

BODY FOUND NEAR LONELY BRIDGE

Probably Fatal Accident at Railroad Crossing

Drowning of Engineer In Harrington Creek Shrouded In Mystery

Body of Lee Harris, of Hertford, Recovered from Water of Harrington Creek After Disappearance from Home of Host on Southern Avenue

The body of Lee Harris, about 45 years old, employed until recently as an engineer at the plant of the Eastern Cotton Oil Company, in Hertford, was recovered shortly after noon Friday from the waters of Harrington Creek, at the Southern avenue bridge, in this city.

Mr. Harris had come here Thursday from Hertford to seek work in this city during the summer shutdown in activities at the oil mill. He spent the night at the home of David Simpson, on Southern avenue, about half a mile from the point where his body was found.

When members of the Simpson family arose Friday morning, Mr. Harris failed to appear. They made a search of the premises without result, and upon inquiring in the neighborhood were informed that Nancy Matthews, colored, living on Dawson street, near Harrington Creek, had heard groans from the direction of the bridge late in the night.

Fire Chief Jerome Flora was notified of the occurrence, and began dragging the waters near the creek bridge shortly before noon. In less than 30 minutes, the grappling hooks caught in the clothing of a drowned man, and the body was dragged out. It was identified by Jim Caddy, saw filer at the Kramer mill, on Southern avenue.

Mr. Harris formerly was employed with Mr. Harris in the oil mill at Hertford, and said he was positive of the identification. Pending a coroner's investigation, the supposition of Mr. Simpson and members of his family was that Mr. Harris had been taken ill, and had walked down to the bridge. The structure is partially torn up while workmen are installing a sewer line under it.

The majority of those missing are believed to have been drowned with the sponge fishing fleet which has not been seen since it set sail three days before the West Indian hurricane struck the islands Monday night.

Three women accused of immorality were sentenced in recorder's court Friday morning, in connection with alleged gay poling-on for several nights past at the home of Mrs. Lizzie McFarland, on North Elliott street. Mrs. McFarland, who is under sentence of a year in jail, imposed in Superior Court, was given 9 days in jail, with the privilege of suspension provided she left the County immediately.

FEREBEE DENIES COUNTER CHARGE BY ACCUSED MAN

Had No Part in Attempt to Drive Bargain With Norfolk Gravel Salesman, City Manager Says

MORE DISCLOSURES Considerable Other Information to be Forthcoming Soon, He Declares; Answers Morgan Also

Flat denial of an accusation by L. B. Culpepper, of this city, that he had had a part in an attempt to drive a bargain with W. H. Ferebee, Norfolk gravel salesman, in connection with the recent letting of contract by the city for 25,000 to 40,000 tons of gravel to be used in street work, was made by City Manager Miles W. Ferebee today.

Mr. Culpepper, in admitting that he had written a letter to Mr. Freeman requesting a 15-cent commission per ton on gravel to be sold the city, embodying an assertion that five cents of the commission was to go to Mr. Ferebee, claimed yesterday that he had made that proposition at the city manager's instance.

"I never heard of any letter being written to Mr. Freeman by Mr. Culpepper until Guy Hastings, of Hastings Brothers, and R. T. Booker, of Ritter & Booker, told me about it on Tuesday of this week," Mr. Ferebee declared.

"As soon as I could spare the time, I went to Norfolk and asked Mr. Freeman about it. He told me all about the letter and added considerable other information that will come out later.

"I realized before I undertook to expose this condition that I would be subjected to various kinds of untrue and defamatory charges. Exposing graft in this city is no easy job, but it is the duty of every city manager to keep it out of his administration, and I am giving all the people notice that I intend to keep it out of mine.

"With reference to Mr. Culpepper's charge that I went to him and asked that he see how much we could get out of the gravel deal, that is absolutely untrue. I must say that I would have had to have been in a very liberal frame of mind to have proposed, not only to split a profit with him, but also to have reserved only one-fourth for myself, when it would have been for safer for me to have dealt directly with Mr. Freeman and kept all the profit for myself.

"Also, I would like to know how Mr. Culpepper's brother, George, and his partner, W. L. Jones, figured in it."

With reference to Councilman Morgan's contention that Powell's Creek gravel could have been purchased and delivered at points of utilization for \$2.10 a ton, instead of \$2.25, the price paid by the City Council, Mr. Ferebee explained that Mr. Freeman offered to deliver it here at \$1.60 per ton, using bay barges, with very deep holds, rendering unloading expensive.

The best bid available for unloading from these barges, he said, was 35 cents per ton, leaving only 26 cents per ton difference in the prices as an allowance for hauling. Mr. Ferebee declared he was practically certain the hauling would cost more than that. Adding the possibility of demurrage and delays, he expressed the opinion that the cost of the gravel on that basis might be much more.

Under the contract entered into by the Council, the contractors, Ritter & Booker, assume all responsibility for delivery of the material, and agree to place it on the streets, when and where needed in construction work at a minimum rate of 1,200 tons a week, relieving the city of all risk and uncertainty.

CRANFORD FREED



Albemarle, July 29.—Nevin C. Cranford, former chain gang boss charged with murder of two negro convicts, was acquitted late Thursday. The jury was out 40 minutes.

Mussolini Is Called Youngest And Strongest

By JOHN GUNTHER (Specialist, 1926, by The Advance) Rome, July 29.—Premier Mussolini was 43 years old Thursday, in the words of contradictory Italian newspapers "the youngest and as well as the strongest of European rulers."

Unfortunately, dismal news greeted the Duce on his birthday morning. His daughter, Edda, was seriously ill of diphtheria at the little town of Forli, where she has been vacationing. Mussolini left Rome and hurried to Forli while sympathetic press mingled felicitations on his birthday with grief over Edda, who is termed "the rarest flower in all Italy."

It is coincidence that two persons accused of the last two attempts on Mussolini's life should have received prominent publicity on the premier's birthday. One was Zaniboni, who was committed to trial in October according to a decision Tuesday of the court of appeals. The other was Miss Gilson, who again was examined by psychiatrists. A verdict as to her sanity was promised August 1.

KING BORIS TO WED ITALIAN PRINCESS

London, July 29.—The Reuters Geneva correspondent says he learns from Sofia that the betrothal of King Boris of Bulgaria to Princess Giovanna, third daughter of the Italian sovereign, is "considered an accomplished fact."

Saturday Last Call for "They Never Knew" Prize

Answers Must Be in Early to Catch All Mails—Tom Sims' Funny Serial "They Never Knew" Starts Monday—Prize Winner Today 12 Years Old

Today's prizewinner: "When he kissed her in the potato patch, they never knew the potatoes had eyes."

Mt. Hermon Farmer Among Winners In Unique Contest

When it comes to inviting a poker to his feast, H. G. Bundy, farmer living in Mt. Hermon township, this county, is right there with the best of 'em. Mr. Bundy has just returned from the annual farmer's institute at State College, Raleigh, proudly bringing a \$1 check as a testimonial to his prowess in calling swine at mealtime.

One of the features of the convention was a hot calling contest, in which were 67 entrants from various parts of the State, among them Mr. Bundy of Pasquotank. It was an elimination event, and was the among the best. He took third prize when the "showdown" came.

SLIGO ROAD TO BE OPEN JULY 31

And Record Crowd Expected for Currituck Pleasure Day

An address by Representative Lindsay C. Warren, of the First North Carolina District, boat races, music and a big dinner of the sort for which Currituck County is famed, are promised those who attend the annual observance of "Pleasure Day" at Point Harbor, the lower tip of Currituck, tomorrow.

SEEKS TO ACQUIRE BIG FOUR RAILROAD

Washington, July 29.—The New York Central applied to the Interstate Commerce Commission today for authority to acquire control by a 59-year lease of the Cleveland, Cincinnati, Chicago and St. Louis, known as the Big Four Railroad.

Today's prizewinner: "When he kissed her in the potato patch, they never knew the potatoes had eyes."

There are many more, and many good ones. The "They Never Knew" editor has tried to select a different style one each day. Now there is just one more day left. Saturday's prize winner must be in The Advance office by 8:30 Saturday morning, in order to get in the early edition.

Try to think of one entirely different from any that have been printed. And hurry. This is the last call.

NEED NOT FEAR THAT AMERICA BE REASONABLE

European Statesmen Understand That War Debt Agreements Can be Revised if Necessary

By DAVID LAWRENCE (Specialist, 1926, by The Advance) Paris, July 29.—Europe need never fear that a reconsideration of the war debt settlements will be caused by the United States if the necessity for revision of terms should develop as a result of the failure of Germany to pay reparations or if an economic crash.

The thought has never been put in writing but it is thoroughly understood by European statesmen and is presumably the basis for all the rumors about private understandings that have been referred to by publicists abroad.

The truth is that any time that circumstances justify such a course the existing war debt agreements can be revised by the simple process of majority vote of both houses of the American Congress.

That the debt agreements are incorporated in acts of Congress and are not binding on any succeeding Congress which in turn can by a majority vote revise, reduce, or even cancel the debt agreements made by predecessors.

When it came to giving repayment from European debtors it was a matter for Congress to handle. A commission was created by act of Congress giving the President the power to appoint representatives from both Houses and making the Secretaries of State, Treasury and Commerce each members of it.

The commission is not an executive body and is responsible to Congress and not to the President. When its agreements were concluded these were embodied in bills introduced in both houses as amendments to the original law which had set forth the terms by which the debts with European countries could be funded.

This a majority vote was all that was needed to amend the law and permit the commission to accept the terms offered by the several debtor countries. If those terms should prove burdensome or impossible of fulfillment a bill introduced in Congress and passed by majority vote and signed by the President could change the entire settlement.

European debtors are bound by formal ratification of their agreements made with the United States and it was stipulated in every case that parliaments should ratify the understandings in other words the debt agreements have all the force of a treaty when considered from the point of view of binding European governments to pay, but they do not have treaty standing under constitutional law on this side of the Atlantic.

To amend or repeal a treaty is a difficult task. It happens rarely in American history. It is seldom that any political party can command a two-thirds vote in both houses and the opportunities for the minority to make a political issue out of a treaty controversy are abundant. But with an act of Congress it is often possible, for a political party to put through a repeal or amendment without.

Driver Critically Hurt When Yard Engine Hits Oil Truck at Crossing

William H. Barco, 28 Years Old, Apparently Failed to Observe Approaching Engine, Despite Blowing of Whistle and Frantic Yells of Warning

William H. Barco, 28 years old, employed as a substitute driver by the Standard Oil Company here, was probably fatally hurt early today when a Norfolk Southern yard engine crashed into the truck he was driving as he undertook to cross the track at the intersection of Skimmers avenue and Anderson street.

Mr. Barco's skull was crushed, and his right leg was lacerated badly. Attending physicians held out little hope for his recovery.

Poincare's Decision Of Postponement Disappoints

By PAUL SCOTT MOWER (Specialist, 1926, by The Advance) Paris, July 29.—Political and financial circles are disappointed at Premier Poincare's decision to postpone until autumn presentation of complete plans for stabilization and financial consolidation.

It is feared that meanwhile the franc may fall again, thus upsetting all calculations.

Sir Arthur Salter, economic expert of the League of Nations, who is thoroughly familiar with the financial reforms of Austria, Hungary and Germany, declares that France can stabilize easier than these countries because her currency is less disorganized, her economic situation is strong, and she has sufficient gold to cover a new issue of currency.

In order to effect stabilization, Sir Arthur said, a plan must be formed complete in all points and applied simultaneously; else he holds, it will break down. The budget must be balanced and stabilization effected at the same moment, or else the budget will show another deficit. At the same time, the discount must be raised to attract capital. The Bank of France must be independent of political control. The government must accord exceptional, but not necessarily dictatorial powers, and must give the impression that it intends to hold firm to its plan, despite difficulties. Finally, there must be foreign bank credits, Sir Arthur asserted.

NEW YORK TAKES LEAD FROM TEXAS

Washington, July 29.—Although showing a decline of nearly eight million dollars from figures for the same period last year, New York with \$195,510,000 in exports regained its lead from Texas in value of outgoing merchandise shipment during the first quarter of 1926, the Commerce Department announced today.

Exports declined nearly \$121,000,000 to a total of \$128,875,000 for the quarter, due chiefly to decreased shipments of cotton and lower prices for that commodity. Total exports for the quarter were valued at \$1,028,825,000.

North Carolina ranked fourth in the South with \$48,189,000 as compared with \$46,081,000 the preceding quarter. Louisiana was first in the South with \$62,000,000 exports.

MRS. HALL MAKES FIRST DEFENSE MOVE

Smythville, N. J., July 29.—As the state marshaled its forces in an effort to send her to the electric chair for murder of her elegant husband and his alleged secretary, Mrs. Frances Stevens Hall made her first move to fight back today.

Defense attorneys made application for her release and the hearing will be held late this afternoon.

COTTON MARKET

New York, July 30.—Cotton futures opened today at the following levels: Oct. 17.80, Dec. 17.77, Jan. 17.85, March 18.11, May 18.18.

New York, July 30.—Spot cotton closed quiet, middling 19.16, a decline of 20 points. Futures closing bid: Oct. 17.69, Dec. 17.66, Jan. 17.72, March 17.93, May 18.07.

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Norman Whitehurst, manager of the Standard Oil Company's branch here, stated that Barco was driving his truck slowly. Examination of the truck after the crash disclosed that it was in second gear.

The injured man was taken hurriedly into the home of F. B. Gibson, who runs a small store at the corner where the accident occurred. Dr. H. C. Kendrick and Dr. Howard J. Combs were summoned, and, arriving in a few minutes, dressed his injuries. They stated he had some chance to recover.

Mr. Barco lives on a farm near the junction of the Newland and South Mills roads, in upper Pasquotank County. He has a wife and four small children.

Resident Conductor Sanders and Fireman Perryell, the yard engine crew comprised George Williamson, engineer, C. L. Hardison, brakeman, and Will Knight, colored, also a brakeman. The footboard at the rear of the engine was crushed by the impact with the truck, and the end of a heavy supporting beam was splintered and bore a smudge of red paint as mute testimony to the crash.

Members of the crew of the engine stated positively that it was going no faster than 12 to 15 miles an hour, and that Mr. Barco was driving his truck slowly. Examination of the truck after the crash disclosed that it was in second gear.

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