, were launched Friday at a meeting of the Tidewater Trail Association at the Monticello Hotel in Norfolk, at which the question of raising funds for the project was discussed.

It is planned to place markers every mile along the route of the highway, each marker to bear the picture of a living goose, the emblem of the route, together with the names of the nearest towns or cities in each direction. Besides, the Atlantic Coastal Highway Association and its affiliated organizations propose to issue maps, together with booklets telling of the points of interest along it.

The Atlantic Coastal Highway will be opened officially on Wednesday, October 7, with the formal opening of the new bridge at Savannah. This river crossing had been a stumbling block in the highway, through the fact that adequate facilities for automobiles were lacking. It is expected to result in the diversion of much tourist traffic this way during the fall and winter, and a heavy increase in the spring.

Fred Ward, of Brunswick, Georgia, secretary of the Atlantic Coastal Highway Association, paid his first visit to Elizabeth City this week, in connection with his first trip over this part of the highway. He declared he was most favorably impressed with the Albemarle district, and stated incidentally that with this trip he had completed a tour of practically the entire highway, adding that it was in good condition for travel throughout.

Mr. Ward spent Thursday night in this city, going on to Norfolk Friday to attend the Tidewater Trail Association meeting. Representatives of the Route 30 Association at the meeting were Charles Whedbee, of Hertford, president, R. C. Job, of Elizabeth City, secretary-treasurer, and Dudley Bagley, of Moyock. The association members were guests of the Hotel Men's Association, of Norfolk, at the luncheon at the Monticello.

Speakers at the meeting included Congressman Otis Bland, of Virginia, Charles Whedbee, and Mr. Ward. Arrangements were made for an early joint meeting of the Route 30 Association and the Tidewater Trail Association for further discussion of publicity and marking for this part of the Atlantic Coastal Highway, running from Fredericksburg, Virginia, to Wilmington, North Carolina.

The living goose is being copyrighted as the emblem of the Atlantic Coastal Highway, the "air line" from Canada to the tip of Florida. The route, which passes through Elizabeth City, Hertford, and Edenton, already has more miles of hardsurfing than any other North and South route and is more than 200 miles shorter than any other, it is claimed.

Tire, Battery, Radio Plant Changes Hands

The battery and tire business of J. Bryan Venters, at Matthews and McMorine streets, was bought out Saturday morning by S. G. Etheridge, Brantley McCoy and Everett Harrison, who will continue it at the present stand. It will be exclusive agents in this territory for Exide batteries and Atwater-Kent radio sets.

The tire repairing end of the business will be looked after by Mr. McCoy, who is one of the best known vulcanizers here. Mr. Harrison will leave the Auto & Gas Engine Works to take charge of the battery and radio departments. He has had long experience in this line of work. Mr. Etheridge will continue in his present capacity at the Apothecary Shop, being more or less of a silent partner in the new enterprise.

COTTON MARKET

New York, Sept. 26.—Spot cotton closed quiet, middling 23.90, when Congress reduces federal taxes, it should exempt from the income tax law all married men making less than \$5000 and all single men whose incomes do not exceed \$4000, says Rep. John N. Garner, leading Democrat on the House Ways and Means Committee. This would exempt 5,600,000 people now paying income taxes.

New York, Sept. 26.—Cotton futures opened today at the following levels: Oct. 23.61, Dec. 23.85, Jan. 23.19, March 23.42, May 23.72.

DR. TEMPLEMAN MISQUOTED AND DONE INJUSTICE

Position Elizabeth City Pastor Totally Misrepresented by Columbia Correspondent of This Paper

HE WAS PEACEMAKER

And While Not Agreeing With Views of Potent, Holds Wake Forest in Highest Regard

That Dr. Samuel H. Templeman of Elizabeth City was completely misquoted by the Columbia correspondent of The Advance and that gross injustice was thus done this Elizabeth City pastor's position as to the controversy on Potent which raged at the meeting of the Chowan Baptist Association at Columbia this week is the unanimous view of every Elizabeth City man who attended the convention, so far as these could be effected up on by this newspaper today.

In fact, the general sentiment of the delegates from the Elizabeth City churches and their pastors is that the words put into Dr. Templeman's mouth by the Columbia correspondent of this newspaper were almost directly the opposite of what Dr. Templeman really said. From the time that The Advance got on the street yesterday until a late hour the telephone of the Advance was kept busy by readers who wanted to make immediate protest at the injustice done Dr. Templeman by the Columbia correspondent's report. Among the first to call was Dr. James T. Thayer, pastor of Harkersville Memorial Baptist Church.

All who called or were called on agreed that while Dr. Templeman made it clear that he did not agree with Dr. Potent's views, he also made it clear that he judged Wake Forest by its fruits, and that from what he saw of the Wake Forest men in his own church he would not hesitate to send his own son to the college.

"Dr. Templeman was trying to pour oil on the troubled waters," is the way one delegate expressed himself. "Your correspondent put him in the light of being full sympathy with the idea of letting the Association on record as favoring the removal of Dr. Potent, thus doing Dr. Templeman, who was trying to save the college from the ill effect of a fight on Potent on the Association floor, the grossest injustice."

"Your correspondent must certainly have been half asleep," said Dr. Templeman to the editor this morning in his usual kindly and genial manner. "For I certainly did not say anything akin to the words he put into my mouth, and nobody else who was there that I have talked with understood me to be making any such statement." Dr. Templeman then went on to explain that he was on the floor as a peacemaker, seeking to save the college from the bad effects of further warfare on a question perhaps already too much agitated.

CAPTAIN AND FIVE SEAMEN DROWNED

North Sydney, Nova Scotia, Sept. 26.—Capt. Joseph Vacher of the 55-ton schooner Inez G. of Burgeo, New Foundland, and five seamen were drowned last night when their vessel capsized about three miles off Lunenburg while making for North Sydney for shelter.

BUMPER SWEET POTATO CROP MADE IN TEXAS

Fort Worth, Sept. 26.—Sweet potato production in Texas this year will exceed the 1924 yield by 129,000 bushels, totalling about 4,712,000 bushels.

3,000,000 Cheers MINISTER FLAYS RAUCOUS HORNS

We Could Profit by Example of Washington, Scattergood Says

This business of tooting one's automobile horns whenever the spirit moves one is all wrong, in the opinion of Rev. F. H. Scattergood, of this city, who has returned recently from a trip to Washington, D. C. He suggests that motorists in Elizabeth City cooperate in a movement to make the streets here a relatively free from raucous noises as are those of the Capital City.

"Although Washington has noisy times the traffic of Elizabeth City," Mr. Scattergood says, "the visitor there is impressed with the fact that it moves efficiently and noiselessly. Motorists who blow their horns needlessly are arrested and prosecuted. Here, on the other hand, the average automobile driver sounds his horn whenever he approaches a corner, though in most cases this is altogether needless."

"We have very few 'blind corners' in Elizabeth City, and under ordinary circumstances there is neither reason nor excuse for tooting a horn when approaching other corners. Motorists here know—or should know—the right of way rule, and when it is observed generally, there is virtually no need of blowing a horn except in occasional emergencies, or when one autoist is about to overtake and pass another."

There is an old saying that if you don't blow your own horn, nobody will blow it for you, but the practice of this precept can be carried to entirely too great lengths, in the opinion of Mr. Scattergood.

SECRETARY JOB HAS ENCOUNTER

What They Wanted, He Doesn't Know, for He Didn't Wait

A disturbing experience fell to the lot of Secretary Job, of the Chamber of Commerce, late Friday afternoon while he was motoring down the George Washington Highway on his way home after attending a meeting of the Tidewater Trail Association in Norfolk. Mr. Job hadn't entirely recovered from it Saturday morning when he went to work.

A few miles from Wallaceston, Virginia, at a particularly lonely point on this notably lonely road, Mr. Job says three tough looking individuals stepped out into the highway in front of him, and forced him down. One stood in the center, and one on each side of the road.

As he neared them, Mr. Job slowed down as though to stop, and the stranger in the middle of the road stepped to one side. At that, Mr. Job gave his car everything it would take, and shot past the trio like a skyrocket. He says they shook their fists at him as he sped away from them.

Mr. Job is insured to uncomfortable experiences on the George Washington Highway. Not many weeks ago, while he was returning in his car from a vacation trip with his family to his old home in Pennsylvania, he encountered such dense fog and smoke on the highway that he was compelled to park for the night. Hence, he is prone to misgivings whenever he undertakes a jaunt over this route through the Great Dismal Swamp.

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