

WEATHER

Partly cloudy Sunday, probably local thunderstorms

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THE GOLDSBORO NEWS

OLYMPUS OF GRAND RIDGES TO COME CAN BE SEEN ON ASH WAY

If Your Imagination's Good, You Can Catch the Rhythm of a Thousand Humming Motors

WAYNE IS PAVING CENTRAL HIGHWAY

BY EMMA R. EDWARDS.

Ride out Ash street as far as the Orphan's Home and strain your eyes eastward and you'll see some strange-looking black specks against the sky. Go out tomorrow, ride as far as you can, and if you can't travel any further than the city limit, park your car and walk (it's worse than for you'll see such a picture of industry, and progress as you never saw before.

Wayne county is paving its part of the Central highway. Lenoir county did slip ahead of Wayne by a few months, but so far these two eastern counties have taken the lead in hard-surfacing their country roads.

It is fascinating to watch the paving crew at work. The company is fostering one of the latest growths in this section of the state, yet the means by which they achieve the hard-surfaced result are almost primitive in spots.

It is easy to see that the highway has been broadened and raised along this come the plows, shovel carts and the steam-roller, guided by the little grade stakes along the edge of the road, and take some of the old-time methods of road building and add to them the modern science of road building.

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The train itself is a series of flat trucks, on which are hauled boxes of sand and gravel, sacks of concrete, rails, steel, and all the other "makings" of a road.

Water is pumped from a neighboring creek by a gasoline engine, and carried to the scene of operations by a two-inch iron pipe which can be conveniently cut and put together again, just like an earthworm. This pipe line like the railway grows as the work advances.

Sections of the road are marked off, 50 or 100 yards at the time. First the steam roller irons out the way, shovellers supply dirt for low spots, and the whole is carefully prepared. Iron forms are set up at the roadside edges; here the grade stakes are again the guide.

A paving machine is a wonderful thing. It costs thousands of dollars but accurately what a hundred men would do it does quickly and accurately what a hundred men would do; there are from thirty to fifty men required to operate it and follow up after the concrete mixture is poured.

Cement, sand, and coarse gravel are brought up by the train, already measured out in the correct proportions of the best paving recipes. These are lifted and dumped into the hopper which is then drawn. Several men in rubber boots stand in front of the mixer to guide the funnel, thus assuring an

(Continued on Page Two)

Reward of \$400 Each For Mob Members is Offered

Morrison Takes Quick Action To Bring About Arrest of Twenty-Five Men Who Flogged Seaboard Employees at Aberdeen; No Troops Sent

ABERDEEN, N. C., Aug. 5.—Governor Cameron Morrison today offered a reward of \$400 each for the arrest and conviction of each member of the mob of twenty-five masked men who last night kidnapped and severely flogged five men employed by the Seaboard Air Line Railway who were at work on a disabled engine on a siding two miles north of Southern Pines. None of the men was seriously injured and, after receiving medical attention, all returned to Raleigh last night.

Sheriff Blue stated this morning that the men were whipped with a large "black jack oak" and their bodies were terribly bruised from the licks. According to Sheriff Blue, the guards were robbed of their pistols, money and other valuables. It was at first reported that one of the men was so badly hurt that he probably would die, but this proved to be untrue.

Twenty-five masked men, thought by the authorities to be striking Seaboard shopmen, attacked five strike-breakers and a guard at work on a disabled engine on a siding at Manly, two miles north of Southern Pines, late yesterday afternoon, bound and gagged them, loaded them in automobiles, carried them several miles from the scene and beat them severely, one of them perhaps fatally.

Sheriff D. A. Blue, just back from his ride to Raleigh with three negro prisoners who barely escaped lynching here, went immediately to the scene of the attack and began a search for the masked assailants. Arrests are expected tomorrow morning, he declared last night. The identity of several of the men is believed to have been established here tonight.

Names of the five beaten workmen and the guard could not be learned here tonight, but it is believed that they are from Raleigh, where the Seaboard is endeavoring to keep its shops in operation. The locomotive had been broken down on the siding for the entire day, and the workmen were endeavoring to get it in condition to return it to Raleigh. The raid on them was made very quietly about dusk.

Late tonight Sheriff Blue was endeavoring to get in touch with Gov. Morrison to have troops removed from Aberdeen a few days ago—returned here he had not been able to get in communication with Raleigh. The injured men were given medical attention here, and the more seriously injured will be sent to the hospital in Raleigh late tonight.

Strike Breakers From Raleigh. Five workmen and two guards were sent to Manly yesterday morning from the Raleigh shops to take down the rods of a disabled engine preparatory to bringing it to the Raleigh shops, said Superintendent Payton last night.

According to one of the guards who reported to the superintendent the masked men in eight automobiles "attacked them while at work, kidnapping all except one of the guards, who was not at the engine at the time. Only one rod had been taken down when the attack took place.

However, despite the effort of U. S. Marshal R. W. Ward, of the eastern district, to secure four and at least two deputy marshals, one of the two to be located here, and despite the necessity of a marshal to cover the counties of Wayne, Duplin, Lenoir, Johnson, and Sampson, and to assist local officers in cleaning out the super-abundance of liquor cases, no marshal was appointed July 1. It is claimed that no marshal was appointed because of the rigid economy of the present administration, and that if Goldsboro is to have a deputy marshal the situation will have to get behind the local officers and U. S. Marshal R. W. Ward of Raleigh. What they can't understand here is that towns the size of Wom and Jones like Rocky Mount and New Bern, no larger than this and by no means as centrally located, have marshals while this town couldn't secure one July 1.

The sheriff and local prohibition officers are having a time keeping up with the stills and the liquor cases which seem to multiply like the heads of the Hydra, and with a still greater time when they are busy after court convenes August 21. The prohibition agent, it is pointed out by the United States commissioner, can work up cases but under the law no one but a marshal can make an arrest. Consequently, very few federal arrests are made here by the federal authorities. It is a month to arrest Jim Hogan and Allen Moss on charges of violating the stamp act. Had they possessed the wherewithal they would have been agitating the dust of Mexico with their footpads or visiting the Ekimoes before the federal authorities came to take them home.

However, the crop was marketed better this year so far as actual management in shipping is concerned than it was last year in the opinion of J. F. Williams, a farmer of Mt. Olive. He said this was due to better management of the East Carolina Trunkers' Association.

NO VERDICT AT SHELLEY. SHELLEY, N. C., Aug. 5.—After deliberating since noon yesterday in the Southern Power case, the jury failed to agree and at three o'clock today Judge Bryson ordered a mistrial.

ARBuckle GOING ABROAD. LOS ANGELES, Aug. 5.—Ruscoe C. (Fatty) Arbuckle, motion picture comedian, has applied to Federal officials here for passports for himself and secretary for a business trip of indefinite length to China, Japan and Korea to sail from San Francisco Aug. 15.

SHOP PICKET SHOT. ATLANTA, Ga., Aug. 5.—F. A. Smith, a union shop picket was shot and seriously injured in an encounter at the Georgia Railroad shops here late today with a number of negro employees, according to police who arrested five negroes.

Hesitancy of a number of employers to relinquish members of the outfit for the training period forced Captain Edwin Clark, commanding the company, to issue an arbitrary order yesterday for the mobilization of the entire company.

The officers leaving for camp are Captain E. R. Michaux, commanding, Capt. A. J. Ellington, of the medical detachment, Lieutenants Leslie Brown, Ernest Lashley and Arnold Smith.

The non-commissioned officers of the battery are: Sergeant R. F. Satterfield, Sergeant W. C. Crawford, Corporals T. W. Tate, John B. Hooks, Jr., E. W. King, Chockley Gardner, John Kannan, Paul Sadler and T. J. Hood, Jr.

Private's first class include: Bradshaw, Brown, Gardner, Keller, R. E. Keller, Roy H. King, E. W. and Luby.

MIGHT HAVE VANISHED INTO CANADA OR EVEN TRAVELED WITH VERNE

Much Complaint Here About Not Having U. S. Marshal on Hand

PROMISED MAN ON JULY FIRST, LAST

Numerous complaints about the slowness in serving federal papers has convinced U. S. Commissioner W. C. Britt, Deputy-Internal Revenue Collector A. T. Uzell, and numerous other officers and citizens of Goldsboro of the necessity of having a deputy United States marshal with headquarters here. There are a number of federal papers on hand here ready for service but it takes from a month to six weeks to get a deputy marshal here from Rocky Mount, Dunn, New Bern, Wilmington, or Raleigh. Six weeks in most cases, four weeks in many, and a few days in others has been sufficient for some of those for whom indictments on charges of violating the narcotic act, violating the stamp act, and others were waiting, to vanish into Canada or into the Great Beyond. Had they chosen they could have circumnavigated the globe with Jules Verne in the time necessary to get a deputy marshal here, it is stated.

However, despite the effort of U. S. Marshal R. W. Ward, of the eastern district, to secure four and at least two deputy marshals, one of the two to be located here, and despite the necessity of a marshal to cover the counties of Wayne, Duplin, Lenoir, Johnson, and Sampson, and to assist local officers in cleaning out the super-abundance of liquor cases, no marshal was appointed July 1. It is claimed that no marshal was appointed because of the rigid economy of the present administration, and that if Goldsboro is to have a deputy marshal the situation will have to get behind the local officers and U. S. Marshal R. W. Ward of Raleigh. What they can't understand here is that towns the size of Wom and Jones like Rocky Mount and New Bern, no larger than this and by no means as centrally located, have marshals while this town couldn't secure one July 1.

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Private's first class include: Bradshaw, Brown, Gardner, Keller, R. E. Keller, Roy H. King, E. W. and Luby.

The "bucks" are: The Private's: Allen, Baldwin, Barnes, Butler, Carmack, Edgerton, Edmundson, Edwards, L. H. M. W. and Vance, Epps, Edward and Luby, Epstein, Gore, Grant-Henley, Griffin, H. and T. Hardy, Heeden, Henley, Hollowell, Hunt, Leslie and Ralph, Jones, Justice, Kannon, Ellis, King, R. D. Merritt, Morris, McCarter, Melbhenny, Nash, Odum, Pollock, Pope, Price, Parker, Raskley, Sammeth, Saxe, Price, Smith and Wellons.

The recently organized medical detachment was inspected and mustered into service yesterday by Captain A. E. Fox U. S. A., Artillery instructor from the Adjutant General's department, and Regiment Ferguson.

Modern Portia



Although she hasn't completed her course in the law school, Miss Annette Elizabeth Di Nola, of San Francisco, is getting ready for her calling by practicing in the lower courts.

FORM OF GOVERNMENT FOR CITY "UP IN AIR"

Uppermost Gossip New Centers Around "Local" or "Outside" City Manager

The future of Goldsboro's municipal government is as much at sea today as it was a month, a year or two years ago. That is, it is up in the air. Contending forces are apparently unwilling to bring the controversy over whether it shall be the old aldermanic, the manager or the commission form of government to a show down. Right now the division of opinion in the conversation of Goldsboro folk is over whether the city manager shall be a Goldsboro man or an "outsider."

Acting City Manager Bain's vacation trip to Swansboro hasn't served to muzzle any of the political gossip. Leaving City Manager Whitman in charge of the city has served to keep the discussion of city affairs paramount.

Voters Track Rules. The present acting city manager, the first day in office as such, vetoed one of the proposals of the mayor when he granted permission to one of the railroad tracks to cross the Centric street tracks out of statutory hours. The Mayor had announced that this must be stopped and he has written the roads to that effect.

One school of municipal thought, apparently, wants the present situation to drag along until the whole thing can be settled by a vote. Another school of thought wants the present form of government retained and a local man named. Still another group wants to name the local man and so on.

Blame On Managers. "We have had three out of town men on the job as city manager and they have all fallen down," one of the chief apostles of the trade-at-home theory said yesterday. "There isn't anything wrong with the managerial form of government—the trouble has been with the managers."

Some of the aldermen are said to favor the retention of the system now in vogue and let the next municipal campaign settle it.

"Let the primary settle the system of government we are to have and let the candidates for aldermen run on "open" and "closed" Sunday platforms. That will get rid of the two most perplexing questions.

Let the law be enforced to the letter during his tenure of office as boss of the town.

The absence of the Mayor and of several members of the board prevents any accurate survey of official sentiment right now. The next official meeting is set for August 21.

JUNIUS SLOCUMB DIES SUDDENLY AT HOME HERE

Mr. Junius Slocumb, head cotton buyer for W. Well and Sons, died at his home on West Chestnut street yesterday afternoon at 5:45 o'clock. The funeral will be held from the Methodist church this afternoon at five o'clock.

He was 68 years old, a member of the Odd Fellows and Pythians and a steward of the St. Paul Methodist church. For more than forty years he had been in the employ of H. Well and Rogers and had during that time won for himself a high place in the esteem and confidence of his employers and a distinct place in the life of the community.

Mr. Slocumb was a brother of the late Captain Thomas W. Slocumb. He is survived by his wife, who was Miss Anna Dewey, and by two children, C. Dewey Slocumb and Mrs. Louisa Slocumb Martin.

NEGOTIATIONS TO END STRIKE OF SHOPMEN HAVE BEEN RENEWED

Representatives of Three of "Big Four" Brotherhoods See Harding

PRESENT MATTER OF DEFECTIVE EQUIPMENT

WASHINGTON, Aug. 5.—Negotiations to end the strike of railroad shop craftsmen were resumed today by President Harding and R. M. Jarrow, president of the railroad employees department of the American Federation of Labor, W. H. Johnston, president of the Machinists, and J. P. Noonan, head of the Electrical Workers brotherhood left the White House after an hour of conference with the Chief Executive expecting to be recalled on Monday.

It was not disclosed whether the President had communicated again with railroad heads, whose refusal this week to grant his proposal to give returning strikers back seniority status terminated the first settlement attempt, but the strike leaders, in cheerful mood said after the conference that the proposals, as originally outlined by the President—constituted their "irreducible" minimum in seeking honorable settlement.

Likewise, H. E. Willis, J. Paul Stevens and Arthur J. Lovell, representing respectively, the Engineers, trainmen, and engine-men and firemen, three of the four brotherhood organizations, saw the President at the instance of National chiefs of these orders and of the switchmen's union and presented the possibility that grave prospects of further rail unsettlement were in sight unless the shop situation was straightened out.

It was understood that while they did not set up a possibility of sympathetic strikes by their memberships, they declared that the condition of railroad equipment, locomotives particularly, on any road was growing to be such that train crews might refuse service. No public statement of the report was made, other than that contained in the message from the brotherhood heads under which they acted in going to the White House and announcing it plain, however, that they made no request of the President for a conference with the brotherhood chiefs.

The meeting between the general bodies of shop workers on the Southern Railway at operating officials set for today was postponed until Monday for the reason, according to union leaders, that all the representatives of the men had not arrived in Washington. The Southern has acted separately from the other large roads of the country and has offered a separate settlement on the basis of President Harding's proposals without reservation.

Mr. Jarrow said tonight that the question of whether the Southern shop men would go back was "entirely up to the men and that the general policy committee of the shop crafts Federation had instructed general chairman to meet officials of single railroads whenever such a meeting was desired.

Other Unions Seeking Conference With President. CINCINNATI, Aug. 5.—A conference to "prevent further fatalities to our membership on account of defective equipment and armed guards in shop and yards," is asked in a telegram sent to President Harding tonight by E. H. Fitzgerald, president of the Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Employes.

The head of four other railroad unions not on strike here were invited to participate in the conference. The five organizations represent, Mr. Fitzgerald said, approximately 500,000 men. The invitations were sent to E. J. Hanlon, of the Telegraphers, E. F. Grable, of the Maintenance of Way men, D. W. Reil, of the Signal men of North America, and J. G. Lahrson, of the American Train Dispatchers' Association. Mr. Fitzgerald stated that he had already received acceptances from Mr. Lahrson and Mr. Grable to attend the meeting.

SMOOT DIDN'T PROMISE CONGRESS DO ANYTHING

WASHINGTON, Aug. 5.—A final vote on the tariff bill before September 1 is hoped for by republicans and democratic leaders under the operation of an unanimous consent agreement entered into today by the Senate. While the agreement is on a day for a vote, it provides for sharp curtailment of debate and disposition before next Saturday of all amendments to the more important sections of the bill still in controversy. Senator Harrison, democrat, Mississippi, debating the sugar schedule, renewed discussion of the letter written to Major General Crowder, at Havana, by Senator Smoot of Utah, ranking republican on the Senate Finance committee, asserting that it proposed a reduction in the duties on Cuban raw sugar if Cuban producers would curtail their crop this year to 2,500,000 tons.

Senator Smoot told the Senate he had written the letter but not such as that charged, saying he did not promise that Congress would do anything.

LEONARD HOLDS TITLE. MICHIGAN CITY, Indiana, Aug. 5.—Benny Leonard, world's lightweight champion, successfully defended his title here this afternoon in ten slow rounds with Ever Hammer, of Chicago. Every round but two were Leonard's by a capital margin.

Union barbers in Elizabeth, N. J., suspended work to enforce Sunday closing.

N. S. OFFERS SETTLE STRIKE ON BASIS OF PRESIDENT'S LETTER

Places Open and Seniority Unaffected, General Manager Tells Strikers

DECISION IS SAID TO HAVE BEEN MADE

Agreeing to take back all of the striking shopmen under the proposals laid down by President Harding and accepted by the shopmen's union chiefs at Chicago, the Norfolk-Southern yesterday sent letters to all of its employees who joined the walk-out, offering to take them back without loss of seniority rights.

The letter was received by striking shopmen yesterday and it was understood here that a decision had been reached but that this decision could not be made public until general acceptance or rejection had been made.

The letters, sent out by General Manager Peltier, read as follows: "There are no matters in controversy between this Railroad and its employees which could be settled in absolute accord with the basis outlined by President Harding, which the public press announces today have been accepted by your representatives.

"I have purposely refrained from employing new men to fill the positions vacant by you on July 1st, for the reason that it was my desire to have the service our old employees and to be settled, when sufficient time had elapsed to allow calm, sober judgment to overcome hasty and passionate opinion.

"This company has never violated the decision of the United States Railroad Labor Board.

"The way is still open to take any dispute you may have to the United States Railroad Labor Board for hearing.

"No lawsuits have been filed on any union or member thereof.

"Your places are still open with seniority rights unaffected.

"I extend to you the welcome and turning to our service under the conditions (which according to your petition, your representatives in Chicago have agreed to before doing so. I hope, when we both serve, upon an employ new men, distributing the work of those now existing on this road."

PEAKS SET FOR JULY TRIAL

Winston-Salem Man in Guilty of Second Degree Murder

WINSTON-SALEM, Aug. 5.—John Peaks, convicted by Federal grand jury of murder in the second degree, was sentenced to thirty years in the State penitentiary by Judge Walter R. Brock in superior court this morning.

After deliberation for five hours the jury returned to the court room at ten o'clock last night and in the fourth silence that surrounded the thousands of spectators who had gathered there, J. R. York, foreman of the jury, announced the verdict of second degree murder. Peaks, who stood to receive the verdict, showed no sign of emotion while the jury foreman uttered the few, crisp syllables that judged him guilty of one of the most heinous crimes ever committed in this city. Judge Brock adjourned the court immediately after the verdict was read with the announcement that he would pass sentence on the prisoner this morning.

Peaks was brought into the courtroom at 10:30 this morning and the thousands of people who have looked on him for the past week as a smiling prisoner of pleasing appearance now in him a broken, haggard person with the face of an old man. His pleading for equality and attitude of unrepentance which has gained much sympathy for him during the trial had vanished completely with the announcement of the jury's verdict, and this morning a pale man with drawn face "stolidly" heard the sentence that is to deprive him of his freedom for the best years of his life.

Counsel for Peaks state that they will not appeal the case to the Supreme Court of North Carolina.

DAVIS HOPING FOR QUICK END OF COAL STRIKE

WASHINGTON, Aug. 5.—Hope that all of the bituminous coal fields will be "well represented" at the joint meeting of operators and union officials called for Monday in Cleveland by John L. Lewis, president of the United Mine Workers, was expressed in a formal statement issued tonight by Secretary of Labor Davis.