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MONDAY, OCTOBER 16.

Roosevelt got a coal miner's reception. Saturday, Hughes put more "brass" in Nebraska. How long the war lasts seems merely as long as life lasts.

The betting odds are on Hughes, but the better odds are on Wilson.

Mr. Hughes is such a man of peace that he is willing to fight about it.

"Chorus Girls Fight." But it is so easy for chorus girls to make up.

The Rumanians took a long time to get into the war but not long to get out of it.

Wilson will be our next President, though Hughes would be our Mex. President.

Those people who are always kicking would be in the deuce of a fix if they had wooden legs.

* Like measles, but every deliciously, of course, Sid Allyn every now-and-then breaks out in The Charlotte News.

Alas, for the passing of old ideas. A visit to the scene shows that there is no longer red circus lemonade. It now appears mostly of amber hue.

We trust if Colonel Roosevelt addresses the National Guard he will for once refrain from telling them that they should not be on the border.

Harry Thaw recently paid a visit to Matteawan and some absent-minded keeper overlooked a good thing when he failed to turn the key after Harry had got in.

In spite of feeling out of sorts about his reception at Wilkes Barre Saturday, Mr. Hughes' declaration that he is a man of peace must cause Colonel Roosevelt to howl.

What Bill Spiffin can't understand is why folks are always talking about communicating with Mars. Why don't they give the man a chance and try and talk to "paws" occasionally?

Hughes tells the railroad men that the Adamson bill is a "gold brick." While Mr. Hughes undoubtedly understands the bunco game thoroughly, yet his judgment in this case will hardly be accepted.

"Don't give up the ship" was all right in its day, but when a submarine sends a shot screaming across the bow of a merchantman, that's the time to look for the small boats and don't you forget it.

Perhaps the exportation of wheat is not the cause of the high prices, but it was noticed that when the U-53 commenced operation the price of wheat took a tumble.

The New York Herald's straw vote shows Hughes slightly in the lead, but the Democrats will hardly concede the election on this when The Herald's poll is about one hundred thousand out of something like thirteen million votes that will be cast.

The Asheville Times has joined the ranks of Sunday morning-afternoon dailies, and announces that shortly it will also become a seven-day-a-week paper. This means that The Times besides issuing every week-day afternoon will get out a Sunday morning edition. This appears to be the trend of the day, responding to the demand.

SHOULD BE IN ACCORD.

Along with a Democratic President the country wants a Democratic Congress. There is nothing more chaotic, nothing more lumbering, cumbersome and aggravating—really, damaging—than a President of one political faith and a Congress of another. Of course, if partisan feeling did not enter into the discussions and control votes it might be different, but such is not the case. There is more or less desire on the part of each contending side to discredit the other, so as to injure it in subsequent elections; but while this is a demerit, there is the merit that each party has pledged itself to do certain things, each has a fixed policy and when matters are presented that come within the sphere of such things, the representatives of each party must stand true. Therefore, while there are many things that come up which are not laid down as party principles, or party policies, and should be considered from a non-partisan standpoint, there are some things, some very vital things, that do come within this field and call for drawing lines. Just there is where a Congress and a President of the same political faith are needed.

Mr. Wilson does well to call attention to the necessity of electing a Democratic Congress. He shows that he appreciates the situation. It also shows that he is not so saturated with greed for office that he would be elected regardless of all else. He does not want the office unless he can be of service to the people.

A NEW DISGUISE.

Mr. Hughes declares he is a man of peace. But so did the wolf that donned sheep's clothes and posed as a peace-maker. That is just the way he ingratiated himself into the hearts of the poor animals and fooled the optics of the shepherd. But after he had won the confidence, been elected, so to speak, what happened? Why, the sheep's robe fell off and the wolf stalked about, devouring the poor sheep and saddening the heart of the shepherd.

Of course, had the shepherd investigated when the disguised wolf trotted up he would have discovered the deceptive, or had the poor sheep looked closer, they, too, would have seen that disaster lurked near. Neither did this, and so the tragedy was enacted. Yet, it sounds a warning. The people should investigate the claims of those who cry for peace. How? Easy enough. Review their past action, think of their association and recall their former utterances. If they make this test as to the new man of peace, Charles Evans Hughes, they will not permit sheep's clothes to disguise the wolf. What claim has Hughes to being a man of peace? Not only his every utterance since he became the nominee of the Republican party breathed the war spirit, but his declarations, beginning with the curt and very undignified letter of resignation he sent the President, have savored of a longing for strife. He has assailed President Wilson's Mexican and International policies, which have meant peace, without which there would not have been peace, and with men who are very bellicose, Theodore Roosevelt, for instance. Yet he talks of being a man of peace. This is simply molasses to catch the flies. He knows that the people of Nebraska are peace-loving, he has been told that the west and middle west are not yelling for war, if peace can be maintained with honor, which Wilson has done. So he proclaims that he, too, is a man of peace.

It is not a discovery by the candidate himself, nor a conversion. It is simply a political trick and adds to the vagaries, the inconsistencies of the Republican nominee. About the only frank admission Mr. Hughes has ever made, one that can be fully understood and is not disputed, was that he is a "100 per cent. candidate."

THE STATE FAIR.

This is State fair week and if the elements will only "be good" the occasion is going to be a most successful one, unless all signs fail. Interest that has been manifest in the yearly event indicates a large attendance, in spite of the fact that this is election year and the wind-up of the campaign, and the program shows that it is to be one of the best in entertainment and the presentation of exhibits that will convey a wealth of information to those who behold; not only information that will be of individual benefit, but benefit to the State. Should the residents of the State imbibe it

means that he will be better equipped to preach such doctrine as will advance the interest of the State and that he will feel like expounding it. Should it be obtained by the non-resident it will give him a better understanding of North Carolina and will make him appreciate the great resources of this commonwealth.

In this the State fair is of especial value. All of the fairs throughout North Carolina are of much worth, but naturally, the one in Raleigh attracts more attention, as it is the center one; around it revolves all others and the entire people get a focus upon it. Its scope is wider and its reach longer than the rest—because it is a State fair, staged at the capital and directed by people from different parts of the State.

MARKETING LIVE STOCK AND MEAT

Government Specialists Give Result of Their Survey of Country.

Washington, D. C., Oct. 16.—Marked variation in methods of marketing meat animals in different sections of the United States and in methods of marketing different classes of animals in the country as a whole has been found by specialists of the United States Department of Agriculture from a survey of the live stock marketing conditions of the country. The data obtained by the survey has been published as Part V of a report of an exhaustive study of the meat situation in the United States.

The three general methods of marketing found to be in most common use are: Shipping to the large centralized markets, selling to local butchers and packers and the sale of farm-prepared meats to dealers or consumers. The bulk of the animals from the Central States, it was found, is sold through the centralized markets while some form of local marketing predominates in the extreme eastern, western and southern sections.

The great central markets handle four-fifths of the sheep and lambs, two-thirds of the hogs, and approximately one-half of the beef cattle. For local slaughter, about one-third of cattle and one-twentieth of the sheep and lambs, and one-twelfth of the hogs are sold. Nearly one-third of the hogs and about one-tenth of the beef cattle and one-twentieth of the sheep and lambs are slaughtered on farms and ranges. Relatively more sheep are shipped in carload lots by owners than any other class of live stock. Cattle, hogs and calves follow in the order named. In sales to local buyers hogs lead, with calves, cattle, and sheep following in order.

The study discloses that the time of buying stockers and feeders and the selling of finished animals is restricted too generally to a few months of the year. Should stock-feeding operations be better adjusted to market conditions, a decided influence toward a more even distribution of the supply would be the result.

Co-operative associations of cattle raisers are becoming an important factor in marketing, the report shows. Seven hundred and fifty organizations which market cattle in a co-operative way now exist in 15 states. Four hundred and thirty of these organizations are primarily live-stock shipping associations. The greatest activity of this sort was found in Minnesota, where 215 co-operative live-stock shippings associations are being located. The department specialists declare that these associations bring greater returns to the farmers because of the reduction of marketing expenses and the realization of the prevailing prices at the centralized markets, and that they are also valuable because of their educational features.

Stockyards and Packing Establishments. The system of centralized live-stock markets in the United States is the largest single factor in the marketing of meat animals. It is noteworthy that this system is peculiar to the United States, no other country having developed such markets for their live stock. Not only is live stock sold for slaughter at the centralized markets, but a large proportion of stocker and feeder cattle also passes through these market centers.

The chief outlet for food producing animals in this country, the study discloses, is wholesale slaughtering and meat packing. Such industries usually are associated with the great centralized markets. More than 1,200 slaughtering and meat packing establishments were operating in the United States in 1914, and turned out products worth \$1,651,765,424. The specialists report that one of the striking features of the industry is the concentration of ownership. Packing establishments buy indirectly from the producer in California to a greater extent than in any other State or section. This practice, which in the opinion of specialists, will continue to be important in those parts of the country remote from centralized markets, is the most characteristic of the western group of states in general. There is a decided difference of opinion among producers, marketmen, and packers as to the effects of this practice in sections supplied with central markets on the general market prices of live stock and on the prosperity of cattle raisers.

battairs are becoming increasingly important in the local marketing of live stock, the report shows—and are displacing rapidly the old type of slaughterhouse. Local conditions should determine whether or not a city should build its own abattoir, and a thorough examination of conditions, therefore, should be made before definite action is taken.

Great variations were found to exist in the losses of and damage to live stock in transit on different railroads. On one road the claims paid amounted to 19 per cent of the revenue during a certain period, and on another to less than 5 per cent. The total claims for such loss and damage in 1913-'14 on 27 railroads were \$1,245,477.81. The average rates on live stock for the years 1911 to 1913 were found to be 10 cents per hundred pounds for eastern or official territory, 11.9 cents for southern territory, and 14.9 cents for western territory.

The correlation between average live-stock and meat prices over relatively long periods is closer than is generally understood. When the price of live stock rises or falls, meat prices tend to change in the same direction, but the meat prices are not subject to abrupt daily fluctuations, which are one of the most adverse features of livestock market conditions.

Market Returns. In order to secure information as to the relative cost of the different factors or steps in the process of marketing animals and the proportions of the final price reaching the farmer and other parties to the transactions, the specialists traced several typical lots of beef cattle from producer to consumer, both through centralized markets and where the animals were disposed of locally. In the former case the farmer's share of the gross returns ranged from 54 per cent to 85 per cent, while from 2 per cent to 5 per cent went to pay market expenses, 2 per cent to 9 per cent was received by the packers, and 8 per cent to 33 per cent by the retailers. The detailed figures indicate, however, that even when account is taken of the fact that lower grade stock is sold locally the returns from such sales are not as great relatively as those from sales through centralized markets.

A DAILY LESSON IN HISTORY.

One Hundred Years Ago Today. 1816.—General William Preston, representative in Congress, minister to Spain, and a noted Confederate commander, born near Louisville, Ky., died at Lexington, Ky., Sept. 27, 1887.

Seventy-five Years Ago Today. 1841.—General O'Donnel and other leaders in the Spanish uprising fled to France.

Fifty Years Ago Today. 1866.—Verona, one of the strongest fortified cities held by Austrians in Northern Italy, was surrendered to the Italian government.

Twenty-five Years Ago Today. 1891.—Shoshone and Arapahoe Indians ceded to the United States 1,000,000 acres of land in Wyoming.

ONE YEAR AGO TODAY IN THE WAR.

October 16, 1915.—Great Britain declared war on Bulgaria; Serbo-Anglo-French forces attacked Strumitsa in Bulgaria; Petrograd announced five German transports sunk in the Baltic by a British submarine; Russians after three attempts pierced German line near Dvinsk; after a two days' bombardment, German troops in the west gained a footing in the trenches recently lost by them near Auberville.

OUR DAILY BIRTHDAY PARTY.

Edgar E. Calvin, once a telegraph operator, now president of the Union Pacific Railroad, born at Indianapolis, 58 years ago today. Rt. Rev. James D. Morrison, Episcopal bishop of Duluth, born at Wadlington, N. Y., 72 years ago today. Dr. Beverly T. Galloway, director of the New York State College of Agriculture, born at Millersburg, Mo., 53 years ago today. Dr. Herbert L. Stetson, president of Kalamazoo College, born at Greene, Maine, 69 years ago today. Frederick H. Gillett, representative in Congress of the Second Massachusetts district, born at Westfield, Mass., 65 years ago today. Lieut. Col. Samuel Reber, who has been in charge of military aviation matters of the United States Army, born in St. Louis, 52 years ago today.

CALENDAR OF SPORTS FOR THE WEEK.

Monday. Grand Circuit trotting meeting opens at Atlanta. Lake Erie trotting meeting opens at Rockport, Ohio. Pennsylvania open championship golf tournament opens at Pittsburgh. Annual meeting of Eastern Baseball League, at Worcester. Annual fall tennis tournament of Virginia Hot Springs Golf and Tennis Club. Tom Cowler vs. Jim Savage, ten rounds, at Brooklyn. Tuesday. Opening of annual bench show of Atlanta Kennel Club, Atlanta, Ga. Wednesday. Benny Leonard vs. Ever Hammer, 15 rounds, at Kansas City. Charles Leonard vs. Harvey Thorpe,

PENN. STATE UNEARTH'S A NEW STAR KICKER.



"BEN" CABBAGE.

State College, Penn., Oct. 16.—Ben Cabbage, left guard of the Penn State eleven, has blossomed into a sterling performer at placement goal kicking. He booted four balls between the posts in six attempts in the scrimmage against the freshman, even, all from the 30-yard line.

10 rounds, at Kansas City. Thursday. Mike McTeague vs. Al. Thiel McCoy, 15 rounds, at Waterbury, Conn.

Friday. Champion matches of National Rifle Association begin at Jacksonville, Fla.

Saturday. Football—Princeton vs. LaFayette, at Princeton.

Harvard vs. Massachusetts Aggies, at Cambridge.

Pennsylvania vs. Penn State, at Philadelphia.

Brown vs. Williams, at Williams-town.

Dartmouth vs. Georgetown, at Hanover.

Syracuse vs. Pittsburgh, at Syracuse.

Army vs. Trinity, at West Point.

Navy vs. West Virginia, at Annapolis.

Chicago vs. Northwestern, at Chicago.

Illinois vs. Ohio State, at Urbana.

Iowa vs. Purdue, at Iowa City.

Minnesota vs. South Dakota, at Minneapolis.

Wisconsin vs. Haskell, at Madison.

Vanderbilt vs. Mississippi, at Nashville.

North Carolina vs. Georgia Tech., at Atlanta.

Alabama vs. Florida, at Gainesville.

Alabama Polytechnic vs. Clemson, at Auburn.

Sewanee vs. Kentucky State, at Lexington.

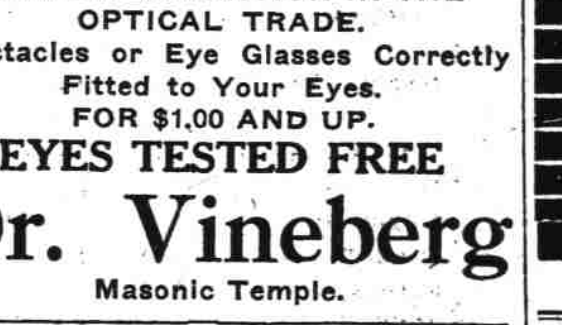
Consolidation of Panhandle Lines.

Pittsburgh, Pa., Oct. 16.—The proposed consolidation of the Panhandle lines with other southwestern subsidiaries of the Pennsylvania system is expected to receive the approval of the stockholders at a special meeting here tomorrow. The Vandalia, the Pittsburgh, Wheeling & Kentucky, the Anderson Belt Line and the Chicago, Indiana & Eastern are the subsidiaries involved. The lines comprise about 2,350 miles and the name of the new company is to be the Pittsburgh, Cincinnati, Chicago and St. Louis Railroad Company.

SOUTHERN RAILWAY

Effective Monday September 11th, 1916 Southern Railway announces the present Winston-Salem — Beaufort-Moorehead City Pullman Sleeping Car line will be shortened to Winston-Salem—Goldsboro Pullman Sleeping Car line. This car will leave Winston-Salem at 8:50 p. m., same as at present and arrive Goldsboro following morning, returning car will leave Goldsboro 10:35 P. M., arriving Winston-Salem following morning. Present Greensboro-Raleigh Pullman Sleeping Car line will continue to operate. For full details, reservations, etc., address,

J. O. JONES, Traveling Passenger Agent, Raleigh, N. C. The Southern Serves the South.



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For These Cold Snappy Days Oil Heaters



ALUMINO AND PERFECT OIL HEATERS. We will be compelled to advance prices soon. Get them now at \$3.00, \$4.00, \$5.00, \$7.00.

Original Vortex Heating Stoves. A hat full of cheapest coal costs 1 cent—Lasts overnight in the Original Vortex Hot Blast. Guaranteed air-tight always. Saves you \$16.00 to \$25.00 in fuel every year. Perfect Stove for all fuel and requires no change of fixtures for soft or hard coal, wood or coke. All styles and sizes here.

N. Jacobi Hardware Co. Catalogue on Application. 10 and 12 So. Front Street.

Cape Fear Association Fayetteville, N. C. Round Trip Fare From Wilmington \$3.35 INCLUDING ADMISSION TO THE FAIR. Tickets limited returning until midnight of Saturday, October 28, 1916.

The Atlantic Coast Line will sell tickets as above, and at corresponding excursion fares from intermediate points, for all trains from OCTOBER 24 TO 27, INCLUSIVE. For further information, tickets, etc., call on T. C. White, General Passenger Agent, Phone 160, Wilmington, N. C. Atlantic Coast Line THE STANDARD RAILROAD OF THE SOUTH

No-Dust Oil 10c Quart Skeet-A-Side 15c Bottle Payne Drug Company Phone 520 Corner 5th and Red Cross Streets.

Seaboard Air Line Railway Co. The Progressive Railway of the South. NORTH CAROLINA STATE FAIR October 16th to 21st, Inclusive Raleigh, N. C. Round trip fare from Wilmington, including one admission to Fair Grounds. Tickets on sale October 14th to 21st inclusive, limited returning midnight October 23rd. Lv. Wilmington 5:00 A. M., Ar. Raleigh 12:18 Noon. Lv. Wilmington 3:55 P. M., Ar. Raleigh 12:30 Night. Lv. Raleigh 5:20 A. M., Ar. Wilmington 12:40 Noon. Lv. Raleigh 4:13 P. M., Ar. Wilmington 12:10 Night. For any further information, phone 178 or 1102-W. C. M. ACKER, R. W. WALLACE, Union Ticket Agent, City Ticket Agent. H. E. PLEASANTS, Traveling Passenger Agent, Wilmington, N. C.

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