

ATTORNEY TELLS WIDE WORLD OF A FAVORED LAND

Description of Albemarle District Eloquent Given by J. C. B. Ehringhaus at WRVA, Richmond

MUSICAL SELECTIONS

Variiegated Program Is Broadcast by Elizabeth City, Hertford and Edenton Folk by Radio

A striking clear, convincing and eloquent recital of the many advantages of the Albemarle over less favored sections of the country was given by J. C. B. Ehringhaus, Elizabeth City attorney and former solicitor for the First North Carolina District, in the course of radio program broadcast by Elizabeth City, Hertford and Edenton folk at Station WRVA in Richmond, last night.

The program included many pleasing vocal and instrumental selections also, and while it was in progress, hundreds of radio fans here listened in on it, with varying degrees of success. Those who succeeded in getting it clearly pronounced it thoroughly worth while.

During the early part of the evening, radio listeners in here were hampered by a peculiarly persistent condition of "satte." Later, however, the condition cleared up appreciably. Many of the radio fans declared they heard Mr. Ehringhaus' speech very distinctly.

The address by Mr. Ehringhaus follows:

"My mission this evening is simple though difficult of real achievement, for I would if possible bring home to each of you, my hearers, something of the history, the charm, and the promise of a very little known and much misunderstood section of your country and mine.

"Cradle of the Nation" "You hear, no doubt, all too frequently of North Carolina as a whole,—of her wealth, her industry, her achievements, and her future. But most of what you hear relates to what is known as the Piedmont and western sections of the State. These are the great industrial sections of the commonwealth. But it is my desire to tell you something of that section of the old North State which is closest to Virginia, geographically, socially and economically, and which is historically the cradle of American civilization.

"Shut your eyes a moment and conjure up in your mind a picture of the Tar Heel State, and you will instantly recall that at its northeastern corner lies a territory which roughly speaking is bounded by the ocean on the east, the Virginia line on the north, the beautiful and fertile Chowan River on the west, and the great Sound waters of North Carolina to the south. This territory is known as Albemarle North Carolina, constituting, as it does, largely the areas originally designated as Albemarle Precinct in the original grant of King Charles of England and named by him for General George Abernethy, who, as you recall, created Duke of Albemarle in gratitude for his services in restoring the throne and succession to Charles after the collapse of the Cromwellian dispensation.

"This territory embraces now the counties of Currituck, Camden, Pasquotank, Perquimans, Chowan, Gates and Dare,—names readily suggestive of the Indian tribes which once haunted this fruitful land and of men and women prominent in the early history of the region.

Glowing Account Brought Back From Convention of Fiddlers in Gates County

Veteran From Virginia Who Won Premium at Chicago World's Fair in 1893 Captured First Money in Gala Musical Event Held in Sunbury

A torrent of melody poured forth from Sunbury High School auditorium Wednesday night and was wafted to the skies, when fiddlers from many miles around gathered there in the first convention of the kind held in this part of the State in many years. The school auditorium was packed, and those present agreed that never had there been heard such fiddling in all the history of the Albemarle district. The convention was arranged by the Sunbury Woman's Club.

Nine veteran fiddlers were on hand, together with three banjoists and two individuals accomplished in the art of wringing strains from the more pretentious guitar. Before supper, the assembled musicians joined in a preliminary concert, and after the meal they gave another, as a prelude to the fiddling contest—the main event of the evening.

Such a supper it was! Tender spring chicken, prepared in ways to tempt the most fickle fancy; huge home cured hams of the kind that has made Gates County a rival of Smithfield among epicureans; a bewildering array of delicately prepared vegetables and side dishes, and the whole topped off with lavish helpings of ice cream and cake. Thus glowingly is the feast described by J. B. Walston, of this city, himself a fiddler of real attainment, who was present and enjoyed it all. His brother, D. B. Walston, took part in the fiddlers' contest, but he stayed out.

"I saw those other fellows had me beat," he declared, modestly. "So I only took part in the contests. Those Sunbury folks treated us fine. Besides giving us that good supper, they paid our expenses to Sunbury and back, and did everything possible to show us a good time."

A grizzled veteran of the violin from Virginia—a fiddler who won a premium in the Chicago World's Fair, 33 years ago—captured the first prize in the contest, according to Mr. Walston. Another from Newport News received second money, and an elderly fiddler, presumably from Gates, was awarded third prize. Their names could not be learned here. All were extraordinary fiddlers, Mr. Walston said today.

Among those who attended from this city were G. J. Pierce, connected with the Standard Oil Company, and Merrill Barnard. Both are rated decidedly better-than-average fiddlers.

"The road was fine. The supper was fine. The fiddling was fine," Mr. Walston declared, in concluding his account of the evening. "Yes sir, we had a fine trip!"

Eight Years For Deserting Legion

Belmont, July 16.—Bennett J. Doty of Memphis, Tennessee, was condemned by court martial at Damascus today to eight years imprisonment at hard labor for deserting the French foreign legion in which he was enlisted under the name "Gilbert Clare." The government asked the death penalty.

Upper reaches of the river, which tradition accredits as one of the haunts of Teach the famous pirate, more familiarly known as "Blackbeard." In Camden is located in part the famous Dismal Swamp Canal, surveyed in part by General Washington, and also Fairfax, the home and last resting place of General Isaac Granger, hero of the Revolutionary Battle of Camden. While Chowan proudly boasts the ancient town of Edenton, social and intellectual center of Colonial days,—second oldest city in the commonwealth, Colonial capital of the State, site of the famous Copola House, of beautiful "Beverly Hall," of "Hayes," stately home of Governor Samuel Johnston, of "Fountain" or home of Parson Earle, who founded the first classical school for boys in North Carolina, and of the Edenton Tea Party where the good women of Edenton boldly protested against the hated tax and declared their resolve against drinking tea until its removal—all long before the much vaunted Boston Tea Party and all open done rather than in Indiana manner, as in the latter case. Here too is famous old St. Paul's Church with its communion service presented by his Britannic Majesty King George III, built in part of bricks which came over from England and in whose church yard sleep the mortal remains of many Colonial celebrities.

Beautiful Colonial Homes "All over this area may be found beautiful Colonial homes,—reminders of a day and generation that burgeoned out the beginnings (Continued on page 4)

ALLEGED SLAYER STILL IS ELUDING ARM OF THE LAW

Continued Search for Geo. S. Waterfield, of Knotts Island, Proves Entirely Unavailing

ISLAND QUIET NOW

Attention of Searchers Centered Upon Tidewater Virginia, Where Fugitive Is Thought Hiding

George S. Waterfield, fugitive from justice charged with murder in the killing of Miss Bertha Ansell and the wounding of her sweetheart, William Tatem, in front of Waterfield's home on Knotts Island, still was evading the steadily widening net of the law today.

Word from E. E. Johnson, of Currituck County, over long distance telephone this morning was that the situation on the island was unchanged. Waterfield had not been apprehended, and efforts to trace him had met with little or no success.

Waterfield is accused of having shot to death Miss Ansell and having wounded Tatem early Tuesday night, after an argument over domestic matters.

Empty handed, and wearied by many hours of unavailing search, Sheriff Bob Flora, of Currituck, returned to Currituck County at noon yesterday on his way home from Knotts Island, after having run down every available clue to the whereabouts of Waterfield.

Dinner served on the grounds with the bounty and prodigality of hospitality for which Currituck is famed, is a big feature of the occasion. Fried chicken, fish, barbecue and Currituck ham are included on the menu this year, and R. L. Griggs of Harbinger, former sheriff of the county, who was in the city this week, declares that more pigs and chickens will be killed for Pleasure Day this year than ever before.

Those who do not stay throughout the entire day or who for any reason do not care for dinner, will find opportunity to purchase light refreshments at the various booths on the grounds.

The program for Pleasure Day this year is not yet complete. It is expected that an invitation will be extended to Congressman Lindsey Warren to make the principal address. Other events scheduled are boat races, music and athletic contests. Particular interest attaches to the boat races this year in that Dare and Currituck are expected to contest for the silver cup which is annually awarded to the winner in these races.

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No Ormiston Found At Taylorsville, N. C.

Taylorsville, N. C., July 16.—A telegram has been in the hands of the Campbell Hotel management here for more than a week addressed to Kenneth G. Ormiston, the manager of the hostelry here told the Associated Press today.

He added that he understood that the chief of police of Taylorsville received a telegram in connection with the message to Ormiston today. The officer could not be located but it was said that he had gone to Statesville. It could not be learned whether his absence was in any way connected with the message. The hotel said no strangers had been there since the message came.

Los Angeles, July 16.—Reports that Kenneth G. Ormiston, Angulus Temple radio operator, had been in Taylorsville, North Carolina, have caused authorities investigating the abduction story of Almine Semple McPherson to extend their search to the Eastern part of the country.

Ormiston, known to have been friendly with the evangelist during his employment at the temple of which she is pastor, was identified before the grand jury here yesterday as the man who appeared at Salinas May 29 with a woman answering Mrs. McPherson's description.

A telegram traced by authorities sent from "somewhere in North Carolina" to Taylorsville read: "Mac, meet you Ocala, Florida. Tree is falling. Everything O. K. Mum the word. Appearance G. J. grand flop. Wire me same name. Jones stands pat. A says tell Mac Nothing."

THIRTEEN MORE BANKS IN GEORGIA ARE CLOSED

Atlanta, July 16.—Thirteen additional banks have closed their doors in Georgia and one in Florida since yesterday. These closings brought the total number suspending operations this week to 83 in the two states. The state banking department attributes the closing to bankruptcy proceedings of the Bankers Trust Company which served as fiscal agent for a string of banks in the two states.

Senate Page Turns Cartoonist



Charles Joseph Hoy, 34, is a page in the U. S. Senate. But he's also a cartoonist in his spare time, and at the recent campaign fund investigation he made these sketches of Senator James A. Reed and Wayne B. Wheeler. He says Reed is "too good looking" to make a good subject for a cartoonist. But he said he liked to sketch Wheeler.



Mosquitoes Rudely Organized Play Is Driven From Home In Tiber Creek

The domestic life of a large community of mosquitoes was shattered rudely today, when workmen under the direction of City Manager Ferebee began filling in Tiber creek, a noisome and unsightly drainage canal whose stagnant waters for a generation and more have provided an ideal breeding place for "skeets" and other kindred pests.

At present, workmen are filling in the creek only from Road street west to Persse street, where it ends. The work probably will be finished in about 20 days. City Manager Ferebee says he hopes to eliminate the eastern end of the creek, from Road street to Pasquotank River, in the same fashion in the next few months.

Meanwhile, "wriggle tails" are being annihilated remorselessly and their parents and grandparents are being forced summarily to seek safer quarters as shoveled after shoveled of earth is being pitched into Tiber Creek. It should not be long before people living in the vicinity can sit on their front porches, untroubled by screens, in perfect comfort and security, in the opinion of Mr. Ferebee.

TRAFFIC LIGHTS TO REPLACE MUCH CURSED STOP CORNER

This city is about to take on another metropolitan characteristic, temporarily at least. City Manager Ferebee and Councilman D. R. Kramer, who, incidentally, is an experienced electrician, have arranged to install a traffic stop light at the intersection of Main and Road streets for a 20 day trial, free of charge. The light is of the same type as is used at the intersection of High and Fourth streets, in Portsmouth, that city's busiest corner.

The Main and Road street intersection here at present is designated as a "stop" corner, all vehicles being compelled to come to a complete halt there. When the new traffic signal is installed, the stop corner will be eliminated, at least until the signal has been thoroughly tried out. Several months ago, the City Council authorized the City Manager to investigate the feasibility of installing such a traffic control device.

Most of the equipment to be used in installing the new light arrived today, but the shipment did not include the necessary automatic controls, and installation of the signal is held up, pending its arrival. As in the case of that in Portsmouth, the light will be suspended above the street.

The signal is furnished by the Woodhouse Electric Company, of Norfolk, under an arrangement whereby the city will pay the freight and the cost of installation. If it does not prove satisfactory, the city is to return it after a 20 day tryout. In the event that it is found O. K., the city is to pay \$150 for it. In the latter case, there is every probability that a similar light will be installed at this city's other "stop" corner, at the intersection of Main and Persse streets, according to City Manager Ferebee.

The signal flashes red, amber and green lights. The red light halts traffic; the amber indicates that the crossing must be cleared for a change in direction; and the green light directs that traffic in a given direction proceed. The light is controlled automatically, and may be adjusted to make the "stop," "release," and "go" periods of any length desired. It may be adjusted also to quit functioning completely at any given hour, for instance, at 11 o'clock at night, when traffic on the streets here ordinarily approaches its minimum volume.

There has been much complaint here over the present "stop" corners, many persons holding that they are totally unnecessary except on Saturdays, and that it is wrong to inconvenience motorists all the week for the sake of accommodating them to traffic regulations which are needed only on one day. Hence the attempt of the Council to solve the problem by means of the automatic traffic signal.

The new "dummy cop" is to be installed just as soon as the remainder of the equipment arrives, according to City Manager Ferebee.

COUNCIL LETS CONTRACT FOR MUCH GRAVEL

Morgan and Davis Hold Out for Purchase of Lillington Product, Despite Higher Price Asked

MUCH BETTER CLAIM Others Explain, However, That Powell's Creek Variety Bought Must Come Up to Specifications

Contract for 25,000 to 30,000 tons of gravel, to be used in the third of a million dollar street improvement program now under way here, was let by the City Council last night in favor of a quarry in the Charlotte of a number of bidders. The contract was awarded to J. H. Bookert, of Norfolk, at \$7.25 per ton delivered on the streets on which it is to be used.

Two members of the Council, Messrs. C. N. Morgan and E. M. Davis, held out against the purchase of Lillington gravel, which was priced at \$11.00 per ton plus a charge of an extra 10 cent per ton for hauling, making a total of \$22.00 per ton, a comparison with the price of \$22.50 per ton of Powell's Creek gravel, the product bought. On the basis of 25,000 to 30,000 tons, the minimum and maximum quantities contracted for, other members of the Council pointed out, this would have amounted to a difference of \$22,500 to \$25,000.

The "Columbian" bidder, J. H. Bookert, contended that the gravel was superior to other types offered, and therefore should be purchased. Those opposing the purchase of the highest priced gravel, however, contended that the gravel was not of the quality specified. They also pointed out that Powell's Creek gravel was of a better quality than that of the other bidders.

Bookert & Bookert gave \$10,000 bond to assure their completion of the contract on the terms agreed upon.

In the course of the session, the Council decided to a request by Herbert Smith, of this city, that Canal street, a new thoroughfare which replaces a former drainage canal at the south end of the new high school property, be named Elizabeth street, in memory of his mother, the late Mrs. Elizabeth Smith, who was a lifelong resident of this city, and loved and respected by all who knew her.

The Council also voted a donation of \$100 to the Elizabeth City Baseball Association, which has operated this summer largely on the basis of popular subscriptions, and as a non profit making organization to provide recreation for the community. The donation was charged against the city's advertising fund.

In the matter of the gravel purchase, Councilman Bright is declared to have sided with Messrs. Morgan and Davis when the first oral vote was taken. When the vote was recorded, however, only Morgan and Davis cast their ballots for the higher priced material.

The other members of the Council felt that they have driven a good bargain for the gravel, inasmuch as the city is not responsible for demurrage or any other unforeseen costs incident to placing the material directly where it is to be used in hardening the streets.

There were only two bidders on the gravel contract, those being the Norfolk company to whom it was awarded, and the Standard Clay & Gravel Company, of Lillington. The specifications set forth rigidly that the material shall consist of a gravel content of 61 to 71 per cent, a sand content of 18 to 24 per cent, and a clay content of 8 to 14 per cent. Deliveries shall begin by August 1, and must be completed by November 1, on the basis of average weekly deliveries of 800 to 1,200 tons.

On the streets, the city agreed to prepare the sub-grade, and the contractors must dump the gravel wherever the city engineer is in charge of the work, may specify. When so directed by the engineer, the contractors must use board mats on the sub-grades for their trucks or wagons to run on, for protection of the street.

All material must pass a four inch mesh screen, and 85 per cent of it must be retained on a No. 10 mesh screen. This requirement is to prevent the delivery of gravel containing lumps of irregular size, and to offset the danger of any considerable percentage of it being of either too large or too small particles.

SAYS FRANCE ACCORDED GENEROUS TREATMENT

Washington, July 16.—Aroused by published comparisons of France's debt settlement with England and with this country, Secretary Mellon in a formal statement today declared "No other creditor of France has accorded such generous treatment" as America.

BYRD WILL TRY SOUTH POLE ON HIS NEXT FLIGHT

Intrepid Naval Commander Has Already Begun Making Plans for Venture Into Antarctic Regions

TO TAKE TRACTORS Others Explain, However, Says Should Have Had These Along Last May When He Made His Famous Journey to Pole

By DAVID LAWRENCE (Copyright, 1926, by The Advance)

Washington, July 16.—Commander Byrd has definitely made up his mind to lead an airplane expedition to the South Pole. Feeling that since the American flag has never been anywhere near the South Pole, the intrepid naval commander who recently conducted a successful flight over the North Pole, has begun already the making of plans for the venture into the Antarctic. The new expedition will be more of an exploration and more of a scientific effort than was the flight last May into the Arctic. The southern polar area, which has been successfully invaded by Amundsen, the Norwegian, and Scott, the British explorer, has in it many hundreds of thousands of square miles of land. The South Pole itself is ten thousand feet above sea level. Although there have been various expeditions on foot in the last century, Commander Byrd feels that man has never actually seen much of the South Polar zone. He feels that with an airplane the eye can see for many miles at a time and that photographs can be made which will add valuable data to the archives of the American Navy and to scientists generally.

The plan which Commander Byrd has in mind is to sail for the great barrier in the Antarctic and there abandon his ship and build winter quarters. He will take with him this time some tractors to drag the airplanes around when starting at the base for trial flights, something which he says he should have had along last May in the journey north. There will be government meteorologists in his expedition and other scientific men interested in polar currents and geological studies.

Commander Byrd thinks it will take nearly a year to complete plans for the expedition and that inasmuch as it will be necessary to spend the winter in the Antarctic the whole journey may take several months.

The new expedition will be unofficial just as the last one was, but it will have the sympathetic cooperation of the government.

Commander Byrd recently conferred with Captain Amundsen in New York about some of the problems that will be encountered in the Antarctic and he expects to consult the Norwegian explorer before the trip. The two men are close friends and never participated in the atmosphere of rivalry which members of their respective expeditions developed at Spitzbergen.

Incidentally, the cablegrams from Oslo telling of the speech of Captain Larson, right hand man of Captain Amundsen, to the effect that Commander Peary never reached the North Pole is regarded as also the statement that Commander Byrd forgot to drop the American flag at the Pole. The American naval commander carried flags over the Pole, but declares he did not wish to drop the colors because another American, Commander Peary, had already done that several years before. Commander Byrd brought back for the naval archives the flag he carried over the North Pole.

As for the Peary expedition, scientists here feel that it takes preference over both the Amundsen and Byrd exploits, because neither actually landed whereas Admiral Peary actually traversed the ice by dog sledge and set foot on the polar location. He went back and forth and criss-crossed so that at some time he must have passed over the polar point. His observations have been verified by scientific experts. As for both the sledge and the airplane used by Captain Amundsen and Commander Byrd no doubt whatever is entertained that both flew over the polar zone. Nobody, however, has claimed here that the exact polar point has even been accurately discovered because to do so would be to find a spot about the size of a pin point where all lines of latitude and longitude would absolutely converge. So far as the scientific studies are concerned, Admiral Peary is regarded as having reached the North Pole because he travelled within the square mile that includes the pole. Similarly Commander Byrd flew over this area followed a couple days later by Captain Amundsen. That's the way the matter is recorded officially here.

On the streets, the city agreed to prepare the sub-grade, and the contractors must dump the gravel wherever the city engineer is in charge of the work, may specify. When so directed by the engineer, the contractors must use board mats on the sub-grades for their trucks or wagons to run on, for protection of the street.

All material must pass a four inch mesh screen, and 85 per cent of it must be retained on a No. 10 mesh screen. This requirement is to prevent the delivery of gravel containing lumps of irregular size, and to offset the danger of any considerable percentage of it being of either too large or too small particles.

There were only two bidders on the gravel contract, those being the Norfolk company to whom it was awarded, and the Standard Clay & Gravel Company, of Lillington. The specifications set forth rigidly that the material shall consist of a gravel content of 61 to 71 per cent, a sand content of 18 to 24 per cent, and a clay content of 8 to 14 per cent. Deliveries shall begin by August 1, and must be completed by November 1, on the basis of average weekly deliveries of 800 to 1,200 tons.

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