

## GEO. ROSS POU HAS CHAMPION IN EX-CONVICT

### Man With Inside Experience in Prisons All Way to California Says None So Good as Carolina's

#### LIVES AT GASTONIA

### And Speaks Out of Knowledge Gained When Served a "Rap" at Raleigh for Manslaughter

Raleigh, Aug. 6.—Indignation of no common variety at the adverse publicity which has come to the State and its prison system as the result of the late lamented Cranford trial in Stanly County, is expressed in no tender language by a former convict in the State Prison in Raleigh in a letter, received today by the Raleigh news bureau of The Daily Advance, in which the writer requests that his remarks be given some measure of the attention which until now had been bestowed on the "so-called reformers." He signs himself "Ex-convict 18739." His name will be given on request. His present residence is in Gastonia.

The writer readily admits having intimate acquaintance with prisons in other states, from San Quentin, California to Kilby Prison, in Alabama, and he says that the North Carolina State Prison is best managed, and that its prisoners get a square deal, than in any of the other prisons in the country with which he has intimate acquaintance.

"I am an ex-convict myself, having served a rap in the State Prison at Raleigh for manslaughter, and I think I know something of conditions here and in the camps under the supervision of George Ross Pou, who without a doubt is the most efficient and humane man that ever held place as superintendent of state prisons. That fact has prompted me to write this and state facts and let the public be the judge," says Ex-convict 18739.

The writer prefaces his statements by calling attention to the fact that "the ever present problem of prison conditions and reform is still here and will remain as long as the public and a few outside, so-called reformers can play the front pages of the newspapers," pointing to the recent acquittal of N. C. Cranford in Stanly County as evidence of the fact that these "reformers" are warring in this State as elsewhere. He makes the bald and unqualified statement that no reformer or editorial writer, "or any one else can cover the prison situation thoroughly unless they go through the prison making a hitch"—the prison slang for serving a sentence. He pays the newspaper profession a dubious compliment when he says in referring to the fourth estate that "they are a lucky bunch so far, as there are fewer newspaper men caught than in any other profession." It is not known whether he used the word "caught" advisedly or unconsciously.

No. 18739 states that he was placed in "B" grade on entering the prison, which is the middle grade, "A" being the highest and "C" the lowest. He goes on to explain the workings of the grade system, saying that Grade "A" is made up exclusively of "hard Charles" and "roughnecks" who try to run the prison and refuse to abide by the rules.

"I have been around quite a bit and personally have visited several state prisons, and noted their treatment of the poor devils who are confined there, and there is no comparison between North Carolina State Prison and any I have had a chance to observe or hear of. I have been through San Quentin, Sing Sing, Canon City, Colorado, Columbia, South Carolina, and the so-called modern Kilby Prison in Alabama. All states except our State support their prisons liberally and above all give the management a square deal, although they look upon the prison as a liability as they should do, and don't harass, fuss and discuss the idea of making money out of it. For they know that can't be done at all unless they resort to barbaric driving and butchering of men to make profits.

"Men are shut off from the world and black-listed by society and sent to prison to reform and rebuild this character and not to be further tortured and persecuted as was done years ago. And even till yet by some prisons that I know of, but I am proud of the fact North Carolina has a 'He-man' at the head of this most important institution, who is fair and impartial and will see that the poor unfortunates sent to the Raleigh prison will be cared for in a most humane way."

Attention is called to the fact by No. 18739, that the North Carolina prison has gone a step further than the most modern prisons in the United States in adopting the honor system among the men who are in it. "And I assure all those in charge promise to begin the program on time and conclude it promptly at 8 o'clock."

## A Royal Swedish Indian



This introduces Big Chief Lone Bear—otherwise known as Gustave, Crown Prince of Sweden. He was adopted into the Arapahow tribe by Indians who were working at a Hollywood (Calif.) movie studio.

## Councilman States Reason For Doing Work For City

In connection with that Section 4388, of the Consolidated Statutes of North Carolina, which at least three members of the City Council have violated, in the opinion of local attorneys, by selling supplies to the city, Councilman E. J. Cohoon, one of the three shown by the city records to have received payment for such supplies in the last four months, offers the following explanation:

"When I was elected to the board," Mr. Cohoon declared Friday, "I had been selling tires and doing other business with the city for some time. Realizing that it would be violating the law if I continued, I immediately asked that that business be placed elsewhere. It was done."

"After a month, I was requested again to do the city's tire repair and other work along that line. I was told that my prices were lower, and that my firm gave more satisfactory service than others who had had it during that month. On that basis I took it back."

The other two Councilmen whom the records indicate as having dealt with the city during the last four months are D. Ray Kramer and Noah Bright, manager of the Coast Oil Company. Neither has made a statement for publication. Friends of Mr. Kramer say that his services have been practically indispensable, through his knowledge of electrical work, and particularly in connection with operation of the refrigeration plant at the City Market. It is declared that if Mr. Kramer had not looked after this work, it would have been necessary to bring a man here from Norfolk to do it.

Friends of Mr. Bright state that the Coast Oil Company no longer does business with the city; and their statements are borne out by the fact that the records show no payments to the company since May 31.

Thus it appears that though at least two members of the Council have broken the letter of the law, they have not violated the spirit of it; and that a third one has relinquished a business relationship which might, at the least, provoke criticism on the part of the public.

In discussing the situation, Mr. Cohoon admits freely the justification for this law, as embodied in Section 4388, as a means of preventing transactions which, under certain circumstances, might border upon bribery, and declares he is ready at any time to give up his personal dealings with the city.

In fairness to all three Councilmen, it must be said that the Daily Advance has heard no suggestion from any source, and there was anything irregular about the dealings referred to, other than that they apparently were prohibited by the law.

#### TO ADDRESS KIWANISANS

The Rev. F. S. Love, pastor of the First Methodist Church, will be the principal speaker at the Kiwanis Club luncheon, to be given tonight at 7 o'clock at the Southern Hotel. The hour has been changed from 6:30, and those in charge promise to begin the program on time and conclude it promptly at 8 o'clock.

## NEWEST COUNTY HIGH SCHOOL IS ABOUT FINISHED

### Unit Completing Pasquotank's Triad of Higher Educational Units Ready in Time for Fall Term

#### FACULTY EMPLOYED

### Board of Education Hopes to Open It by Second Monday in September; Is of Most Modern Type

The new Central High School near this city, built to complete the triad of modern educational units serving every boy and girl in rural Pasquotank an opportunity to obtain a high school education without leaving his home community, should be completed by September 1, barring an unexpected delay, according to M. P. Jennings, superintendent of the County's rural schools.

Installation of furnishings possibly will take two weeks more, Mr. Jennings stated today, adding that the County Board of Education hoped to be able to open the school by the second Monday in September. The entire faculty has been employed.

The new Central High School, situated a couple of miles from this city on the Hertford highway, will serve the entire central part of Pasquotank County when the consolidation plan has been completed. As auxiliary units taking in the entire north and south ends of the County, there are the Newland and Wokeville high schools, respectively, which have been in operation for several years. The success of these schools prompted the consolidation move which resulted in the erection of this latest unit.

The new school will have cost \$55,785 when completed, exclusive of furnishings. It is of the modern approved one-story type with 17 classrooms, ten other rooms to include a laboratory, domestic science quarters, rest rooms, and a spacious auditorium seating 600 to 700 persons. The major construction details already have been completed, according to Mr. Jennings.

Heretofore, by special arrangement, high school students living in sections of the County lacking educational facilities for them have been admitted in the Elizabeth City Graded Schools, but increasing congestion in the latter schools prompted the Board of Graded School Trustees to announce flatly that no more outside pupils would be allowed to enter after the term which closed this spring. This was a factor in the successful outcome of the election held last summer, whereby the new Central High School was authorized.

## SWEETS JUMP TO \$10.00 A BARREL

Sweets jumped as high as \$10 a barrel in northern markets this morning, according to local commission men. The quotations this morning ranged from \$8.00 to \$10.

Light shipments made from here on Thursday have not been heard from. The first car lot is now expected to leave here Saturday.

## PURPORTED WILL OF HOPKINS BE FILED

San Francisco, Aug. 6.—The San Francisco Daily Examiner says that the purported "last will" of the late Mark Hopkins, multimillionaire railroad builder, was brought to this city Wednesday night and today will become the foundation of a legal attack upon the Hopkins' fortune now estimated in excess of \$200,000,000.

Allegedly the will was found recently in a deserted house near Hillsborough, N. C. It is to be filed for probate in Superior Court here. It upheld as the genuine will of the famous builder of the Central Pacific Railroad, it will divert the Hopkins fortune to 129 heirs and upset all recognized genealogies of the Hopkins family.

## TROPICAL STORM IS MOVING NORTHWARD

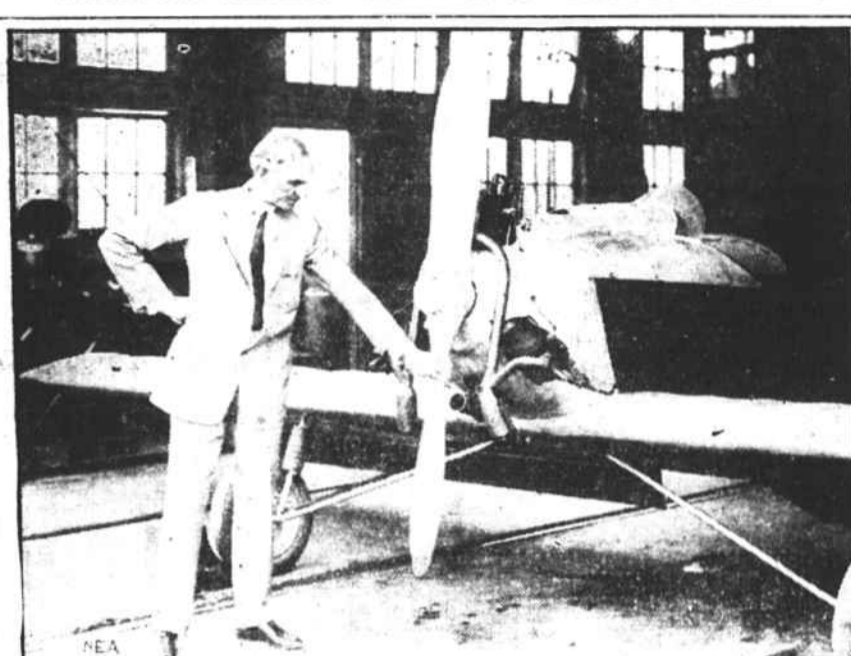
Washington, D. C., Aug. 6.—A tropical storm of marked intensity is moving northward from Bermuda, and the weather bureau has warned those shipping off the North Atlantic coast to expect gales tomorrow and Sunday.

## Dog Saves Life



Rita Margaret Sullivan, 5, playing with matches in her Washington, D. C., home, set her clothing afire. "Jessie" her inseparable companion, ripped the flaming garments away and saved her mistress's life. Both were badly burned.

## WILL HE FLOOD SKY WITH "AIR FLIVVERS"?



This shows Henry Ford displaying an experimental model of his new "air flivver" that Otto Kaplan, a young Detroit inventor, has developed in Ford's private machine shop. Ford believes that there is a big market for planes of this type, and it is hoped that they will be in quantities. The plane measures only 18 feet from wing tip to wing tip, weighs only 220 pounds and can develop a 100-mph speed with a three-cylinder engine.

## Canine Fondness Proves Fatal to Young Saurian When He Yields to Lure

### Simulating Gigantic Dog Pound in Full of Moon, Colored Crew of Hoister Portsmouth Tempt Youthful Alligator to Hazard Which Costs His Life

An uncontrollable weakness for canine meat—that is, a hereditary weakness that has persisted through uncounted generations—resulted in abrupt disaster for an incautious young alligator in Northwest Fork, a branch of Alligator River, a few days ago. Alligator River empties into Albemarle Sound about 39 miles south of Elizabeth City.

The outcome of the episode was that the colored crew of the hoister Portsmouth, used in loading mine posts, and other timber for Sellman, Williams & Ball, lumber operators, brought here the skin of a "kator four feet and one inch long. They admitted sheepishly today that they sold the skin for 25 cents.

Jim Crocy, colored skipper of the Portsmouth, related that they saw the young saurian swimming in their way to a landing point. At first the creature paid little or no attention to them.

Presently somebody in the crew recollected that alligators were reputed to be exceedingly fond of dog meat—in fact, would take almost any risk to gratify their appetite for tender canine. The crew promptly began to emit barks, howls, and other sounds associated with dogdom. One who could hear but not see would have imagined that he was close upon the mammoth dog pound when the moon was at its fullest.

Keenly interested, the alligator swam alongside. He probably pictured such a repast as had lingered in his dreams from the days when he was a mere poulterer—or whatever an exceedingly youthful alligator is. The yowls and other simulations of canine hilarity were redoubled, and in a few moments the interested one was nosing the rough hull of the Portsmouth, and getting into the clutches of the law.

## REPORT 1,000 CHINESE DIE OF PLAGUE DAILY

Shanghai, Aug. 6.—It is officially estimated that 1,000 Chinese are dying daily from cholera and excessive heat. With the epidemic at its peak, today was the hottest day in 30 years. Temperature reached 109.02 degrees. Few foreigners are affected. At Canton the army is suffering from the disease.

## ONE FLYER DEAD; ANOTHER MAY DIE

Randolph, Ill., Aug. 6.—Lieutenant C. E. Partridge of Chicago was killed at Chanon Field today and another cadet, Harold C. Wilson, who flew to his assistance, crashed down beside him receiving injuries expected to prove fatal.

Partridge was flying at an altitude of 500 feet when his biplane crashed and he was dead when extricated.

Wilson went into a spin at the same place and crashed less than 150 yards away.

## STATE'S PETITION TO BUILD RAILROAD IS DENIED BY U. S. C.

Washington, D. C., Aug. 6.—The Interstate Commerce Commission has rejected the proposal by the State of North Carolina to build a State-owned railroad between points in Western North Carolina and points in Eastern Tennessee.

The railroad, which would have been built by the Appalachian & Western North Carolina Railroad Company which will be organized for that purpose, was prepared for one of three routes suggested. It would have been built with proceeds of the sale of \$10,000,000 worth of State bonds.

## TIGERS VS. GIANTS PLAY GAME TODAY

Baseball entertainment of a decidedly novel sort is promised fans and others enjoying the Friday half holiday this afternoon in a game between the Elizabeth City "Giants" and the Norfolk "Tigers," to be played on the high school diamond. The game will begin at 4:30 o'clock. Both teams are made up of colored players, and a thoroughly entertaining game is slated.

The clash was arranged this morning by the management of the Elizabeth City Baseball Association as a means of raising funds to help meet the deficit incurred in maintaining the Carolina League team here. A large attendance at the game is anticipated.

## PAGE EXPLAINS HIS PLAN MAKE HIGHWAYS SAFE

### Chairman State Highway Commission Tells How and Why Accidents Happen and How to Prevent

#### CITES STATISTICS

### Most Accidents Occur Between Five and Seven P. M. and on Straight Road Instead of Curves

Raleigh, Aug. 6.—More than one death a day in North Carolina during the past year from automobile accidents—426 were killed between June 1925, and June, 1926—and with 11 deaths during the week just ended, the State is becoming more and more faced with the necessity of taking some definite action to reduce this mounting automobile death rate, according to Frank Page, Chairman of the State Highway Commission. The most feasible and practical plan, in his estimation, is the creation of a State Highway Traffic Police force, that would patrol the highways, regulate and control traffic and seek to prevent accidents and protect and assist motorists, making arrests only in cases of gross law violation.

For several years Mr. Page has been making an intensive study of highway accidents with a view to getting more accurate data concerning these accidents. At present all highway patrolmen, in charge of the maintenance of the State highways, are required to make detailed reports of all accidents which they see or know about on their particular strips of road. Mr. Page had before him the reports on deaths and accidents just compiled for the year extending from June 30, 1925 to June 30, 1926. This report showed that there were 151 killed, 1,546 injured, and 1,775 auto accidents during this period, reported by highway patrolmen. However, according to the records of the State Board of Health, instead of 151 railroad grade crossings accidents. This number is for the same time as the Highway department report. From June 1925, to June 1926.

Thus it is seen that only about one fatal accident out of every four actually comes under the direct observation of the road maintenance patrolmen at present, and that according to the law of averages, there must have been between 4,000 and 5,000 injured in automobile accidents, and more than 5,000 auto accidents on the highways, many never reported.

An examination of the figures for the 12 months just past, then, not only shows that approximately 1.8 persons lost their lives each day in an automobile accident, but that there were approximately 200 automobile accidents each day, in which from one to two persons were injured. It also shows that the number of deaths in crossing accidents is negligible as compared to the general number of highway accidents, there being but 47 crossing accident deaths, in which automobiles were struck by trains, as compared with 379 deaths in accidents on the open highway.

Contrary to general belief, fewer accidents take place on curves than on the straight stretches of road, a study of the records show. And there is a reason for this—a psychological reason, Mr. Page says.

Almost any driver has sense enough to know that curves are dangerous, that someone may be coming around it from the other side, and that hence if he wants to get around it, he must be careful and slow up," said Mr. Page. "But when a driver gets out on a straight stretch of road, where he can see, he steps on the gas and opens the old bus up. The other fellow does the same thing, and as the first thing they know they are both in the ditch. It is in the straight, open stretches of road on which the most accidents occur," says Mr. Page after a careful study of the statistics, not only for North Carolina, but in other states as well.

Another interesting question in connection with auto accidents, is the time of day at which most of them occur. Records show that the majority of accidents occur between 5 p. m., and 7 p. m. One reason, of course, is that traffic congestion is greatest between these hours, and a second reason, and one that is most important, is that mental and physical ability—the ability to think and act quickly—is at its lowest ebb at this time of the day, and fatigue holds sway.

## THREE THOUSAND DIE WHEN DYKES BURST

Hankow, China, Aug. 5.—River Yang-Tze has added another dismal chapter to the history of oriental floods. Approximately 3,000 persons are dead today in the deluge which followed the bursting of dykes.



## A SAD YOUNG MAN

John Brink behind an item in the "Lost and Found" column, such as the following: "Dog Lost—Small, white, short haired terrier— But his troubles are gone in a day, for a Daily Advance Classified Ad can bring back the dog that is not lost, but strayed. Merely call— 356 or 357"