

# In the World of Sport

**NATIONAL LEAGUE**

Results Yesterday.

At Philadelphia 3; Brooklyn 6-4.  
At New York 3; Philadelphia 3.  
At Pittsburgh 4; Chicago, rain.  
At St. Louis 6; Cincinnati 1.

**STANDING OF THE CLUBS.**

Club	W.	L.	Pct.
Boston	75	50	.600
Brooklyn	76	51	.598
Chicago	71	53	.573
Cincinnati	61	62	.496
Pittsburgh	61	67	.477
St. Louis	50	72	.451
Philadelphia	47	75	.432
Cleveland	51	81	.386

**AMERICAN LEAGUE**

Results Yesterday.

At Detroit 7; St. Louis 0.  
At Philadelphia 8; New York 2.  
At Washington 0; Boston 0.  
At Chicago 3; Cleveland 2.

**STANDING OF THE CLUBS.**

Club	W.	L.	Pct.
Boston	76	55	.580
Detroit	76	58	.567
Chicago	75	58	.564
St. Louis	70	64	.522
New York	69	64	.519
Washington	68	64	.508
Cleveland	68	65	.507
Philadelphia	50	101	.229

## BARRY HAY GET INTO SIXTH WORLD SERIES IN SEVEN YEARS



JACK BARRY

In the Boston Red Sox win the American League pennant, and they have as good a chance of doing so as any club in the league. Jack Barry will participate in his sixth world's series in seven years. The little second sacker is out of the game now with a broken hand, but it is expected to mend sufficiently to permit him to play again before the end of the season.

Barry has already taken part in five world's series. And they have netted him about \$15,000 additional to his regular salary.

Barry had his first taste of world's series gravy in 1910 where he played with the Athletics against the Chicago Cubs. In 1911 and 1913 Jack played second base for the Athletics against the Giants in the world's series in those years, and in 1914 did the same thing when the Athletics met the Braves. Last year he joined the Red Sox just in time to play in the world's series between the Sox and the Phillies.

## FRANCE TO DECORATE TWO AMERICANS

(By Associated Press.)

London, Sept. 9.—Word has been received by the American Volunteer Motor-Ambulance Corps, which is supplying and operating ambulances for the transportation of wounded French soldiers on the Western front, of the decoration with the Croix de Guerre by the French Government in appreciation of their services of William P. Clyde, Jr., and Carl James Coatsworth, who for the past month have been working at Verdun.

Mr. Clyde, who is from New York, is a graduate of Yale of the class of 1901, and Mr. Coatsworth, who resides in Buffalo, joined the corps about a year ago.

Petrograd, Sept. 9.—A new grain elevator of the Imperial Bank will be opened in Samara in the near future. It will be not only the largest elevator in Russia, but, in capacity, the largest in Europe. Its capacity will be over 2,000,000 bushels. Elevator building is being pushed with all energy possible under present difficult conditions for the purpose of developing the elevator system in grain regions of Europe, Russia and Siberia.

"They are charging everything to the war now."

"They are, yes? Well, I'm getting my bills the first of the month, just the same."—Browning's Magazine.

**MINOR LEAGUES.**

**Virginia League.**

At Newport News 4; Portsmouth 4.  
At Norfolk 0; Rocky Mount 15.  
No other.

**American Association.**

At Louisville 2; Minneapolis 8.  
At Toledo 4; Milwaukee 3.  
At Columbus 3; Kansas City 4.  
At Indianapolis 3; St. Paul 4.

**International League.**

At Toronto 0; Montreal 7.  
At Buffalo 8; Rochester 4.  
At Baltimore 7-3; Richmond 2-0.  
No other scheduled.

**Southern Association.**

At Little Rock 2; Nashville 1.  
At Memphis 5; Chattanooga 3.  
At Birmingham 3; Atlanta 1.  
At New Orleans 5; Mobile 2.

# UNITED STATES PLANNING GREAT NEW INDUSTRY

The high prices of linen and of the flax fiber from which linen is made has centered attention on the necessity of establishing a real linen industry in this country, the greatest consumer of linen in the world. There seem to be two big problems which must be solved before success is assured. One is to find the flax grower of this task, and the other is to convince the American public that American-made linen is as good as any other. There are a number of minor problems, and they are all discussed in a report by W. A. Graham Clark just published by the Bureau of Foreign and Domestic Commerce, Department of Commerce.

The only country in which the production of flax fiber has increased consistently in recent years is Russia, the recent states. In the British Isles and in France the production has decreased in spite of all efforts to keep the industry growing, and in Austria, Hungary, Belgium, and the Netherlands the industry has not been able to hold its own. The American production has never been of importance. Thanks to liberal Government aid and to cheap labor the Russians had gradually been getting a monopoly of the business up to the time the war broke out.

In the United States flax has been raised almost entirely for the seed, which is used to make the well-known linseed oil so necessary for the production of good paints and varnishes. In this country in 1915, the Department of Agriculture estimates that only 2,000 acres were devoted to flax for fiber. The bulk of the straw from the seed-bearing plants is burned and used for fertilizer. It should be borne in mind however, that flax growing for seed and flax growing for fiber are separate and distinct industries. Some flax is grown for both seed and fiber, but a decision must be made as to which is to be the more important product, just as the sheep raiser must decide whether mutton or wool is to be the primary consideration.

In Europe the farmer not only raises the flax, but prepares the fiber for the spinner. This preparation requires several processes, one of which known as "retting," requires considerable cheap labor and much time and labor and is in addition a most disagreeable process for the workmen. The problem in this country is to find some chemical process of retting that can be carried out

at a factory and thus allow the farmer to confine his attention to the agricultural end of the industry. This is the only condition on which the American farmer will take to growing flax for the fiber, Mr. Clark thinks. Some progress is already being made in chemical retting and at least two concerns are now buying flax stalks from the growers for further treatment. Chemical processes have been tried before without much success, but one of the new concerns is now selling chemically retted fiber to Europe and the other is making coarse linens for use in clothing and for curtains.

Even if a good all-American linen is produced in this country, however, there still remains the great problem of finding a market for it. That means that time and effort will be required to persuade the consumer to buy the domestic products instead of the imported. Many people invariably choose the imported article when it is displayed alongside of domestic products, almost regardless of quality. The president of a mill, making dyed and bleached dress linen from American flax has found, small as his products, there is difficulty in getting the jobbers and department stores to handle it. The tendency is to assume that, even though it is apparently of excellent quality, it cannot equal the old established linens from abroad. There will never be a better time than the present to popularize the domestic product, for the imported article is scarce and high priced. In normal times our imports of linen goods vary from 25 to 30 million dollars and the demand has been steadily increasing up to the time of the war.

## BLOWN TO DEATH TRYING SAVE COMRADES

(By Associated Press.)

London, Sept. 9.—Hastily lying on a bomb in an attempt to smother it and save seven sleeping soldiers in French trenches, Captain H. C. Kinred was blown to the top and out of the trench, but escaped with his life owing to a steel waistcoat. The story of his escape is one of the most remarkable that has come from the trenches. Photographs of the remainder of his tunic shown here reveal but tatters. Luckily the seven men escaped with minor injuries.

A new thing for a cigarette to do

**Chesterfield CIGARETTES**

10 for 5c  
Also packed 20 for 10c

**Wilson Sends \$2,500 Check.**

New York, Sept. 9.—Congressman Thomas J. Scully of the Third New Jersey District has received from President Wilson a check for \$2,500, which sum will be divided between the hospitals in Monmouth County, N. J. When Shadow Lawn at Long Branch was proffered to the President he wanted to pay for its use, and when he found he could not do this he insisted he be allowed to contribute to the hospitals an amount equal to what he would have paid elsewhere for a summer home.

**OSCAR P. PECK**  
Pine, Oak and Dry Slab Wood.  
Telephone 341. Prompt Delivery

**VICTORIA**  
ALL NEXT WEEK

Guy Johnson  
Presents  
Elsie Johnson  
And Her  
Musical  
Vaudeville  
Company

A Musical - Vaudeville Show For The Masses.  
More Special Features Than Any Show Playing The South.  
15—Big Musical Numbers—15  
With Electrical Effects.  
Hear "That" Victoria Orchestra!  
Matinee 3:00, 10c and 20c.  
Nights 7:30 and 9:00; 300 seats 20c; 300 seats 30c; balcony 10c.

**REGULAR DINNER TWENTY-FIVE CENTS NEW YORK CAFE.**

## SEABOARD AIR LINE RAILWAY.

The Progressive Railway of the South. Effective May 28th, 1916.

**DEPARTURE OF TRAINS FROM WILMINGTON:**

No. 13—3:55 P. M.—Train for Charlotte and Intermediate Points. PULLMAN PARLOR CAR, WILMINGTON TO CHARLOTTE.

**THROUGH DAILY PULLMAN SERVICE WILMINGTON TO ATLANTA—ALL STEEL CARS. ON FRIDAYS, THROUGH SLEEPER TO BIRMINGHAM.**

No. 19—5:00 A. M.—Train for Charlotte and Intermediate Points. SLEEPING CAR BETWEEN WILMINGTON AND CHARLOTTE. Open at 10:00 P. M. for Passengers.

**ARRIVAL OF TRAINS AT WILMINGTON:**

No. 14—12:40 P. M.—Train from Charlotte and Intermediate Points. PULLMAN PARLOR CAR BETWEEN CHARLOTTE AND WILMINGTON. THROUGH DAILY PULLMAN SERVICE ATLANTA TO WILMINGTON—ALL STEEL CARS. THROUGH SLEEPER FROM BIRMINGHAM SATURDAY.

No. 20—12:10 A. M.—Train from Charlotte and Intermediate Points. SLEEPING CAR BETWEEN CHARLOTTE AND WILMINGTON. PASSENGERS MAY REMAIN IN SLEEPER UNTIL 7:00 A. M.

For detailed information and reservations, call on City Ticket Agent, Orton Building. Phone 178.  
R. W. WALLACE, C. T. A.  
H. E. PLEASANTS, T. P. A.  
Wilmington, N. C.  
JOHN T. WEST, D. P. A., Raleigh, N. C.

## Liggett's Chocolates

80c to \$1.50 pound

Between the two lines we have the best Candy to be had at any price. If you purchase a box and for any reason do not like it, just throw the box away and telephone 248 and we will rush your money back to you by messenger.

**ELVINGTON**  
"Serves You Right"  
Johnston's Chocolates  
80c to \$1.50 pound.

**NOTICE OF FORECLOSURE SALE.**

Notice is hereby given, that, under and by virtue of the power of sale contained in a certain mortgage deed executed on the 20th of February, 1914, and duly recorded in office of Register of Deeds of New Hanover county in Book 78, at Page 26, the undersigned mortgagee, will on the 15th day of September, 1916 at 12 o'clock m., at the Court House door of New Hanover county, sell to the highest bidder for cash the following described parcel or lot of land:

In the City of Wilmington, beginning at a point in Block 65 in said City, and point being 24 feet Eastwardly from the Eastern line of Seventh street, and 198 feet Southwardly from the Southern line of Queen street; runs thence Southwardly and parallel with Seventh street 33 feet; thence Eastwardly and parallel with Queen street, 81 feet; thence Northwardly and parallel with Seventh street 33 feet; thence Westwardly and parallel with Queen street 81 feet to the point of beginning, same being part of western half of Lot No. 4, in Block No. 65, according to the official plan of said City of Wilmington, N. C.

This August 15, 1916.  
HANOVER BUILDING & LOAN ASSOCIATION. By C. D. Weeks, Attorney.  
8-15 30c.

## ATLANTIC COAST LINE

Arrivals and Departures of Trains at Wilmington, Effective Aug. 29, 1916. Time Not Guaranteed.

DEPARTURE:	TO AND FROM	ARRIVALS:
No. 90. 3:40 A. M. Daily Except Sunday.	Goldsboro, Richmond, Norfolk and Eastern North Carolina points. Connects at Goldsboro with Southern Railway at Norfolk Southern Railroad.	No. 91. 1:15 A. M. Daily Except Monday.
No. 64. 5:15 A. M. Mon., Wed. and Friday Only.	Jacksonville, New Bern and Intermediate Stations.	No. 65. 6:15 P. M. Mon., Wed. and Friday Only.
No. 51. Daily. 8:30 A. M.	Chadbourn, Conway, Florence, Charleston, Savannah, Jacksonville, Tampa St. Petersburg, Fort Myers, Columbia and Asheville. Pullman Sleeping Cars between Wilmington and Columbia, open to receive outboard passengers at Wilmington at and after 10:00 P. M. and may be occupied inbound until 7:00 A. M.	No. 5. Daily. 12:20 A. M.
No. 48. Daily. 8:40 A. M.	Goldsboro, Richmond, Norfolk and Washington. Parlor Cars between Wilmington and Norfolk connecting at Rocky Mount with New York trains having Pullman Service.	No. 49. Daily. 6:00 P. M.
No. 53. Daily. 8:45 A. M.	Solid train between Wilmington and Mt. Airy via Fayetteville and Sanford. Pullman Parlor Cars between Wilmington and Greensboro.	No. 52. Daily. 8:00 P. M.
No. 62. Daily Except Sunday. 9:25 P. M.	Jacksonville, New Bern and Intermediate Stations.	No. 63. Daily Except Sunday. 12:50 P. M.
No. 55. Daily. 3:45 P. M.	Chadbourn, Florence, Columbia, Augusta, Atlanta and the West. Charleston Savannah and all Florida Points. All Steel Pullman Sleeping Cars between Wilmington, Augusta, Sleeping Cars daily between Florence and Columbia, which may be occupied at Columbia until 7:00 A. M.	No. 54. Daily. 12:50 P. M.
No. 57. 6:20 P. M. Sunday Only.	Chadbourn, Conway and Intermediate points. Excursion Train.	No. 58. 9:15 A. M. Sunday Only.
No. 50. Tues., Thur., Sat. and Sun. Only. 6:50 P. M.	Fayetteville and Intermediate Stations.	No. 60. Tues., Thur., Sat. & Sunday Only 10:15 A. M. Daily.
No. 42. Daily. 6:45 P. M.	Goldsboro, Richmond, Norfolk, Washington and New York. Pullman Parlor, Pullman Sleeping Cars, between Wilmington and Washington connecting with New York trains carrying dining cars; also Pullman Sleeping Cars between Wilmington and Norfolk.	No. 41. Daily. 9:50 A. M.
No. 48. 7:30 P. M. Sunday Only.	New Bern and Intermediate Points. Excursion Train.	No. 69. 10:15 A. M. Sunday Only.

For Folder, Reservations, rates of fares, etc., call Phone 100.  
W. J. CRAIG, T. C. WHITE,  
Passenger Traffic Manager. General Passenger Agent,  
Wilmington, N. C.

## Read The Business Specials

# JERRY ON THE JOB. THE KID IS RIGHT.

**STRIKE? WHAT FOR? I DON'T WANT TO GO ON STRIKE—I GOT A GOOD JOB AND I GET GOOD DOUGH AND THE HOURS AINT BAD AND IT KEEPS ME OUT IN THE OPEN AIR—I DON'T WANT TO GO ON STRIKE.**

**WE AINT KICKIN' ABOUT THE PAY—THATS ALL RIGHT.**

**THERES NOTHIN' WRONG WITH THE HOURS.**

**THATS OK.**

**PARDON ME—I GOT EVERYTHING I WANT. NO COMPLAINTS—I'M HAPPY.**

**AW-WAIT**

**SURE YOU'RE HAPPY—BUT THAT AINT THE POINT—THIS IS A SYMPATHY STRIKE.**

**I SAID I'M HAPPY—I DON'T NEED ANY SYMPATHY!**