

THE WEATHER

Generally fair Thursday and Friday slightly cooler except in south.

THE GOLDSBORO NEWS

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GOLDSBORO, N. C. THURSDAY MORNING, JULY 8, 1930

PRICE FIVE CENTS

THREE GOLDSBORO CITIZENS INJURED IN AUTO WRECK

GROUND SUBMARINE FLOATED LAST NIGHT

Submarine Runs Aground On Way To Brooklyn Navy Yard

Many Months of Work Lost in Raising U-Boat, Which Holds the Bodies of 25 Men—On Rocks Off 38th Street

New York, July 7.—The submarine S-51 which grounded on a rock in the East River today, was floated at 9:15 tonight, and her journey to the navy yard was resumed.

New York, July 7.—(AP)—The United States submarine S-51 went aground today between the Williamsburg bridge and the Queensboro bridge in the East River while being towed to the Navy Yard here.

The S-51 had just passed through what was believed to be her major perils of the journey here, faces possible sinking again in the deep waters of Hell Gate. All seemed to be in order for a speedy and a safe arrival when the undersea boat suddenly piled up on Fery Reef rock between the two bridges.

Civilian Was Pilot The S-51 was being towed in tandem by the tugs Iuka and Sagamore. A civilian pilot who had joined the secret during the night, was in charge of guiding the straggling to the Navy Yard. A second civilian pilot was on the Falcon, lead ship of the convoy. Although the Navy had ordered river traffic to be turned aside to permit a free lane for the raised submarine and its convoy, there had apparently been some hitch in the orders because the usual heavy traffic was steaming up and down the river when the accident happened. The rock where the submarine went aground off 38th street south of Welfare Island.

Thought Danger Passed The most dangerous part of the 150-mile trip to the Navy Yard from the place where the submarine was raised after nine months submergence since it was raised last September, with the steamer City of Rome was considered by naval officers to be Execution Rock. This had been safely passed. When the accident occurred Lieutenant Commander E. P. Saur, who had piloted the Vestal's course among the dangerous shoals and reefs, had just lighted a cigarette, saying: "I've done my job. I'm sorry I couldn't take her all the way through."

Boat Was Missing At the time of the grounding the tide was at flood. Officers said the average depth of the course being followed at the time was 31 feet. The submarine as towed had a draft of 35 feet. Captain W. R. Tomb, commanding the Vestal, said that a buoy which should have designated the Fery Reef Rock, was missing. Up to three or four minutes before the S-51 went aground the Vestal had been leading the flotilla.

Falcon Also On Rocks A signal had been flashed from the Vestal "we have been ordered to drop behind. The civilian pilot will pilot her the rest of the way."

The Vestal veered aside to permit the submarine to pass. All at once a shout rose from the bridge of the Vestal and steam began blowing a shrill warning. "She's hit," officers cried.

The Falcon unable to check even her moderate speed ran up among the pontoons against the S-51. Whether the pontoons or the Falcon itself were damaged in this collision could not immediately be learned.

Commander Praised Lieutenant Commander Sauer had brought the S-51 135 miles through seas, fogs, coastwise traffic and other dangers, the longest tow of its kind on record.

Ten minutes before the S-51 went aground Admiral Pinkett, commandant of the New York Navy Yard, had left the Falcon, where he had completed.

INVESTIGATION PENNSYLVANIA PRIMARY OVER

Morin Says He Had No Part in Handling Vore Cash—Illinois Next

Washington, July 7.—Winding up for the time being its inquiry into the Pennsylvania three million dollar Republican primary, the Senate committee adjourned today until July 26 when it will lurch into an investigation at Chicago of the Illinois Republican primary in which it has been charged an equal amount was spent. Subpoenas for a number of witnesses from prominent men both in business and politics was issued today by the commission. The names of those sought will not be made public until the subpoenas have been served, as the committee members do not want to give any one an opportunity of getting beyond the jurisdiction of the process servers.

At an hour's session today the investigators heard Representative Morin, Republican, of Pittsburgh, who testified he collected no funds as western manager for Wm. S. Vore, the victor in the senatorial race. Under sharp questioning by Senator King, Democrat, of Utah, the acting chairman, the congressman disclosed that he had handled approximately \$47,500 for Vore managers, including \$24,000 given to him by Thos. F. Watson, the Vore treasurer, and \$23,500 handed him by E. N. Hern, treasurer of the Vore Pittsburgh organization.

Washington, July 7.—The Senate Campaign Funds Committee virtually completed its inquiry into the Pennsylvania Republican primary today by hearing Representative John M. Morin, of Pittsburgh, testify that he had no part in handling the money end of the campaign except to transfer funds raised for William S. Vore from one campaign worker to another.

At the same time the committee announced that its investigation of the Illinois primary would begin in Chicago on July 26.

Morin, who is chairman of the House Military Committee, was Vore's west state manager in the latter's successful campaign against Senator Pepper and Governor Pinchot for the senatorial nomination. He testified that he "had nothing to do with the money," having collected no funds and made no contribution, but under questioning by Chairman King he acted in transfers of funds among campaign officials and also had custody of a safe deposit containing campaign money at the William Penn Hotel in Pittsburgh.

Into the safety deposit box, to which he had sole access, he put \$22,000, he said, obtained from the treasurer of the Vore managers' committee and later took it out and gave it to Edward Martin, secretary of the committee, to pay "watchers" at the polls.

President and Wife Off On Vacation

Paul Smith, N. Y., July 7.—The special train carrying President and Mrs. Coolidge to the vacation White House at White Pine Camp, arrived here at 9:53 a. m. Leaving the private car, Mr. and Mrs. Coolidge acknowledge the greetings of the large gathering of country folk on the little station platform and stepped into a White House limousine for the six mile ride to the camp.

West Point Graduates Wedded To British Hero's Descendants



As America observes the one hundred and fiftieth anniversary of the signing of the Declaration of Independence, the daring stroke which hurled open defiance at England, two members of this year's graduating class of West Point military academy, were America's future military leaders are developed, have just married two sisters, direct descendants of Gen. Howe, British commander of Revolutionary war fame. Photos show (above) Lieut. R. C. Smith and his bride, formerly Miss Ethel Howe, and (below), Lieut. James Van Horn and his bride, Mary Howe.

Oliver H. Allen Appointed Atty. General Of N. C.

Mr. Allen is a Member of the Law Firm of Duncan & Allen, and is Only Twenty-five Years Old

Raleigh, July 7.—John H. Howard, attached to the department of revenue will serve the unexpired portion of the time as superior court judge in the place of Thaddeus R. Bryson, resigned. Mr. Harwood was named by Governor McLean to sit in the twentieth judicial district, and the appointment which will be in effect until January first, 1927, was tendered to and declined by Walter E. Moore.

Attorney General Brumitt, this afternoon named Oliver H. Allen, of Raleigh, to succeed Mr. Harwood as assistant attorney general, and Mr. Allen accepted the appointment. He will be detailed to the department of revenue as was his predecessor. Mr. Allen is a member of the law firm of Duncan and Allen, of Raleigh, and is only twenty-five years old.

Former Goldsboro Citizen Attorney Oliver H. Allen, of Raleigh.

Reports Steamer Ashore

Boston, July 7.—(AP)—A wireless message intercepted here today that the steamer Bellenas was ashore on the north part of Seal Island, thirty miles south of Yarmouth, Nova Scotia, and 20 miles east of Cape Sable. The message said the steamer was sitting fast and the crew was in danger but was landing at Race Point. The message read: "Steamer Bellenas ashore north part Seal Island. Piling fast and needs assistance to pull ship off. Crew in danger. Landing at Race Point. Tug being sent from Yarmouth."

Captain Berry Will Help Globe Race

Mineola, N. Y., July 7.—(AP)—Captain H. M. Berry, ex-army pilot and former air mail pilot, hopped off from Roosevelt Field today in a giant Sikorsky plane for Seattle, Wash., to pick up and push to New York Edward Evans and Linton Wells, who are seeking to lower the world record. The big twin engine plane left the field at 9:10 a. m. Captain Berry has been selected to accompany Captain Rene Fonck, French ace, in his forthcoming attempt to make a non-stop flight from New York to Paris.

USING BUDGET SYSTEM TO CUT LOCAL TAXES

More Than 150 Cities Have Turned To Cutting Down Their Levies.

Washington, July 7.—Budget methods of the Federal Government are serving largely as a model to tax committees in more than 150 cities who have lately turned to cutting down their tax levies at home. In scores of cases these committees are pressing for the enactment of local budget ordinances and within the next year adoption of the budget plan will become a leading issue in many localities where it is now unknown.

Adoption of the budget method of administering local finance affords civic organizations and private citizens an opportunity to review the contemplated annual spending of their local governments well in advance of appropriations and of tax levies. This is a feature that is lacking in many communities which now appropriate for their needs under the old system. It has seemed desirable to the new tax committees to have such an opportunity to review, and mainly for that reason the sentiment for the budget is daily becoming more widespread.

Go Into Detail In some committees, of which Joliet, Ill., is a conspicuous example, the tax committees have gone into fine detail as to their local costs. This committee in that city, having ascertained the total and per capita expenditures every year for its police force, its firemen, its schools, street-cleaning department and other branches of the city government, looked over the map and selected a group of cities elsewhere, comparable in population with Joliet. It then sent somewhat elaborate questionnaires to the officials of those cities, asking them to state in detail their itemized costs of city government.

When this information was received and digested, the tax committee turned to its own problem. It compared Joliet's costs with those of the other cities. It looked into the services rendered by various branches of the Joliet government and checked it against the service rendered by similar departments of other cities. It found a considerable discrepancy between cost and performance in the case of the home government as measured against those of other cities and having made its findings set out to apply them.

The citizens' committee sat down with the Joliet officials, not once but often, and went over the figures and findings. The committee advocated certain changes and rearrangements in local finances. Changes were made, among them being an increase in the size of the police force and in the salaries paid policemen. Another change affected the schools. Their cost of maintenance seemed unusually high to the committee and it was cut.

That was the start. The work is still continuing and will continue as the committee feels that the task of holding down local expenditures is a continuing one that calls for regular year-to-year co-operation with city officials.

JOHN A. PARK IS NOW PRESIDENT OF PUBLISHERS

Wiley L. Morgan, of Knoxville, Tenn., re-elected Secretary-Treasurer of Association. Asheville, July 7.—John A. Park, publisher of The Raleigh Times, today was elected president of the Southern Newspaper Publishers' Association at the final meeting of their two-day annual session held here. Wiley L. Morgan, of the Knoxville (Tenn.) Sentinel, was re-elected secretary-treasurer and Walter C. Johnson, of the Chattanooga (Tenn.) News retiring president, was elected chairman of the board of directors.

Negro Driving Automobile Strikes Three Men On Mount Olive Highway

EVANGELIST'S STORY TO GET JURY HEARING

Mrs. McPherson Laughs at Rumors But Says She Can't Disprove Them

Los Angeles, July 7.—The claim of C. A. Pape of Tucson, that he saw Alvin Karpis, pastor of Angelus Temple at Agua Prieta, Mex., five days before she publicly appeared there, commanded the attention of investigators here today.

It was indicated by Joe Ryan who has been representing the district attorney's office in the inquiry into the evangelist's alleged abduction by two men and a woman that an effort would be made to obtain Pape as a witness by the county grand jury which yesterday took its first step in a sweeping investigation of the pastor's strange case. Pape is understood to be en route to San Francisco.

Despite the official attention the Tucson man's statement is receiving as "identification" of Mrs. McPherson at the border town received only a checkmark from the evangelist herself. "Isn't it ridiculous that anybody should say they had seen me coming out of a roadhouse," she exclaimed. "There have been so many of these reports of my having been seen in various places that it seems almost useless to deny them—I have no way of positively disproving them."

Hearing Thursday First witnesses in the case would be heard tomorrow. Those subpoenaed included, among others, Mrs. Minnie Kennedy, the pastor's mother; Miss Emma Schaefer, the evangelist's secretary, who was the first to report her disappearance when she vanished at Ocean Park, May 18; Roll McPherson and Roberta Semple, the religious leader's children and H. D. Halenbeck, close confidante of both the pastor and her mother.

The district attorney has asked several Douglas, Ariz., officials to testify. The mayor and chief of police of Agua Prieta have also been requested to appear.

Another note threatening the destruction of Angelus Temple within 30 weeks was received by the evangelist yesterday. It was signed "evangelist". The note was turned over to private detectives.

APPRECIATIVE LETTER FROM CHARLOTTE MAN

Goldsboro Citizens Fast Becoming the Ideal Hosts in Entertaining Conventions

That the Goldsboro folk are fast becoming the ideal hosts in the matter of entertaining conventions is evidenced by the following letter received by His Honor, The Mayor, Mr. Zeno G. Hollowell, a few days ago. Mr. Hollowell has kindly consented to allow the letter to be published, and the NEWS herewith pass it on to its subscribers. The letter follows: "Hon. Z. G. Hollowell, Mayor, City of Goldsboro, Goldsboro, N. C. "Dear Sir: "We wish to express through you to the City of Goldsboro and its citizens our very great appreciation of the many courtesies extended to us by all with whom we came in contact at our Grand Lodge Session held in your City on June 8-9-10th last. "It was evident all of Goldsboro were a unit in their endeavor to make our stay with you a pleasant one and our last Grand Lodge Session will remain a pleasant memory with us for a long time to come. "Very truly yours, "Geo. E. Lovell, "G. K. R. W."

Messrs. Jervis, Ammons and Owens Were Returning From Crescent Lake on Motorcycles When Struck

Mr. Carey Jervis, of Mars Hill, is in a critical condition; Mr. Wm. Owens, an employe of the Barton Brick and Tile Co., is more or less painfully injured, and Mr. Max Ammons, salesman of the Hotel Goldsboro cigar stand, is slightly bruised as the result of a collision with an automobile driven by a negro on the Mount Olive highway, a mile south of the city at a late hour last night.

The three white men, who had been spending an evening at Crescent Lake were returning to the city on motorcycles, when the accident occurred. They were all rushed to the Spitzer sanitarium to determine the extent of their injuries. The examination, partially complete, since an X-ray will be necessary to determine exactly the damage to Mr. Jervis' shoulder, the fact that Mr. Jervis was suffering from a fractured thigh, and possibly a half dozen other fractures in the bones of his right leg, and probably some internal injuries, while Mr. Owens appears to be badly bruised about the body, and possibly some internal injuries. Mr. Ammons was only slightly injured, as he avoided a collision with the speeding automobile by cutting across to the left of the pavement. He stated that the car, a large one, was being driven at a rapid rate of speed, and was so far to the left (wrong) side of the road as to be entirely off the pavement. After the collision the negro continued his travels without halting to determine the extent of damage done to the motorcycle riders.

Mr. Jervis has only been in having come here for the purpose of looking after the business interests of his brother, Mr. Wayne Jervis, local manager for the General Sealing Co., while said brother was on a vacation. The two men, most severely injured, it was stated, were both riding the same motorcycle, while Mr. Ammons was riding another one alone. Doctor Spitzer declined to state the extent of Mr. Jervis' injuries until after X-ray examinations were made this morning.

IMPROVEMENTS MADE ON A. C. L. TRAINS 90 AND 91

Two Modern Electric Lighted Steel Day Coaches Have Been Added

Two modern electric lighted steel day coaches have been added to the A. C. L. plying between Goldsboro and Wilmington between two real coaches in which the "white folks" may ride. "For these many years, it has been to hear the grumbling of the pale face who was unfortunate enough to have to ride on either of the above mentioned trains, regarding the accommodations the train afforded. There was no handsome coaches, with tidy plush cushions on which a fellow could sit in ease, and contemplate the sunny side of life. However, those days are gone, "we hope" forever, as we are reliably informed that two "electric lighted steel day coaches" have been added to the service. Let us be grateful and complimentary to those who have made these improvements.