

CHEAPER FOOD IN NEAR FUTURE IS PREDICTED

Washington.—Cheaper food in the near future was predicted a few days ago by Chairman Peek of the department of commerce industrial board as a result of a conference with the food administration officials of New York.

Mr. Peek said there had been a general misunderstanding of a recent statement by Mr. Hoover that wheat might go to \$3.50 a bushel and added that the billion dollar grain appropriation was made by congress to enable the public to get wheat products at reasonable prices as well as to make good the guarantee to the producer.

There are still more than 1,500,000 "doughboys" overseas. Buy War Savings Stamps and help bring them home.

LETTER FROM LEE PARKER IN NORTH CHINA.

Continued from page 1.) profit paid to some fellow connected with the railway that has to have his say before anyone can get a car. Not only is the squeeze system worked, but it is also necessary to cultivate the friendship of your man; give him plenty of vodka and good food. In other words, the person who can give the railroad man the best time and most money is the person that will get a few more cars now and then.

The strange part about it though; if you should offer the railroad official money outright and without tact, you would offend him in the highest degree and your chances for getting space is finished. You must do it with tact, as, to accidentally on purpose, leave a couple of thousand rubles on his desk or in a convenient place. Then, the next time you come and ask him with a friendly slap on the back how about a car or two, he'll say: "Oh yes, I think I can arrange to get you one or two but it is very difficult as we are very, very short of rolling stock at this time." That is the general rule about doing business with the "Chinese Eastern," and Trans-Siberian railways.

Manufacturers, importers, exporters, merchants, all are just pleading for shipping space, while the people in Siberia and Russia are starving and freezing by thousands because

VICTORY ARCH ERECTED IN TOKYO



This is the allied victory arch erected in Hibiya park, Tokyo, in celebration of the signing of the armistice. The placing of the allied flags on the arch was the main feature of the ceremonies.

provisions, clothing, etc., cannot reach them so that they can buy. They cannot eat money neither can they wear it.

The whole world has realized that such management is impossible. Hence, the matter was taken up by the allies, as to who should take over the running of these railroads. The allies decided that they should take them over, but the actual management had to be done by some one nation of the allies.

Japan has had a greedy eye on North Manchuria for a long time and is anxious to get it in her clutches, as she now has the southern part. Hence, Japan at once set forth the reasons why she should take over the balance of the Chinese Eastern, that is, from Changchun to Manchuli—the border city of Manchuria and Siberia, and demanded that she be allowed to take the railroad in charge. Of course, that meant that Manchuria would henceforth be Japan's; in fact, that Siberia would be the only goods marketed there.

The United States, who has had an army of engineers for nine months now in this area doing nothing, objected to Japan taking over the Chinese Eastern. The ministers and other officials of the two countries have been arguing the point for sometime in Washington. It is understood that they have come to some kind of an agreement, and an announcement will be made and operations begun in this month. No one knows but it is believed and sincerely hoped by all nationalities that Americans superintend the actual operations of the railway, for if America does not, then it means that Japanese goods importers and exporters, etc., will always get the preference over other people who wish to do business with Siberia—the richest natural country in the world. The Japanese diplomat if directed to say one thing, but their officials and operators in Manchuria and elsewhere are instructed along other lines. It is seen every day.

Take this for instance. There are

always about 5000 Jap troops here. At different times troops of all the allies pass through here. Not one batch has passed through yet that have not been in serious trouble with the Japs—all uncalled for. The Japs seem to think this country is rightfully theirs and at every possible opportunity they make it disagreeable and give trouble to their troops. For an example of the many instances, last night a French officer and four soldiers, who were here getting military supplies transhipped, were sitting quietly in the buffet drinking tea and smoking cigarettes, waiting for the train on which they were going to leave. Just before the train carrying the cargo and men left, a squad of Japs with an officer came in with fixed bayonets to arrest the French officer, making some foolish claim that he had stolen two packages of cheap cigarettes from a Jap shop, putting hands on him. He immediately pushed the soldier away, drawing his revolver and cornered the whole lot, telling them he'd die before one of them arrested him or either his men (his four soldiers had no arms.)

The Japs insisted but the Frenchman held his ground—the Japs the door. In came two Russian soldiers (the Russians have made a bad impression upon the world in the war but these are good ones and especially in this case.) The Russian officer told the Jap officer that the latter had no right to make an arrest of any kind there as that was territory leased to Russia. (And, it was. It was the Russian side of Changehun.) The Japs only laughed at him, and at once the two Russians opened the door with a slam, at the same time knocking three or four of the eight Japs aside, and fixed their bayonets on the Japs squad informing them that before they arrested a Frenchman on Russian soil they had to do so over their dead bodies.

While this was going on the Frenchmen were told by one of the Russians to get on his train, as this affair had held the express for forty-three minutes. The Frenchmen went out the door and four that 50 Jap troops were standing just outside the door. However, he got on the train, after delaying it forty five minutes.

That is an example of the many instances that have occurred here, and will give you an idea of what kind of an ally we have in the progressive Jap. Uncle Sam is beginning now to know him a little since some

of his men have been out here, and had transactions with them, and have seen his way of doing things. And, all these instances, you can bet, are jotted down. Sooner he leaves the better.

Well, I've written enough I suppose. There are many conditions out here, commercial and political, I would like to tell you about, but it

takes too much space in one letter, so I'll stop now.

Please give my best love to all my friends, and best of good fortune to them, I was glad to get a little news about the Saturday night bunch at the store. Please remember me to them.

Love to all,

LEE.

COURT CALENDAR FOR APRIL TERM BEGINNING ON APRIL 14TH, 1919.

(Continued from page one, this section.)

- 44.—J. N. Browne vs Singer Sewing Machine Co.
- 45.—Serecta Jenkins et als vs J. B. & E. G. Griffin.
- 46.—W. L. Mitchell vs J. A. Hill & J. R. Carter.
- 49.—M. Early vs W. M. Mitchell & P. O. Newsome
- 61.—M. Early vs W. M. Mitchell.
- 62.—J. E. Newsome vs Hallie O. D. Baker et als.
- 63.—William & Clarence Artis vs J. W. Powell
- 64.—E. G. Griffin vs Joe Boone.
- 79.—American Peanut Corporation vs S. B. Edwards.
- 86.—Frank O. Edwards vs Jack & Charlie Garris.
- 89.—J. B. Godwin vs J. W. Godwin.
- 92.—Edmund Jones, next friend vs W. H. Harrell et als.
- 94.—R. B. Odom vs J. H. Robertson, Agt. Southern Express Company.
- 99.—W. P. Sumner, Jr., vs G. W. Baker.
- 101.—Jesse & Tom Vann vs T. L. & A. S. Holloman.
- 104.—J. S. Lawrence vs J. L. Joyner Admr of K. S. DeLoatche.
- 105.—J. W. Godwin vs Wheeler Holloman.
- 106.—Mittie Lassiter vs Alex Lassiter & wife, et als.
- 110.—Chowan Cooperage Co. vs L. V. Parker.
- 114.—J. H. Lee vs Pattie Manly.
- 116.—Harrell Bros. vs Brogie Barnes.
- 119.—J. D. Seassom vs A. C. L. Railroad Co.
- 121.—A. I. Parker of Jordan & Parker vs C. F. Griffin.
- 125.—T. N. Brincefield vs Alber. Steam Nav. Co. & A. C. L. Railroad Co.
- 126.—J. C. Newsome vs Planters Manufacturing Co.
- 130.—A. W. Holloman vs Geo. W. Baker.
- 134.—W. A. Baker vs Baker & Godwin.
- 137.—Oxweld Acetylene Co. vs S. Hare
- 145.—J. J. Piland & Co. vs Alber. Steam Nav. Co.
- 149.—Q. G. Vaughn vs A. C. L. Railroad Co.
- 150.—Jack Brown vs R. G. Edgerton & Co. et als
- 158.—John C. Chitty vs J. S. Lawrence.
- 160.—Harrell Bros. vs Leroy Vinson.
- 165.—C. E. Davis vs Jack Flood.
- 166.—W. A. Chavis vs Joe McGlehon.
- 167.—A. P. Robertson vs J. W. Godwin.
- 169.—J. E. Matthews vs Stanly Vaughan.
- 170.—J. G. Vaughan vs Sofoman Faison.
- 174.—W. A. Buck & wife vs City Transfer Co. et als. (S. D.)—P. C. Parker & Son vs J. D. Phelps. (S. D.)—D. K. Edwards vs J. W. Odom.

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