

The Concord Daily Tribune.

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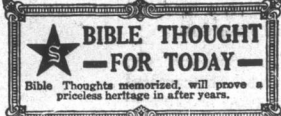
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RAILROAD SCHEDULE

In Effect April 29, 1923.

Northbound.
No. 136 To Washington 6:00 A. M.
No. 36 To Washington 10:25 A. M.
No. 46 To Danville 3:15 P. M.
No. 12 To Richmond 7:30 P. M.
No. 22 To Washington 8:27 P. M.
No. 48 To Washington 9:30 P. M.
Southbound.
No. 45 To Charlotte 4:23 P. M.
No. 35 To Atlanta 10:06 P. M.
No. 29 To Atlanta 12:45 A. M.
No. 21 To Augusta 6:07 A. M.
No. 23 To New Orleans 8:27 A. M.
No. 11 To Charlotte 9:05 A. M.
No. 136 To Atlanta 9:15 P. M.



ABUNDANT PARDON.—Let the wicked forsake his way, and the unrighteous man his thoughts; and let him return unto the Lord, and he will have mercy upon him; and to our God, for he will abundantly pardon.—Isaiah 55:7.

PLAYING THE GAME.

Senators Reed and Pepper, of Pennsylvania, are unwilling at this time to make any predictions about what they will do when the time comes to choose another candidate for the Republican Presidential nomination. The two Senators conferred with President Coolidge several days ago and after the conference they were approached by newspaper men who wanted to know just who the two Senators were going to support.

In answer to the newspaper men the Senators issued a joint statement, in which they asserted they were uncertain now. The question, they contend, is a very grave and important one, and for that reason they were unwilling to make definite statements.

But it seems that the Senators did not tell how they felt even at this time. They were asked whether they would support President Coolidge or Governor Pinchot. They were not asked about Hiram Johnson. And before they held the conference with the President it was intimated that they were leaning toward the Californian.

Governor Pinchot is playing politics now for all he's worth. He took a hand in the coal strike and when a settlement was reached he took all the honor and glory for affecting the compromise. He would naturally expect the Senators from his State to support him. The Senators know that, of course, and they also know that it would be unwise to support Hiram Johnson now, and equally unwise to come out and openly oppose the President.

So they are saying nothing. They are playing politics in the strictest sense.

WILL NOT APPEAL TO NEGROES.

The action of the Johnstown, Pa., Mayor in ordering certain negroes to leave that city, is not expected to make that city popular with negroes. In his order directing all negroes who had not been in the city seven years to leave, the Mayor stated that the city had too many negroes; that the race question was a serious one; and that no new negroes would be allowed to enter.

Such a situation is not surprising to people of the South who understand the negro. Southern people knew all along that the exodus of negroes to the North would bring serious results, for the negro does not understand northern people, and he is not understood there.

In a city in the West several days ago hundreds of negroes left after one of their race had received a warning to move on. The warning advised the negroes that they were not wanted; that the city in which they had stopped had no use or need for them, and that every one would be better off after some of the negroes had left. The negroes took the warning, and hundreds left.

The Johnstown case has aroused great public interest. The National Association for the Advancement of Colored People took a hand in the matter and appealed to Governor Pinchot, who asked the Mayor for an explanation. The Mayor, however, stuck to his guns and reiterated his warning after receiving the communication from Governor Pinchot.

Governor Pinchot is "politicking" now, so of course, he was only too glad to act. He saw a chance to get in favor with many negroes in his State, and as the negro vote in Pennsylvania is an important one, he was quick to seize this opportunity to please the colored people.

Incidents such as occurred in Johnstown and the western city referred to will have much influence on the negroes of the South. They should prove to the negro that the South is the place for him.

HOW "SEA OF SAND" WAS CONQUERED FOR ROAD

Engineers Describe Way in Which Road in Eastern Part of State Was Built.

(By the Associated Press.)

Raleigh, N. C., Sept. 19.—Writing in this month's issue of the North Carolina Highway Bulletin, official publication of the State Highway Commission, A. L. Cornell, Jr., and G. B. Cooper, resident engineers employed by the commission, in an article appearing under the heading, "Conquering a Sea of Sand," tell of the progress of the construction of state highway route No. 30, which runs from Wilmington in a northeasterly direction towards Virginia's southern border line.

"Beginning at Wilmington and running in a northeasterly direction through the towns of Jacksonville, New Bern, Washington, Williamston and Gatesville to the Virginia line," reads the article, that portion of the state highway system known as Route 30 presents many interesting features of highway construction, of which the first 50 miles, known as the Wilmington and Jacksonville highway, will be dealt with in this article.

"Pender and Onslow counties traversed by this highway, are situated in the extreme southeastern part of the state bordering on the Atlantic Ocean and by reason of this location are very sandy and poorly drained. This territory is sparsely settled owing to the difficulties of transportation which the construction of this road will relieve in a large part. This section of the state was settled at an early date by people from the New Bern section on the north and from the Cape Fear plantations on the south, who were probably attracted by the wonderful resources of the territory in the way of fish, oysters and game and also the great forests of virgin timber which at that date covered the whole coastal plain.

"The road practically parallels the coast line at a distance of three to five miles or just far enough back to avoid the heads of numerous creeks and bays that jut out from the sounds along the coast. These bays and creeks are filled with fish and oysters, and in the winter are the feeding grounds of thousands of wild duck and geese. These together with numerous deer that roam the back woods make this section a veritable 'Sportsman's Paradise,' which the completion of this road will open up to the hunters and fishermen of this and other states. In this connection it would be a good idea for state and county authorities to take steps to see that this game is not slaughtered as ruthlessly as the timber resources have been. The way this timber has been cut is a blot on our whole state. For mile after mile the road runs through cut-over land that judging from the stumps was a wonderful growth of long leaf pine and had it been properly cut on a sane and conservative basis would have still been a great source of wealth to the state. It is not too late yet to adopt a reforestation plan and with the almost sub-tropical climate which the proximity to the Gulf stream affords it would be only a few years before the timber would be again a source of wealth to these counties. This section now lies dormant waiting for the stimulus which a modern highway undoubtedly give toward development.

"When the present highway commission took over the so-called Wilmington and Jacksonville highway in the spring of 1921, it probably presented one of the longest continuous stretches of unimproved road in the new state system. For 12 miles out of Wilmington, to Scott's Hill, the road was made of surface treated macadam. From Scott's Hill to Jacksonville there was no semblance of a road, the 'highway' being merely a sandy trail, impassable a major portion of the time.

"Construction was started in November, 1921. The first project was 15.56 miles in length and known as No. 375. The contract covered grading, structures and artificial sand-clay surfacing. Owing to the scarcity of clay, however, this surfacing was abandoned on February 15, 1922. The clay surfacing would have proven far too costly for the result obtained for clay was of an inferior quality and had to be hauled excessive distances.

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the balance of the road to Jacksonville. This was let in two projects, No. 361-A and 361-B, successively.

"Owing to the extremely sandy soil in the graded road would have proved but little better than the original trail. In the light of this, investigations were started immediately to select a type of surfacing that could be strictly and cheaply built. A type of pavement known as sand asphalt was suggested. Tests were made of several sand deposits adjacent to the highway. The results of these tests were encouraging and in the early spring of 1922 a location was adopted and a portable asphalt plant was ordered. A project 10 miles long, beginning at Scott's Hill was to be constructed and as this project was to be considered an experiment, no bids were invited, an organization being perfected by the Highway Commission.

"The plant arrived the latter part of March and the first asphalt was laid in May. The work proved satisfactory from the beginning, and it was decided to continue this type of construction to Jacksonville and in order to expedite the work another plant was ordered about the same time. Both plants are now turning out asphalt and it is hoped that the road will be completed by the fall of 1924. Owing to the light traffic expected from a country so thinly populated, a pavement 10 feet wide is being constructed. Should future traffic justify a pavement of greater width the present one can be easily widened. This type of pavement has now passed the experimental stage. Its advantages lie in its cheapness and the utilization of local sand. The cost is considerably lower than the average contract price for asphalt surfacing, the price being 1.00 per square yard for the finished pavement.

"The pavement is merely what its name implies, being a mixture of sand and asphalt, mixed so as to obtain a maximum density. The same standards for engineering and inspection work are expected in this work as on our other state work. A cost record is being rigidly kept, which it is hoped, will prove of inestimable value to future work of this class.

Flew at Rate of 266 Miles an Hour.
Mitchell Field, S. D., Sept. 18.—Lieut. "Al" Williams, navy pilot, today established two electrically timed air speed records over the measured one-kilometer course at Curtis field. He averaged 247 1/2 miles an hour in four trips over the course, and on one flight, aided by a brisk wind from behind, he reached the speed of 266 miles an hour. Both records were accepted by the navy department as authentic.

G. U. S. BARCLAY of Kingston, N. Y., who says 'Neutrone Prescription '99' cured him of his Rheumatism when he had lost all hope of ever being well again.



The rapid recovery of Gus Barclay of 99 Clinton St., Kingston, N. Y., has again called attention to the remarkable curative effects of Neutrone Prescription '99.'

Here is the story:
"For years I have been all crippled up with rheumatism in my arms and legs. My feet would swell so that I could not even get my shoes on. My knees became so stiff that I could hardly bend them. Every step I took was agony. I could barely hobble around."

"No one knows what I suffered until I tried Neutrone Prescription '99.' After the first week I felt better. What a relief! It seemed too good to be true. All my aches and pains have gone; no more swellings, and my joints are all limbered up again."

"I feel myself a lucky man to be so well again after all these years. I can say that Neutrone Prescription '99' will prove a blessing to anyone suffering from this dreaded disease. Every rheumatic should take it, when relief is so sure."

Neutrone Prescription '99' now comes in tablet as well as liquid form, whichever is preferred. Leading Druggists everywhere.

Gibson Drug Store

U. S. COTTON STANDARDS ACCEPTED BY EUROPE

Cotton Associations Across Sign Agreement With Agriculture Department.

Washington, Sept. 18.—Successful completion of the negotiations for universal standards for American cotton was announced today by Secretary Wallace, with the signing of agreements with six foreign cotton associations. The agreements were brought from Europe last week by Lloyd S. Tenny, assistant chief of the bureau of agricultural economics, who made a trip to Europe to obtain the signatures of the associations, which included those at Liverpool, Manchester, Havre, Bremen, Barcelona, and Amsterdam.

The agreements with the Manchester Spinners Association, the Milan Cotton Association, the Ghent Cotton Association will be approved later, it was said. Final approval of these contracts marks the successful completion of negotiations begun several months ago when the application of the cotton standards act to foreign trade in cotton was first taken up by the United States department of agriculture with members of the American cotton trade and representatives of the leading European cotton associations. After several conferences, the agreement to adopt American standards as universal standards, with a few minor changes, was reached. Mr. Tenny went to Europe in July to complete the detailed arrangements and secure the signatures of the European cotton associations.

With reference to the successful termination of this important international trade arrangement, Secretary Wallace stated that "Dr. H. C. Taylor, chief of the bureau of agricultural economics, Mr. Tenny and his associates have handled this matter in a way altogether commendable."

"It was a delicate situation requiring diplomacy of a high order," Mr. Wallace said, "and it might have developed into a very unhappy state of affairs. The matter has been concluded in a way that seems to be most satisfactory both to our own cotton people and to our foreign customers. The standing of American cotton grades has been firmly established and our business regulations overseas have been much strengthened. I am greatly pleased over the whole matter."

One Dead, Several Hurt in Sea Clash.
Boston, Sept. 19.—One man was killed and several were injured when the United States destroyer McFarland was rammed by the battleship Arkansas in maneuvers near the eastern entrance of the Cape Cod canal today. The McFarland, with her bow shattered, reached the Charlestown navy yard tonight, conveyed by the destroyer Sturdevant.

The man killed was Spencer William Brown, seaman, second class, of McFarland. Sixteen other members of the McFarland's crew were injured, but none dangerously.

The crash occurred at 4 o'clock in the morning when the McFarland was moving slowly with her riding lights on.

Joseph P. Knapp, a millionaire philanthropist of New York City and a winter resident of Currituck County, is having the grounds around the county courthouse beautiful under the direction of County Agent J. E. Chandler.

Rape will furnish excellent good grazing in winter if planted on good land or soil that has been heavily manured.

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One Tube Palmolive Shaving Cream 35c

One Package Palm Olive After Shaving Tale 25c

One Cake Palm Olive Soap 10c

70c

All For 49 Cents

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DINNER STORIES

"Do Motor Cars Make Us Lazy?" asks Lt. Dig's headline writer, who evidently never changed a cincher tire in his life.—F. P. A. in the New York World.

"Pat, what makes your nose so red?" "Sure," replied Pat, "it's the reflection of me soul."

"The reflection of your soul? What do you mean?" asked the inquisitive one.

"Sure it's the reflection of me soul," retorted Pat. "It's glowin' wid pleasure at me ability to 'tend to me own business.'"—The American Boy.

"We have no ambition," complained his young wife.

"Not now," he replied indolently. "You never did have any."

"Oh, yes, I did; but I achieved my ambition when I acquired a rich father-in-law."

5,253 Tons of Seed Crushed During the Month of August.

Washington, Sept. 19.—The cotton seed and cotton seed products report for August, the opening month of the new crushing season, announced today by the census bureau, shows that 5,253 tons of seed were crushed compared with 5,454 tons crushed during August last year, and 119,551 tons of cotton seed on hand at mills August 31, compared with 61,393 a year ago.

Cotton seed products manufactured during the month were:

Crude oil produced 14,464,442 pounds in August last year, and in hand 7,430,655 pounds compared with 10,038,321.

Refined oil produced 11,797,524 pounds compared with 10,642,725 and on hand 68,756,947 pounds compared with 106,842,010.

Cake and meal produced 24,860 tons, compared with 24,395 and on hand 26,858 tons compared with 43,589.

Linters produced 9,456, compared with 7,524 bales and on hand 21,858 bales, compared with 23,731.

Exports for August were: crude oil 402,388 pounds, compared with 90,231.

Refined oil 1,306,927 pounds compared with 15,786.

Linters 3,825 bales, compared with 4,490.

Auto Stalls on Track, Negro Driver Killed.

Statesville, Sept. 19.—Lon Davidson, colored truck driver for Frank Early, was instantly killed, and the truck which he was driving was completely demolished by east bound passenger train 22 this afternoon about 3:30 at Elmwood, a station eight miles east of Statesville.

Witnesses of the tragedy state that the truck choked down on the track just as number 22, which does not stop at Elmwood, arrived, making the usual speed of a fast train. Davidson remained on the truck, but a man with him jumped and was saved from injury. Davidson's head was cut off and his body torn to pieces.

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Now looking at it from your wife's point of view,

don't you think it would be a good idea to put in a good kitchen sink? Outside of the added cleanly convenience of the thing, look at it from a health standpoint. Talk it over with your wife and then talk it over with us

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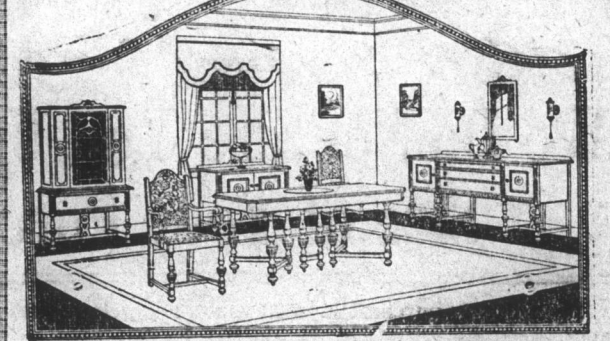
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Coverings in wide ranges of Velours, Mohair, Hair-cloth and Tapestry.

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