

Lindbergh Expects to Fly Spirit of St. Louis From Washington to New York

Task of Assembling Plane Will Be Begun As Soon As Possible After the Memphis Docks Saturday

PLEASSED WITH PLANS

Lindbergh is regarded as a "Real Good Guy" By the Sailors and He Frankly Likes the Chow on Board

By wireless to the Associated Press, U. S. S. Memphis, June 10.—Col. Lindbergh said today that he expects to fly the Spirit of St. Louis, his trans-Atlantic plane, from Washington to New York, as he promised, and perhaps later from New York to St. Louis, he added, however, that all the details connected with his reception were in the hands of the respective citizens' committees and he would defer to their wishes.

The task of assembling the monoplane will begin as soon as possible after the Memphis docks Saturday.

The airman has learned of the reception plans of Washington and New York in wireless messages and he declared that they met with his approval in every particular.

The Memphis is expected to chalk up a new trans-Atlantic record between Cherbourg and the Virginia Capes for man of war or ship of any other class. The cruiser has averaged 22.4 knots.

Col. Lindbergh is regarded as a "real good guy" by the members of the engineers force with whom he has been working. The young aviator was perfectly at ease and the men were equally at home at the plain board table, chatting like a lot of boys on a holiday. He was inquisitive as to the life of a sailor and the men were eager to know about his wonderful flight and the 1,836 hours he has actually spent in the air.

"Well, there were no formalities," said Roford Couch, engineer, of Lawrenceville, Georgia, who has been in the Navy for 10 years, talking of the meal to the correspondent. "Lindbergh just walked down the passageway, escorted by Lieutenant Lovette, who introduced the 29 of us to the Colonel and the fun began. He seemed to be familiar with all the sea terms regarding chow, at least, and I just believe he had about the best meal with us since he left New York."

"Why, you know he called for seconds on the pork and I certainly didn't keep account of his other second orders, thought I'm sure he ate as much as any one of us. As for the jamoke coffee, he had three great big cups and several hunks of cake."

After the soup, the men agreed, Lindbergh began reaching with a splendid reach for the punk—the sailor's name for bread. The men began asking questions about his trans-Atlantic flight but the guest gave modest answers and went into technical details on the questions put by the engineers.

After the meal Lindbergh was asked to know about the proposed Honolulu flight. Couch continued, "but Lindbergh was keen about going into details about this, and countered by asking about the men on watch, how they arranged the schedule so as to be able to get hot chow, where they slept, and how they liked life in the Navy."

His hand reached for the creamed potatoes and he remarked that the spuds—that's what he called them—certainly were good.

"Before he left us, he autographed all our picture postcards of himself. He certainly had the goods and we Georgians certainly are for him."

Colonel Lindbergh sat at the table between Thomas Hunt, of Jersey City and Jack J. Hearman, of Brooklyn, New York, both machineist mates.

Charley Neal of Charleston, would like everybody to know, especially in West Virginia, that it was he who cooked and supervised the "chow."

A continuous round of honors and receptions that will await the Spirit of St. Louis in Washington until early Monday morning when he will fly to New York.

Although his trans-Atlantic airplane, the Spirit of St. Louis, which is being brought on to Memphis, will be reassembled immediately by Navy aviation mechanics upon its arrival, Colonel Lindbergh has not yet decided definitely whether he will fly this machine to New York. There has been a suggestion here he may pilot an Army amphibian plane so as to land in New York harbor and thus avoid the danger of the crowds which are expected to mass at the landing field on Staten Island. Another pilot thought would fly the Spirit of St. Louis.

Colson Faces Trial in Higher Court in Shooting

Will Colson, living on East Broad street, this city, was held under probable cause for action by Superior Court after a hearing in recorder's court today on a charge of assault with a deadly weapon.

Colson was held over to Superior Court under \$1,000 bail covering both cases. He gave bond, and the cases will be heard during the week of June 20.

The defense put on no evidence at the preliminary hearing today. Previously, however, Colson had asserted emphatically that he was not at home at the time of the shooting, and knew nothing about it until hours afterward—shortly before he surrendered to police.

Officer Winslow's unqualified testimony that he recognized Colson just before the bullet was fired that grazed his left eyebrow was strengthened, in the opinion of court spectators, by a statement by C. V. Grandy, sawmill employe living on North Road street, that he had left Colson standing beside his car a few seconds before meeting Officers Winslow and Harris, at a time supposedly immediately before Winslow's alleged encounter with Colson.

Winslow testified that he and Harris went to the Colson home Saturday night in response to a telephone message directing them to "come at once," but giving no details as to the occasion for the summons. They went in an automobile driven by Frank Venters of this city, and stopped near the intersection of Broad and Center streets.

Seeing a Ford coupe parked in front of Colson's garage, the officer continued, he hurried over to it. Harris stopped a moment to speak to Grandy, he said, while he hastened on to the coupe. On the way, he declared, he heard the car starter put in motion, and stepping upon the running board, he ordered the driver to halt. The latter turned about and peered directly into his face, Winslow said, declaring positively that he recognized him.

They ensued a brief struggle which ended when the man in the car raised a gun and fired into his face, Winslow testified, concluding with the declaration that he fell to the street and tried to draw his own gun but discovered that he could not grip it. "If I had, there wouldn't have been any trial this morning," he said.

The State, with Acting Prosecuting Attorney John H. Hall at the helm, closed with the introduction of a pair of eyeglasses said to have been worn by Officer Winslow on the night of the shooting. The left lens was missing, and the frame and other lens were darkened with what appeared to be smoke stains.

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Unique Loader to Banish Barrel Lifting Backache At Potato Digging Time

Apparatus Designed by Hugh Chappell and Herman Owens, of Elizabeth City, Given Successful Try-out on John Berry Farm at Weeksville

—Determined to conquer one of the worst bugbears of the potato harvesting period—the back-breaking task of loading filled barrels of potatoes into wagons in the fields—two enterprising Elizabeth City residents have developed a barrel loading apparatus, that was given its initial tryout on the farm of John Berry, near Weeksville, this County, Friday.

The tryout proved even more successful than its designers had hoped. In fact, Mr. Berry bought their demonstration loader—the only one they had—and they came back to Elizabeth City without it. They declared Mr. Berry's ten-year old son was able to load barrels of potatoes into a wagon with it without difficulty, whereas two burly laborers usually are required, in the old way.

The inventors are Hugh W. Chappell and Herman V. Owens, of the Spence-Hollowell Company here. They have been working on the idea for about a year, Mr. Chappell said, and made one experimental apparatus which did not prove satisfactory because it was not given sufficient pitch to roll the barrels into the wagon.

This fault was overcome in the contrivance that was tried out Friday, he explained.

The barrel loader is simple in construction. It consists of pairs of stout runners, bolted together in the middle, but allowed enough play to revolve easily. The apparatus is hooked or bolted to the rear of the wagon, which is driven through the field where digging is under way. The wagon stops, and a barrel of potatoes is tilted over upon the runners. As the wagon moves on, the end of the runners are tilted up and make a complete revolution, rolling the barrel easily into the wagon.

The apparatus is then ready for the next barrel. Its inventors declare that one person can operate a barrel of potatoes in the course of a day. Besides making the work infinitely easier, Messrs. Chappell and Owens declare the loader saves much time and the expense of one laborer. They have named it the C. & O. barrel loader.

Besides this apparatus, the two have developed a seat spring to be attached to riding plows of a well known make. The spring, they say, has been in successful use for two years or more.

This year, Mr. Owens developed a light one-horse plow termed a middle sweeper, designed to reduce the number of operations required in cultivating corn, cotton, soy beans and other crops. This, too, is declared to have proven successful.

Another feature of a day that promises to see the climax of their visit to Berlin, is a great benefit by the municipal of Berlin, at which the burgo-master is to present them with special plaques.

The aviators intend to visit Munich and Vienna. They will fly to Prague, capital of Czechoslovakia, next Thursday, visiting the international aviation exhibition as the guests of the Aerial Club of Prague.

Chamberlin is anxious to make a call at Rome as part of his European tour.

"I feel I owe it to Bellanca if it can possibly be arranged, to see the eternal city," he said. Giuseppe Bellanca now in New York, designed and built his plane.

Honors and gifts of a kind and a profusion rarely bestowed on individuals in Germany continue to be heaped on Chamberlin and Levine because they landed on German soil in their trans-Atlantic flight.

Not only have they heard their praises sounded by President Von Hindenburg, Foreign Secretary Stresemann and other officials, but they learned that one of Berlin's streets is to be named after their plane—"Columblastrasse."

Chamberlin received word also that the management of the principal brewery of Bilzen has offered to name one of its brands of beer after him subject to his approval, and to present him with a tankard of honor.

Although they have been in Berlin only a little more than 3 days, the American Embassy, where the fliers are stopping is filled with gifts—cigars and cigarettes, golden cigaret cases and silver cups, cases of champagne, wearing apparel and floral tributes. As neither smokes and Chamberlin only drinks light beer occasionally some of the gifts are destined to find their way to hospitable and other institutions.

DINNER DANCE FOR AMERICANS GIVEN AT BERLIN

Woman Who Aspires to Fly From Germany to America Will Be Among Guests at Social Function

HONORS AND GIFTS

American Embassy Where Fliers Stopping Is Filled With Gifts; Many Will Be Sent to Hospitals

Berlin, June 10.—(AP)—Americans from all parts of Germany were flocking to Berlin today for a dinner dance to be given by the American Club tonight in honor of the trans-Atlantic fliers, Clarence Chamberlin and Charles Levine.

Another feature of a day that promises to see the climax of their visit to Berlin, is a great benefit by the municipal of Berlin, at which the burgo-master is to present them with special plaques.

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Among those attending tonight's dinner of the American will be Thea Rasche, Germany's woman pilot, who aspires to be the first woman to attempt a trans-Atlantic flight. She expects to fly from Hamburg for the occasion and expressed the hope that Mr. Chamberlin and Mr. Levine would reserve a little time to discuss with her technical details of a voyage across the ocean.

Observation of the fact that strawberry picking in Virginia was depleted on the Fox News reel at the Alkrama Theater Wednesday of this week led Rotarian Buxton White to suggest to the local Rotary Club at its weekly luncheon at the Southern Hotel Friday that the potato movement in the Elizabeth City district might find a place on the Fox or some other news reel film. The matter was referred to the publicity committee, of which W. B. Foreman is chairman, with the suggestion that the idea be passed on to Secretary Job of the Chamber of Commerce.

The high prices the potatoes are bringing and the quantity in which they are moving would add to the interest in such a film from a news standpoint, it is believed.

Herford, June 10.—Sheriff Whit Wright has returned from a trip to Suffolk which he made to deliver to the Virginia authorities G. C. Moore and W. F. Cole, charged with the stealing of an automobile. The prisoners were caught here Wednesday in their stolen car by Sheriff Wright and Chief of Police Broughton.

PIONEER SUFFRAGIST IS DEAD IN ENGLAND
Cheltenham, Eng., June 10.—(AP)—Victoria Clafin Woodhull Martin, author and pioneer suffragist, who once ran for President of the United States died here today.

Stop Hiding Wonders Of Carolina, Speaker Urges Edenton Group

COUNTY QUOTAS SET FOR CHOWAN BRIDGE OPENING

Plans Discussed in Detail at Mass Meeting Held at Edenton With Captain Winch as Chief Speaker

NOT TO FEED CROWD

Too Difficult to Provide Attractive Lunches for Such Huge Crowds; Dinner for Speakers, Officials

Edenton, June 10.—Quotas for the various counties participating in the Chowan Bridge celebration at Edenton and Eden House were set at a mass meeting here last night, at which plans for the event were discussed in detail, and an address delivered by Captain Frank Winch, widely known sportsman and publicity man.

Also, a resolution was passed memorializing the State Highway Commission to build a suitable highway roughly paralleling the West bank of the Chowan River, Southwardly through Hertford and Bertie Counties to the Virginia Dare Trail, at or near Merry Hill, the western terminus of the great \$600,000 Chowan Bridge.

Preliminary plans for a handsome booklet to advertise the Northeastern section of the State, as a section wide enterprise, were referred to the various Chambers of Commerce in the territory, those present feeling that the committee in charge of the bridge celebration should not be burdened with that heavy task. The cost of the booklet is estimated at \$5,000.

As finally decided upon after long discussion, the following county quotas were set: Chowan, \$1,000; Bertie, \$1,000; Pasquotank, \$1,000; Perquimans, \$500; Camden, \$100; Currituck, \$300. Total, \$4,000.

The idea of undertaking to feed the huge crowd expected at the celebration was abandoned definitely, the committee agreeing that it was best not to tackle the task, both on account of the heavy expense it would entail, and because of the difficulty of providing attractive lunches in such quantities. Only the specially invited guests—speakers, highway officials and the like—will be invited to dinner. The crowd at large will be urged to carry basket lunches, and arrangements will be made to erect abundant cold drink and sandwich stands within easy access.

The distribution of the various county quotas was decided upon on the basis of the relative size and wealth of the various counties, and the degree to which the construction of the bridge is expected to benefit them.

Members of the finance committee follow: Bertie—A. Pritchett, chairman; W. L. Powell and N. G. Phelps; Camden—R. E. Forhand, chairman; T. C. Byrum and Mrs. Emmet Elliott; Perquimans—J. C. Blanchard, chairman; J. S. McNider and T. S. White; Pasquotank—W. Edward Griffin, chairman; Harry G. Kramer and G. R. Little; Currituck—E. R. Johnson, chairman; and the Rev. C. T. Thrift and R. L. Griggs.

July 1 was set as the final date for raising the \$4,000, which will be required to put across the celebration on the basis of the present plans for entertainment and publicity. Charles Wood, of Edenton, was elected general treasurer of the celebration.

Let us go farther. Let Virginia Dare meet the President, and the Senators, and ask an accounting of their stewardship for the last 300 years. Going still farther, Virginia Dare has international significance. It is not unthinkable that the British government might send a battleship here to greet her.

Such are the possibilities through publicity. I am glad to tender what little knowledge I have to help out in your Chowan Bridge celebration," he added.

"The cost of publicity is just as far as you want to go," Captain Winch continued. "You can not, should not and never will be able to measure the cost by the results. It is your duty to get behind the wheel, and help put North Carolina on the map."

After extended discussion of a proposal to issue a handsome booklet for distribution at the bridge celebration and afterward, those present at the meeting voted to pass the suggestion along to the various Chambers of Commerce in the territory. Captain Winch volunteered to give three weeks of his time to preparation of the booklet.

Mrs. Felton Celebrates Ninety Second Birthday; Says "Best Is Yet to Come"

Cartersville, Ga., June 10.—(AP)—Perpetuating the philosophy of the poet Browning, "grow old along with me, the best is yet to be," Mrs. Rebecca Latimer Felton, the first woman to become United States Senator and Cartersville's distinguished and oldest citizen spoke today at a luncheon in honor of her ninety-second birthday.

"As I look backward and count the years, it seems to be a long, long time. But, as I look forward, it is not nearly so long," said Mrs. Felton, who many years ago campaigned for the election of her husband to Congress from the seventh Georgia Congressional district and who taught the late Sam Jones, noted American evangelist, his three R's.

"Standing in this presence today and grateful to the Lord for his preserving mercies, I have been thrilled to receive these messages of love and kind wishes from elsewhere," said Mrs. Felton, "so I have been asking myself, 'what do I owe to the times I live in—to my country—to my neighbors, and to my personal friends?'"

Mrs. Felton said she had "made the trip," to her advanced age and saying "to God to keep me in safe paths." Continuing she said, "I have had my share of illness, my share of ups and downs, sometimes prosperous—and yet, I had to earn my daily bread by teaching school in 1865-66."

"We put in the best we had to help the boys and girls of that difficult period. It was hard work, but the results were fine. To this day the survivors tell me that it was a great time in their lives."

"The evangelist Sam Jones was one of our pupils," Mrs. Felton related how many years later the Rev. Mr. Jones was holding a revival at Cartersville after he had risen to great heights in religious affairs of the Nation he paid tribute to her as his teacher, saying:

DR. CARROLL'S CASE TO BE HEARD BY JURY
Hale City, June 10.—(AP)—The Supreme Court of North Carolina today granted Dr. Robert S. Carroll's request to remand the case against him, charging grossly immoral conduct with patients and nurses at Highland Hospital, Asheville, to trial before judge and jury.

ELIZABETH CITY GIRL GREETS DUKI ALUMNI
An Elizabeth City girl, in the person of Miss Elizabeth Kramer, was accorded the honor of greeting the alumni in behalf of the alumnae at the commencement at Duke University last week. She is a daughter of Mrs. J. P. Kramer, East Main street, graduated at Duke two years ago, and has been a member of the faculty of the Elizabeth City High School during the past term.

EARTHQUAKE SHOCKS AT CHARLOTTEVILLE
Charlotteville, Va., June 10.—(AP)—Earthquake shocks severe enough to awaken many residents were felt here early this morning, alumnae at the commencement at the seismograph of the University of Virginia at 1:16 a. m. Arthur J. Weed, in charge of the seismograph, stated that the first shock lasted ten seconds and was followed by about 30 seconds of slight tremors.

Brings In Sails And Anchor of Lorena

The United States Coast Guard cutter Pamlico docked Friday at the wharf at the foot of Main street to put ashore sails and anchor of the two masted schooner Lorena which capsize off Newport News Point in Alligator River in a wind and hail storm on Friday, June 3.

Asked if it was possible to float the schooner, a member of the crew of the Pamlico replied in the negative, explaining that both her masts were stuck in the mud and the vessel was going to pieces.

Aboard the Lorena when she was rescued was only the captain, Nat Godby, who was rescued after an hour in the water clinging to the rigging, badly buffeted by the waves and bruised by the hail of stones.