

THE WILMINGTON DISPATCH

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SATURDAY, AUG. 11, 1917. Po-land. A breathing spell—o-x-y-g-e-n.

Why not also can the dead beats? Some people will never die of faty-de-generosity of the heart.

Somehow the price of hemp never interferes with necktie parties.

The new order of things in Russia so far seems to be the new disorder.

An olive branch would be all right, but not a war club covered with olive leaves.

"You know me, Al" may continue, but "You know me, Al Cohol," is a relic of bygone days.

If being Food Controller permits sampling the viands how luxurious will be the job these days.

"The little babbling brook." But fortunately, for many fond lovers, the little brook does not babble.

When a fellow goes hunting for a job he shouldn't take a gun, but a smile and cheerful manner.

Once more they are trying to scalp Boss Murphy, of Tammany. That is they are after his wigwam.

Germany's non-territorial declaration will hardly coincide with the fact that the Kaiser wants the earth.

Now that he is in charge of the food situation we trust Harold Hoover makes Senator Reed eat his words.

The New York Herald complains of the extortionate prices charged by bath-house owners. Nevermind, it will all come out in the wash.

Judging by the brand of opposition to Mr. Hoover it is evidently thought he will also stop so much consumption of political pie.

Everytime we pronounce such names as "Scheidemann" our friends think we are sneezing and accuse us of having a cold or hay fever.

The male of the species delights to say "I'm just a plain man," but you don't catch the female saying "I'm just a plain woman." No, sah!

We could acquit some of these people, who are talking so irrationally, on the ground of "brain storm" if we could be convinced they had any brain.

Fashion is discussing how eye-brows shall be worn. Anyway suits us, save wearing them on the upper lips of young chappies, as often greets the vision.

Those who accompany General Wood on his visits are aides-de-camp and those who receive him on such visits are aides-for-encampment, we suppose.

Fortunately for the bravery of those pacifists, who gathered 'neath the capitol dome and shouted for impeachment of the President, a mouse didn't run across the floor.

A New York legislator wants to put Theodore Roosevelt in charge of a State food commission. But what New Yorkers want, we take it, is something to chew other than the rag.

Senator Reed takes position besides the boy who stood on the burning deck, as he, too, stood firm though all else had fled. Senator Reed's action was also a burning shame.

If they hold elections in the lower region we have an idea that His Sattantic Majesty will have to look to his laurels when the commander of the U-boat that torpedoed the Belgian Prince reaches there.

ALAS, POOR HARDWICK.

It is hardly in the realm of possibility—certainly not in the sphere of sanity or common sense—that Senator Hardwick will get a favorable conclusion to his bill that would not permit drafted men being sent to foreign soil, unless they consent. That is not a favorable conclusion so far as imperiling, if not destroying America.

If the bill by some chance was adopted and became law over the President's intelligent and loyal veto, it would chain strategy and eliminate the great modern principle, being applied in every walk of life, that of prevention; in this case prevention of invasion. America would simply await to have the war brought to its shores, while, in the meantime, it would have to live, or rather exist, unto itself. It would not dare send its ships upon the ocean. Thus factories would shut down, thousands of people would be thrown out of work, prices would go higher and discontent, such as nurtures revolution, would exist. Some greedy nation, heavily armed, would attempt invasion and even if the enemy was finally repelled, there would be ruins to rebuild. More, there would be that untold suffering, probably murder of children and outraging of women, that are known often to follow in the wake of either a victorious army, or one that is forced to retreat and would vent its vengeance.

Senator Hardwick's bill while displaying lack of intelligence and patriotism of the author, is also an insult to the manhood of America. It means that the manhood would rather await the evil day, when America was invaded, than prevent invasion; would rather endure insult and injury on the seas than stand up and fight. The insult is especially blatant and bold as to the manhood of Georgia, as Senator Hardwick, time and time again, has proclaimed that he represents the wishes of the people of Georgia; he has boasted of his honor and his grit in standing by what he promised them or what they wanted and expected.

A SIMPLE QUESTION.

It is simply a question of a person seeing clearly and thinking logically, whether he reaches the opinion that America should take part in this war with all its energy, with all its vigor and with all means at its command. Then it is purely a matter of opinion, whether he comes out and openly stands for this course. It is merely a matter, too, of sanity, if he has the right feeling of patriotism, to reach the conclusion that it is not only a useless expenditure of breath, but an obstacle in the path to talk of peace until Germany makes some definite proposal and that it would merely be delaying the fatal end to conclude any peace that did not assure, by physical guarantee, not by mere treaty that could easily be treated as a "scrap of paper", the death of German autocracy and the end of German militarism.

People who stop to think seriously upon the grave subject are bound to reach this end and if they are patriotic they are compelled to admit it; to proclaim it and work for such ideas, which, after all, are the ideals, making for a peace that is as permanent as possible and certainly a peace that should prevent repetition of the present world-wide carnage.

The position taken by Charles Edward Russell exemplifies all this. Mr. Russell is a Socialist, and his creed has been peace, not war. His object has been to help the masses and fight the classes, and he has always been looked upon as one of the ablest and most fearless champions of this doctrine. He has studied the question of the hour; he has gone to Russia and beheld conditions and he recognizes the need for this country and the imperative need for Socialism, which stands for elevation of mankind through equality of opportunity. Mr. Russell proclaims, in no uncertain way, that this is not time for peace talk, as is being indulged in in this country; that America should stand united; that democracy is in the balance.

It is not because Mr. Russell has changed his creed but because there are many now taking advantage of this creed to disseminate their doctrine. They cannot openly fight on the side of the enemy, but they can insidiously do so. The only difference is that the former would be legal treason and the latter is moral treason.

GETTING A FOCUS.

Wilmington is alive with organizations doing war relief work—doing big and noble work—but in order to better systematize the work these organizations have decided to get in closer touch with each other, to co-operate so as to attain the best results. This is well. The idea was well conceived and the plan for carrying out the object is being well conducted. The highest measure of success should be brought about in this way.

THE DISASTER OF WORRY.

An ecclesiastic of Kentucky, a bishop, we believe, delivered a sermon just a week ago and, in the course of which, he is quoted as having denounced worry. Of course, such is an abstract proposition, difficult to combat, if it can be combated at all, and easy to admit. He made it more concrete, in its effect, by declaring that "worry weakens the heart and hardens the arteries," and recording the fact, which must also be admitted, even though statistics cannot be produced to show it, that "worry wastes life. It destroys more than rum or vice. It is always a personal weakness."

Worry is one of the foes of human happiness and one of the enemies, heavily armed and seeking prey, it would seem, of ambition. Whether or not it weakens the heart and hardens the arteries it does injure health. It is very likely that it attacks both the heart and the arteries, in its general disposition and maneuvering to harm the body, which is sustained by man's and woman's mentalities as well as nourished by food. So worry can be classed as a disease. It is always a personal weakness in that it weakens body, and often mind, but as being sustained alone by weakness this is hardly so, unless a normal state is to be considered weakness, because as hard as one may strive it is not always possible to throw off worry. There are times when worry can be cast off, and the mind should always make the struggle, but there are times when it cannot be by the person attacked. Yet it is possible to cut loose from worry. The remedy may not be with the person attacked, but with some one else. It may be a faithless husband or an erring daughter or a scapegoat of a son—or it may be a wife. This character of wife does not necessarily belong to the class of those without the pale of morality. It may be the wife who does not think, who is extravagant, or fails to appreciate the struggle the husband is making and presses him against the wall. Or it may be caused by financial burdens not of this type, or by sickness. The man or woman who is not worried can often break the hold of worry on some one else. So society in general, in the making of laws, in protecting human rights, has a duty to perform in helping banish worry, and if it does not do so it is blamable for neglect. It is often guilty for disaster, such as the Kentucky bishop describes.

What worry does to the individual does not stop after it has secured its victim. The result is mental suffering and at times physical pain for many innocent ones. The victim may have the peace of the grave, but there are others, in the wake of worry's conquest, who do not know even that. And so much of this worry can be stamped out. Determination of the individual can do much of it, but thought and charity by others can prevent much more. It is the old, but ever true story—that will ever be sweet and should ever be dear—that man is his brother's keeper. How are you measuring up to this principle?

NOT ALIKE.

We don't know that we have become reconciled to or, shall we better say, found ourselves in agreement with the position that a prohibition constitutional amendment would be consistent with State rights. So far as conclusive opinion is concerned we have been more or less neutral. On one side there lurks the danger of State rights being crushed under heel. On the other, there is the great principle of being thy brother's keeper and it is known to all men that whiskey is something that injures; that while one man enjoys it as his right, his personal liberty, yet through injuring himself or depriving some loved one he may be trespassing on the personal liberty of an innocent party; that the nation could hardly allow any interests to center in one or several States to establish modern spots of iniquity. So the question, in view of the Federal "bone dry" law, that does not permit wet states to encroach upon dry ones, thus affording protection to State rights, has been a moot one; one that is not easy to puzzle out. We are out of agreement entirely, however, with those who see in submission of a prohibition Constitutional amendment and the vote of Southern Senators thereupon, the last of State rights and disarming Southern statesmen for discussion of such and upholding it; in fact, making them hors de combat for future force bills. Their argument falls entirely when it is considered there is a big difference between something that is admitted to be injurious and something that is not; that there is a vast difference between Congress enacting a law, to interfere with State rights, if you will, and three-fourths of the States doing so: The Southern Senators voted for something that admittedly injures mankind, and they also voted for its submission to the people, as represented by their legislatures. They did not vote for Congress to enact it. In fairness, those northern people who

compare the liquor issue to such issues as the force bill, who seek to place Congressional enactment on a par with enactment by a majority of the people, should see the distinction and admit it.

Senator LaFollette would have the United States set forth its war object, or peace terms, or something—in fact, anything to impede progress. That is probably the object of the Gentleman from Wisconsin. The reasons for war and the terms of peace have been plainly stated by this country time and time again. Why not seek Germany's peace terms? That would be the real way for Senator LaFollette to facilitate matters and if the Kaiser is appreciative at all he should listen to supplication from such source.

RECORD BREAKING TOTALS FOR TRADE

Washington, Aug. 11.—Imports of merchandise into as well as exports from the United States during the fiscal year 1917, greatly exceeded the figures of former years, according to a statement just issued by the Bureau of Foreign and Domestic Commerce of the Department of Commerce. In round numbers imports amounted to 2,656 million, and exports to 6,294 million dollars for merchandise only, thus showing an excess of exports or favorable balance of trade of 3,638 million dollars, with a total foreign trade of 8,933 million dollars. Imports in 1917 show an increase of 461 million dollars over 1916, 985 million over 1915 and 765 million dollars over 1914—the last normal year before the war. Exports in 1917 were larger by 1,961 million dollars than in 1916, 3,525 million more than in 1915, and 3,929 million dollars over the 1914 figures.

The gain in the balance of trade in 1917 over previous years amounted to 1,499 million dollars over 1916, 2,540 million over 1915, and 3,164 million dollars over 1914, with increases in the total foreign trade of 2,422 million dollars over 1916, 4,511 million over 1915 and 4,695 million dollars over 1914. For the single month of June, 1917, the total imports were 307 million dollars, of which 218 million dollars, or 71 per cent., were entered free of duty. The total during this month exceeds by 36 million dollars the imports of that time were the highest in any previous month of May which up one month.

Exports of merchandise during June amounted to 576 million dollars, the highest in any month with the exception of January, 1917, which shows exports valued at 613 million dollars.

If you Enjoy Good Music Spend the day at Lumina. Concerts at 3:45 and 8:45 p. m.—Adv't.

SUBURBAN SCHEDULE

In Effect Saturday, June 9, 1917. WEEK DAYS Lv. "Center" 6:15 A. M. 6:55 A. M. 7:25 A. M. 8:00 A. M. and every half hour thereafter until 5:30 P. M. 6:30 P. M. 7:00 P. M. 11:00 P. M. 12:10 A. M. Lv. Beach 6:05 A. M. 7:10 A. M. 7:40 A. M. 8:15 A. M. and every half hour thereafter until 5:45 P. M. 6:20 P. M. 6:50 P. M. 7:15 P. M. and every half hour thereafter until 11:45 P. M. 11:45 P. M. Local Trains stopping at all stations (on request) may be expected to leave the Center and Lumina at the times indicated.

The 6:10 express leaves daily except Saturdays and Sundays, stopping at 3rd, 5th, 7th and 9th streets, Wilmington, Winter Park Gardens, Sea Gate, Wrightsville and all stations on Beach. FREIGHT. Lv. Wilmington. 5:30 A. M. 9:30 A. M. 3:30 P. M. 7:00 P. M. Lv. Beach. 7:05 A. M. 12:15 P. M. 6:15 P. M. 8:15 P. M. Freight Depot open daily, except Sunday, from 8:00 A. M. until 1:00 P. M.; and from 2:00 P. M. until 7:00 P. M. Freight Depot Telephone No. 96.

SUNDAYS Lv. "Center." 7:00 A. M. 8:30 A. M. and every half hour thereafter until 11:00 P. M. 12:10 A. M. Lv. Beach 6:40 A. M. 7:45 A. M. 9:15 A. M. and every half hour thereafter until 11:45 P. M. 11:45 P. M. Local Trains stopping at all stations (on request) may be expected to leave the Center and Lumina at the times indicated.

FREIGHT. Lv. Wilmington. 11:00 A. M. Freight Depot open 10 to 11 A. M. Freight Depot Telephone No. 96. Sunday Afternoons and During Other Periods of Heavy Travel, Express Trains will be Operated Between Wilmington and Lumina Stopping only at 5th, 7th and 9th streets, Wilmington, and all Stations on the Beach.

URSULINE ACADEMY Columbia, S. C. A select school for young women and girls. Classical, Literary and Special Courses. Music (instrumental and vocal), Drawing and Painting. Short hand and Typewriting according to the most advanced methods. School re-opens September 13. For Catalogue and terms address Ursuline Academy, Wilmington, N. C. The Mother Superior

SPECIAL EXCURSION FARES

From Goldsboro, N. C. SOUTHERN RAILWAY SYSTEM \$9.50, Black Mountain and Ridgecrest, N. C., account various conferences on sale July 19, 20, 27, 30, Aug. 1, 6, 10, 14, 17, limited 17 days. \$29.05, CLEVELAND, OHIO, account I. B. P. O. E., Colored, on sale August 25, 26 and 27th, final limit Sept. 5th. \$10.80, LAKE JUNALUSKA AND WAYNESVILLE, account various conferences. On sale July 15, 16, 17, 21, 22, 23, 24 and 25th and August 2, 3, 4 and 5th, 10, 11, 12, and 13th and 17, 18 and 19th. Limit 17 days. \$19.50, MONTEAGLE AND SEWANEE, TENN., account various conferences. On sale July 13th and 21st and August 3, 6, 9, 16, 17 and 23rd. Final limit Sept. 5th. \$20.30, NASHVILLE, TENN. Peabody College Summer School. On sale July 20th, 21st and 26th. Limited 15 days. Tickets may be extended until Sept. 6th, by payment of fee \$1.00 and depositing ticket at Nashville. \$32.55, ST. LOUIS, MO. Supreme Lodge and Military Encampment Knights of Pythias, Colored. Dates of sale August 17, 18 and 19th. Final limit August 29th. For further information call on ticket agents or address, J. O. Jones, Traveling Passenger Agent, Raleigh, N. C. "The Southern Serves The South."

ATLANTIC COAST LINE.

The Standard Railroad of The South. Bulletin of Reduced Round Trip Fares from Wilmington, N. C. Subject to corrections and changes to conform to legally filed tariffs. The first dates shown are dates upon which tickets will be sold at these fares and upon which journey must begin. The "final limit" is last date, prior to midnight of which, Wilmington must be reached on the return trip. WASHINGTON . . . \$16.00 BALTIMORE . . . \$18.00 PHILADELPHIA . . . \$22.80 NEW YORK . . . \$26.00 ASHEVILLE, N. C. . . \$15.00 WAYNESVILLE, N. C. . . \$15.80 LAKE TOXAWAY, N. C. . . \$15.80 BREVARD, N. C. . . \$15.00 HENDERSONVILLE, N. C. . . \$14.50 SALUDA, N. C. . . \$13.50 TRYON, N. C. . . \$13.20 Tickets on sale every day until October 15, good to stop over; limited returning until October 31, 1917. BUFFALO, N. Y. . . \$34.30 August 10, 11 and 12. Final limit August 23. CHATTANOOGA . . . \$23.85 August 13 and 14, Final limit August 20. BLACK MOUNTAIN, N. C. . . \$9.95 RIDGE CREST, N. C. . . \$9.95 August 1, 6, 10, 14 and 17. Final limit 17 days after date of sale. LAKE JUNALUSKA, N. C. . . \$12.60 WAYNESVILLE, N. C. . . \$12.60 August 2, 3, 4, 5, 10, 11, 12, 13, 17, 18 and 19. Final limit 17 days after date of sale. ST. LOUIS, MO. . . \$35.35 August 17, 19 and 19. Final limit August 29. DURHAM, N. C. . . \$3.45 August 20, 21 and 22. Final limit August 27. MONTEAGLE TENN. . . \$20.70 SEWANEE, TENN. . . \$20.70 August 3, 6, 9, 16, 17 and 23. Final limit September 5. RALEIGH, N. C. . . \$4.30 August 19, 20, 21, 26, 27 and 28. Final limit September 2. CLEVELAND, OHIO . . . \$32.45 August 25, 26 and 27. Final limit September 5. VICKSBURG, MISS. . . \$35.55 Oct. 14 and 15. Final limit Oct. 31. ATLANTA, GA. . . \$18.10 September 2, 3 and 4. Final limit September 14. Proportionate Fares from Intermediate Points. For complete information, reservations, etc. PHONE 160. W. J. CRAIG, Pass. Traf. Mgr. Wilmington, N. C.

Table with columns: DEPARTURES, TO AND FROM, ARRIVALS. Lists train schedules for various routes including Florence, Columbia, Pullman Sleepers, Goldsboro, Richmond, Norfolk and North, Fayetteville, Sanford and Mt. Airy, Jacksonville and New Bern, etc.

For Folder Reservations, rates of fares, etc., call 'Phone 160. W. J. CRAIG, Passenger Traffic Manager. T. C. WHITE, General Passenger Agent. Wilmington, N. C.

SEABOARD AIR LINE RAILWAY The Progressive Railway of the South. Effective Nov. 12th, 1916. DEPARTURE OF TRAIN FROM WILMINGTON. No. 15—8:55 P. M.—Train for Charlotte and Intermediate Points. PULLMAN PARLOR CAR, WILMINGTON TO CHARLOTTE. Thru Sleeper Wilmington, Atlanta, 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—12:30 P. M.—Train from Charlotte and Intermediate Points. PULLMAN PARLOR CAR BETWEEN CHARLOTTE AND WILMINGTON. Thru Sleeper, Birmingham, Atlanta, Wilmington. 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, Ocean Building, Wilmington, N. C. H. E. PLEASANTS, T. P. A. JOHN H. WEST, D. P. N., Raleigh, N. C.

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ATLANTIC COAST LINE

The Standard Railroad of The South. Arrival and Departure of Trains at Wilmington, Effective July 8th, 1917. Arrivals, schedules and connections given as information, but not guaranteed.

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For Folder Reservations, rates of fares, etc., call 'Phone 160. W. J. CRAIG, Passenger Traffic Manager. T. C. WHITE, General Passenger Agent. Wilmington, N. C.

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THROUGH SLEEPERS TO ATLANTA AND ASHEVILLE.

Commencing Sunday, July 8th, the Atlantic Coast Line will inaugurate through sleeping car line between Wilmington and Asheville, via Florence, Sumter and Columbia, in connection with the Southern Railway System upon the following daily schedule: LV. WILMINGTON . . . 3:45 P. M. LV. Chadbourn . . . 6:30 P. M. Ar. Tryon . . . 7:30 P. M. Lv. Florence . . . 7:55 P. M. Lv. Sumter . . . 9:25 P. M. Ar. Columbia . . . 10:50 P. M. Lv. Columbia . . . 11:50 P. M. Ar. Spartanburg . . . 3:30 A. M. Ar. Tryon . . . 7:55 P. M. Ar. Saluda . . . 5:15 A. M. Ar. Flat Rock . . . 5:55 A. M. Ar. Hendersonville . . . 7:00 A. M. AR. ASHEVILLE . . . 7:00 A. M. Returning: Leave Asheville 4:10 P. M., arrive Wilmington 12:50 noon.

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Dr. Vineberg MASSONIC TEMPLE. The old established through sleeping car line between Wilmington and Atlanta will be continued via Augusta, in connection with the Georgia Railroad, upon the following schedule: LV. WILMINGTON . . . 3:45 P. M. Lv. Florence . . . 7:55 P. M. Lv. Sumter . . . 9:30 P. M. Ar. Orangeburg . . . 1:05 P. M. Ar. Augusta (East time) . . . 6:30 A. M. AR ATLANTA (Cent. time) . . . 6:30 A. M. Returning: Leave Atlanta 8:35 P. M., arrive Wilmington 12:50 noon. Passengers may remain in this car in the Union Depot, which is in the heart of Atlanta, until 7:00 A. M., if they so desire, and on account of earlier arrival of this train, connections may be made with through Observation, Dining, Sleeping and Coach trains which leave from Union station for Chicago, Cincinnati, St. Louis, etc. For fares, tickets, etc., apply to T. C. WHITE, Gen. Pass. Agt., Phone 160. ATLANTIC COAST LINE. The Standard Railroad of The South.

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