

open session, were brought back into the chamber to hear the findings read in sonorous tones by a clerk.

### Next Defense Move Uncertain.

At the request of Senator Robinson of Arkansas, majority leader, execution of the sentence was suspended for four days, with the defendants to remain in the custody of the sergeant-at-arms in the meantime.

The four were cited for contempt by the Senate Airmail Investigating Committee after MacCracken had refused to surrender to the committee letters he had in his files. Later, after receiving word from airmail companies whose correspondence were included in the files that they had no objection, he offered to give up the letters.

### Correspondence Destroyed.

In the meantime, however, Brittin had taken some of his correspondence out and destroyed it. Givvin had taken other letters and mailed them to Hanshue in New York, but they were returned to the committee by Hanshue. This action apparently gained clemency for them.

Brittin, a vice president of Northwest Airways, had, like MacCracken, protested that the Senate had no authority to punish him. Hanshue and Givvin are officials of Western Air Express.

The correspondence had been sought by the Senate committee in its study of airmail contracts. As a result of the cancellation of the contracts, it was disclosed that MacCracken had been secretary of a conference of airline operators here in 1930 in which Postmaster General Farley said arrangements were made for dividing up the airmail routes of the country.

MacCracken and Brittin again were taken into custody by Chesley W. Journey, Senate sergeant-at-arms, and quartered in a downtown hotel for the night.

### Bail to Be Sought.

Frank J. Hogan, MacCracken's attorney, said he would appeal to the Circuit Court of Appeals to reverse the action last Monday of Justice Daniel W. O'Donoghue of the District of Columbia Supreme Court, in discharging a writ of habeas corpus.

Votes on the four defendants were taken in secret session contrary to original plans.

The votes, in order of their presentation, as made public after the more than eight hours of deliberations and

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## Humphrey, Ex-Trade

Commissioner Dies

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# MILLER AGAINST UTILITIES BODY

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## Regulation Is Local Question, He Tells Senate Committee.

Frankfort, Ky., Feb. 14 (AP)—"The question of regulating public utilities is a local question" and should be handled by individual communities instead of by a State utilities commission, Mayor Neville Miller of Louisville told the Senate Public Utilities Committee today at a hearing on various utility bills pending before the General Assembly.

"Sooner or later Louisville's finances will become involved in State politics" under the pending proposals, Mayor Miller warned the committee as he spoke against bills that would establish a State commission to regulate utilities and rates. He explained such a possibility would be likely if administrations in the city of Louisville and the State Government at Frankfort happened to be of opposite political faith.

Declaring that "Louisville is not in any way attempting to shirk its responsibility in State affairs," Mayor Miller told the committee that "many local problems can be settled better by communities than by a State commission."

Pointing out that it had been proposed to appropriate \$40,000 for expenses of the commission, the Mayor said it would cost a commission approximately \$50,000 merely to make a "spot check" of the inventory of the Louisville Gas & Electric Company and such a check would be necessary before a commission could properly fix rates. He stated that the cost of prosecuting rate suits would add considerably to expenses of a commission.

Mayor Miller said the Louisville Water Company, a municipally owned utility, "is perhaps the most valuable possession of the city and an important factor in the budget system. To put control of the water company in

(Continued on Page 2, Column 6.)

## C.W.A. WORKERS SURE

OF PAY FOR WEEK

ner home. "That's all right, ing her home." Ru according to Miss D Martin immediate the face with the b and after Rusche hi fists, Martin struck volver a second th to the floor, Miss 1 She added that M while the latter w floor.

Martin's account as related to Comm tive Robert Peeb Rusche, a stranger an argument with Rusche struck the in Rusche's hand knuckles, Martin s which ensued, Ma until he was "get it" in the fist fight.

Billy Harvey, an that he overheard F "If you draw that eat it."

Joseph West, 5 reported that he w from Martin's hand ing.

Martin made no Police said charges against both comb

## Death Sentence Imposed In Case

### That On War Imposed In Case

Special to The Liberty, Ky., Feb. County jury in Ca here today impose sentence in the County on Sylvester old. of Kidd's St beating of Clay W Rockcastle jury the of Houston Jeffries in the killing, who and admitted his idence had been heard begin deliberation a morrow morning.

After completion trial, Carl Hardin, charged with the de and his father, Job were beaten to death sunk with a weigh last December 4, w third Rockcastle Co

The only defens sented were Mr. and fries of the Kidd's

# Traylor, 55, Dies After Long Illness

(Continued from First Page.)

was a native of Breeding, Adair County, Kentucky.

Death of the 55-year-old banker and party leader occurred at 11:08 o'clock from an especially virulent type of the disease. He suffered seven relapses during his illness but rallied from each to the extent that doctors earlier today had given him a fair chance to recover.

Once in the early hours this morning, Dr. William Cubbins, one of the five doctors attending Traylor, said the banker's heart stopped for two minutes. Artificial respiration hastily was resorted to. Traylor most of the time during the last three weeks had been under an oxygen tent.

Traylor's wife, the former Dorothy Arnold Yerby of Hillsboro, Texas, and their two children, Nancy, and Melvin Alvah, Jr., were at the bedside when the banker died.

Until Traylor went to Europe in 1929 with Jackson S. Reynolds to represent the United States in organization of the International Bank it was said that he had never been away from his work for more than three weeks at any one time. The 1929 task, however, consumed many months.

As head of one of the largest banks of the Nation, Traylor more recently entered actively in attempts here to solve the financial problems of the country's second largest metropolis. When teachers were unpaid, their committees went to Traylor, certain of finding an advocate. His bank and others, because of his influence, purchased tax anticipation warrants to give teachers pay.

Traylor was unconscious several hours preceding his death. "He was just tired out," Dr. Cubbins said. "It had been just one collapse after another. No sooner had we blocked one complication than another arose. His pulse was good up until the last five minutes and he had no temperature tonight."

Traylor was stricken thirty-three days ago.

From a boyhood log cabin home on a hill farm of Southern Kentucky to the organization conference of the Bank for International Settlements at Basel, Switzerland, was the span of Traylor's career.

In between he was farm laborer, district school teacher, grocery clerk, self-educated lawyer, banker in a Texas hamlet of 150 people, an expert on livestock loans, and then bank official in St. Louis and Chicago. He became president of the First National Bank of Chicago, one of the half dozen largest in the country, at the age of 47 and an international figure four years later.

On top of this he was seriously mentioned for Democratic Presidential nominee in 1932.

### A Mountaineer In Youth.

This international atmosphere was a far cry from the log cabin in the limestone hills, where Traylor was born October 21, 1878, the eldest of seven children of James Milton and

# MILLER AGAINST UTILITIES BODY

(Continued from First Page.)

the hands of a State commission, he declared, would amount to "putting control of the Louisville budget in the hands of a State commission."

Within the next ten years, the Mayor said, it is likely that the Federal Government will have taken steps to aid communities in solving their utility problems. Nothing should be done, he said, to put anything in the way of such assistance. Mayor Miller said he had no objection to the pending bills that would enable the individual communities to control their own utilities.

"I'm not a municipal ownership advocate and I'm not opposed to it," he remarked. "Give the communities the right and let them solve their problems in their own way."

### Brock Tells Rural Need.

Senator Hiram M. Brock, Republican, of Harlan, sponsor of one of the bills calling for a State commission, spoke briefly. Referring to the Mayor's statement that Federal aid may be forthcoming to cities in solving their municipal problems, he said that "if the cities need the Federal Government, how much more do the rural sections need State aid." He added that the Federal Government is moving toward giving State commissions more power without making them dependent in a large measure on Federal courts.

The committee also heard arguments of railroad representatives against pending bills to limit the length of freight trains and regulate the size of train crews. Last week the committee heard railroad employes advocate passage of the bills.

Among the railroad representatives present were: Sidney Smith and W. B. Porter of Louisville, representing the Louisville & Nashville Railroad Company; J. Blakey Helm, representing the Illinois Central; J. R. Bush of Lexington and E. L. Bock of Huntington, W. Va., representing the Chesapeake & Ohio.

The speakers denied complaint of railroad workers that the length of trains is a major factor in accidents and cited figures of the Interstate Commerce Commission intended to show that the rate of accidents has decreased in recent years despite the increased length of trains.

"What they want," Bush told the committee, "is more trains and more men put to work."

Asked by Senator John T. Murphy of Covington, chairman of the committee, why the railroads did not come under the N.R.A., "although you came under the R. F. C.," Bush replied he did not know. Helm, however, said railroads were under Federal regulation "long before the N.R.A. was thought of."

Bock told the committee the C. & O. would be compelled to pay out more than \$1,000,000 additional for labor and \$20,000,000 for equipment annually if the regulatory bills are passed. The added costs, he said, would have to be borne by shippers and eventually by consumers.

# Chancellor Gives Offer Of Amnesty

(Continued from First Page.)

at thirty minutes past midnight. He was charged with supplying the staff of the fire station, with arms and directing their attacks against loyal troops.

The other hanged was Karl Muenchritter, a 43-year-old cobbler. He was executed two hours after a court-martial trial, although he was seriously wounded in Monday's fighting, and was carried from a hospital into court.

### 2,000 Socialists Arrested.

Socialists said that Julius Deutsch, General Secretary of the Socialist Party and commander-in-chief of the outlawed Republican Guards, was directing a strategic retreat and pointing them for a march on Vienna.

Across town in the dark shadows of the Floridsdorf factory section—whose battered buildings and smoldering fires told the story of the troops' onslaught against the Socialists—a small army of insurgents encamped.

Fifteen field pieces, twelve mounted machine-guns, field kitchens, and other equipment were rolled hurriedly into the darkened streets after the defenders had been forced back.

Machine-gunners trained their weapons on the windows and roofs of adjacent houses.

Small knots of men and women, clustered in pathetic, solemn groups here and there through the shell-torn area, discussed the arrest of 2,000 Socialists, imprisoned for their civil war against a "Fascist Government threat."

### Ultimatum Issued.

In Upper Austria, meanwhile, the situation was tense. Security Director Hammerstein, at Linz, demanded that Socialists surrender arms and ammunition within twenty-four hours.

He offered a general amnesty if this is done, and ordered searches of houses.

"Any active or passive resistance to this action on the part of householders," he declared, "will be broken under all circumstances; in case of armed resistance, houses will be dynamited."

Chancellor Dollfuss declared that the threat to his administration "has failed" and that "the Federal Government is stronger than ever," but more troops were rushed here, fighting continued sporadically, and the nation was tense.

Graz reported 127 deaths in fighting there. At Linz more than 100 died.

Dollfuss and other Government leaders claimed that the uprising had been broken and said subsequent operations by troops were a "mopping-up" campaign.

In Steyr, Socialists used incendiary bombs to fire buildings.

### Shells Burn Apartment.

American and German diplomatic circles, meanwhile, kept in close touch with developments and made

then buy the rights to Postmaster Gen-hurton and his cor-10. This was to be nization of a corpo-the transaction. The-ase the Halliburton-ntingent upon the- from Postmaster- contract to carry-Atlanta to Los An-r General Brown-act as prearranged.

contract Told.

agreement, executed- us between the com- g Transcontinental- This concern agreed

Airways for some- interest in a hangar- 1,399,500, thus pro- at American could- urton. Western Air- us also flying the- om El Paso to Los- abandoned this route- ner company so that- he entire Southern- ta to Los Angeles.

between these corpo- a contingency. It- effective unless the- fact was awarded,

ontinental & West- he route known as- iscontinental route- y way of Pittsburgh,- nce to Los Angeles.

If Postmaster Gen- ot give the middle- oute to Transconti- Air the agreement- fective. Postmaster- o awarded this conti- nental & Western

r the bid for the- rom Atlanta to Los- n Airways would- 3,338,675.60; it was- 08,958.41, an excess- bid of \$1,950,282.91-

nd it was carrying- um amount of air- nder the contract.

y one bid for the- was awarded at 100- maximum rate al-

The Middle Trans- e (now held by- & Western Air) was- is. There was one- t of the maximum-

a bid of Transconti- Air was 97 1/2 per- cent rates.

was awarded, ap- justification, to the- ch has been paid-

date to November- of \$7,578,624.60. If- the low bidder, the- d have been \$4,974,-

as, therefore, been- bidder during this- f \$2,603,937.68 more-

been paid if the- n awarded to the- Varney Line.

n Route No. 32 from- to Portland to Se- awarded to Varney- porated, owned by- on August 21, 1929,

its per pound. This- dated with another

bid- nig- bar- Cit- fro- son- "w- ma- rel- ing- wo- te- to- fle- col- lar- Pr- m- pu- Ud- Ot- to- the- co- It- m- ar- Th- So- an- out- Au- sic- kis- en- re- Au- me- qu- G- 4- Ac- th- sec- we- We- fin- cor- Mr- Be- 30- res- day- Ne- Ma- for- He- Per- Ha- the- say- We- ha- the- If- Ab-