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SATURDAY, SEPTEMBER 15, 1917.

Can't somebody advise how to put may-pops to use in the food conservation scheme?

We would like to hear from the suffragist pickets on the Maine woman suffrage election.

Let no innocent man escape is Luxburg's paraphrase of President Grant's famous message.

It wasn't very complimentary to the Argentinians for Luxburg to be surprised at their getting mad.

Why not require pro-German newspapers to print all the letters they get from United States Senators?

Nobody has given housekeepers any advice yet as to how to practice economy in use of goat meat.

Should Governor Ferguson, of Texas, be exonerated he might get another term. If he is not he may get it anyhow.

Our friend Luxburg a while back expressed the opinion that we of the United States were "very excitable." Wonder what he now thinks of the Argentinian people?

It is said the Chinese can keep eggs in edible condition for a hundred years. If they have much of a stock of such on hand now is a good time to make shipments to this country.

The Wheeling Register thinks that if the girls get to wearing half-hose as a means of economizing they ought to lengthen their skirts. The young ladies of his town ought to discipline that editor.

"Deliver me from my friends" was the earnest and sensible cry of Luxburg when he heard of their assemblage at the Buenos Aires railway station to greet him on his return to the city following the disclosure of the Swedish code episode.

Maybe so, all right. But Russia should not have selected this time to go through her heart-rendering transformation. She is needed down on the German frontier at present more than she is at home. She may not be lost, but it is mighty hard for her friends, the Allies, to find just now "where she is at."

Charity and Children urges Charlotte to take warning from the reputation Columbia has acquired from alleged extortionate practices on the soldiers at the contonments and to treat those in her midst fairly. She ought to do this for her own sake if for no other reason. We believe she will do it.

"Those who profess to see only disaster in the present conditions in Russia should remember what heart-rending things the French were forced to undergo when they were throwing off the yoke of a despot and take heart. Russia is by no means lost yet, and the chances are that it will come out with flying colors."—High Point Enterprise.

If what is said about the feeling of Austria for Germany be true it may be said she has changed the phrase in this country of "our friends the enemy" into "the enemy our Allies." It is said that "while it will be five or ten years after close of the war before any German will be able to set foot with any comfort in England and fifteen or twenty years before he may comfortably visit France, it will be twenty-five years at least before any German visitor will find anything resembling a welcome in Austria." This statement, it is said, comes from Vienna.

TRADING WITH THE ENEMY

The bill to prohibit trading with the enemy, which passed the House of Representatives last July, has just been passed by the Senate. That body amended the bill in many respects. That means the bill has to go to conference, and the agreements of this joint conference committee be reported back to each House and agreed to by both before the act can become a law.

This agreement may come quickly or there may have to be several efforts on the part of the conference committee to bring the two Houses of Congress together. Consequently there may be still further delay in the final enactment of this law.

It is to be hoped there will not be such postponement of putting this very important law into operation. There has been too much delay already.

This should have been one of the first laws passed by Congress after its declaration last April that a state of war existed.

Ever since the war began Germany has been drawing money from the United States, and she is still doing so. Business in the United States is paying large sums of money to the nation with which she is at actual war—a remarkable state of affairs and one hard to believe.

Had Congress, promptly on the declaration of war, passed the bill that is now gotten so far as the conference committees, thousands upon thousands of dollars would have remained in this country, which, through lack of such legislation, have gone into the coffers of our enemy to be used in conducting the war against the United States and her allies.

Congress has been entirely too lax in this matter. Through that laxity much damage has been done.

The country hopes to see the remedy applied, and applied effectually, by the executive department of the government as soon as the legislative department gives it power and authority to do so. We want to see the President enforce the law vigorously against those pro-Germans in this country who in the past have taken advantage of the leniency of the government to give all aid in their power to the enemy. Under this law he will have the power to take action against all such persons, and it will be expected of him that he do so.

In Central and South America there are many Germans, some of them still German subjects and others who have become citizens of the countries of their adoption. But whether German subjects or American citizens, they are all loyal to the mother country and most of them are acting in one way or another as agents of that country. Through them immense sums of money are being transported from the United States to Germany. They are business men, mostly financial leaders in the class of business engaged in, and industrious in their efforts to aid their country at the expense of this one. They are men of means, have business connections in this country, through which they buy and sell and have good credit here. These being facts it can readily be seen what injury such men can do as long as they are allowed to carry on their operations.

As an example of such proceedings take the coffee trade. The coffee interests of some of the South American countries are mostly in German hands, and the business is financed in the United States. These men draw upon this country for gold or its equivalent against the coffee, and our government can do nothing to prevent it, although knowing that this money goes to our enemy for war purposes.

More than this, every one knows that our country is full of alien enemies—men who are day and night at work in the interest of Germany, scheming all the time to do material injury to the American cause. They will stop at nothing in their nefarious work. Crime does not deter them, and even the fear of detection does not hold them back, so lenient has our government been with them. They have no regard for life. If they scheme to blow up a factory making war munitions, or to sink a vessel carrying supplies to our soldiers in France, it is of no consequence to them that men, women and children are at work in the factory at the time the bomb is touched off, or that the ship carries human freight as well as war munitions. Their one idea and only thought is to destroy government property, let the consequences be what they may.

There is a law which prohibits alien enemies from approaching navy yards, arsenals and other government works; but the law provides that licenses may be issued to such persons to remain within the prescribed boundaries. Entirely too many such licenses are issued. Knowing that the country is full of German spies and German sympathizers ready at all times to damage government property, there should be no exceptions made to the general provisions of the law.

The explosion at Mare Island navy yard and the two burglaries in the of-

WITH THE EDITORS.

High Point Enterprise.—With Colonel Roosevelt going to Italy and W. J. Bryan already having returned to his first love, the old journalistic business out to be booming just a little now.

Gastonia Gazette.—A man will not walk into a grocery store, ask for a five cent cake of soap, say "thank you" and walk out. There are still a few, however, who will walk into a newspaper office, ask for a copy of the paper and walk out with it. Sometimes he says, "thank you," and sometimes he doesn't.

Charity and Children.—A liquor concern sends us a circular, boasting of the fact that Napoleon, Grant and Jackson all drank liquor. So did Alexander the Great, who allowed liquor to do what the nations of the earth failed to accomplish, and died in the gutter. Besides, a man would be a fool to copy the vices rather than the virtues of a great man.

Greenville Reflector.—There is hardly a doubt that the farmers are rushing their tobacco crop to the market too fast. True they want to get the benefit of the prevailing high prices, but if they continue to overcrowd the market, as has been the case since the opening three weeks ago, there is danger of breaking down the prices. It will be wisdom for them not to market so fast from now on, and they should be very careful to keep their tobacco dry.

Salisbury Post.—From all reports District Attorney Hammer warned the jacket of the Santly county farmer who was arrested and held for Federal court for seditious talk and acts. No doubt, the attorney was right, but the same sort of talk ought to be handed to some higher up than the man from the backwoods of Stanly. It is all right to make the folks face the issue and behave like real Americans, but the rule ought to work in all directions and for all offenders, high and low and everywhere. There has been too much delay in getting after the fools and treasonable ones and the country is suffering from the leniency shown in such cases. But now that the rule seems to be more vigorous maybe we will see an early end of all this Kaiser talk and acts on the part of folks who are supposed to be Americans.

Cardinal Farley's Anniversary.—New York, Sept. 15.—Cardinal Farley today rounded out fifteen years as archbishop of New York. There was no celebration of the anniversary. The Cardinal is seventy-five years old. He was born in Ireland in 1842 and was ordained in Rome in 1870. He was chosen Archbishop of New York on September 15, 1902, and created a cardinal on November 27, 1911.

STATE NEWS.

The Durham clerks have refused to enter the strike on the Seaboard Air Line; at Richmond the ranks of the strikers are being filled, and it looks like the present attempt to secure higher wages by the strike route is going to be listed among the failures. —Charlotte Observer.

A credit bureau for the mutual cooperation of all the merchants of the city was adopted at a meeting of the retail merchants, department of the Chamber of Commerce held Tuesday afternoon, and the scheme was put into operation here immediately. The merchants also decided to observe as National Pay-Up Week the week of October 29-November 3.—Henderson Dispatch.

A special automobile session of municipal court was held this morning and one of the cases tried was that charging the Judge, J. Allen Austin, with driving his machine up Main street at a gait in excess of that prescribed by the statutes. The judge handed down a blanket decision, as it were, in the several cases charging the fracture of the automobile laws and in each instance the speeder was taxed with the costs.—High Point Enterprise.

Mr. Joseph L. Kirchner, superintendent of the Harris Granite Quarries Company's plant at Granite Quarry, was seriously injured Tuesday afternoon by the explosion of a blast very unexpectedly. He was directed over the charge when it went off and his face, hands and chest were badly lacerated and his body bruised. It has not yet been determined whether his eyes are permanently injured.—Salisbury Post.

Many Lumberton people went to the Edmund mill pond, near the Elham, yesterday on account of the fishing at the pond. The water was drawn off and tickets were sold for fishing. It is said that around 2,000 people were at the pond and more than 400 went into the pond fishing, paying \$1.50 each to go in. While a number of fish was caught there were so many people there that it was not an easy matter to get a "mess," even if you had plenty of money along.—Lumberton Robesonian.

There may be some significance in the fact that work of remodeling buildings in regiment reservation No. 1, near the Dowd house, was undertaken with great speed several days ago, to provide for heavy artillery units, instead of the ammunition train, which previously had been assigned to this section and for which the buildings were constructed. Reports that heavy artillery outfits are coming have developed some comment regarding the possibility of an artillery range being established near Charlotte.—Charlotte Observer.

Doc. Payne, while examining the men called to the colors, came across one guy who refused to hear anything at all. After wasting about a hundred pounds of air on the man trying to make him understand, Doc. got disgusted, and turned him over to Doc. Stevens. Motioning the dummy over into a nearby corner, the latter Doc. in sugar-coated words like "sirens of old used, said to him in a low undertone: "I suppose you want your exemption papers now?" "Yes, suh," responded the man, quick as a flash, forgetting for the moment that he was playing off deaf. "To the war you go," was Doc's only response.—Monroe Journal.

WHERE WILMINGTON MAY COME IN.

(Charlotte Observer).

All the foodstuffs which will be permitted to go to Europe by the shipping board will be sent out of ports in the South. This is by reason of the congestion at Northern ports and in the interest of expedition in the dispatch of exports. It is likely that Norfolk will get a large share of this "shipping business"; Charleston ought to come in on this opportunity, and Wilmington should have all the business it could attend to. To The Observer's mind, Wilmington would be found one of the most desirable shipping points on the Atlantic coast. It has excellent harbor facilities, an abundance of wharfage, and from all directions its railroads could bring in the freight by train loads. The railroads serving the port of Wilmington ramify the interior in all directions. Wilmington's harbor could be filled with ships awaiting export cargoes and the railroad facilities would be found ample for the progressive loading of these vessels. Wheat would be a large item in this export business and if Wilmington is not already provided with elevator facilities the lack of these could be remedied in a very short time. An opportunity is awaiting the government at this North Carolina port that should be scarcely overlooked, and The Observer is confidently expecting Wilmington to come in for a share of the vast store the shipping board will have at its disposal for shipment to Europe.

PAINLEVE ACCEPTS AS FRENCH PREMIER.



Paris, Sept. 14.—Paul Painleve Minister of War, has informed President Poincare that he has accepted the task of forming a ministry to replace that headed by Alexandre Ribot. M. Painleve said the new ministry should not be representative of political parties, but a government of nation unity, bending all the strength of the nation to an increasingly energetic conduct of the war. Photo shows M. Painleve (at right) with General Haig (left).

Suburban Schedule
 EFFECTIVE SEPTEMBER 4TH, 1917.

Leave Wilmington, N. C. 6:25 A. M.	Arrive
6:55 "	6:40 A. M.
7:25 "	7:10 "
8:00 "	7:40 "
8:30 "	8:15 "
9:00 "	8:45 "
9:30 "	9:15 "
1:10 P. M.	10:45 "
2:00 "	12:15 P. M.
2:30 "	1:50 "
3:00 "	2:25 "
3:30 "	3:00 "
4:00 "	3:35 "
4:30 "	4:10 "
5:00 "	4:45 "
5:30 "	5:20 "
6:00 "	5:55 "
6:30 "	6:30 "
7:00 "	7:05 "
7:30 "	7:40 "
8:00 "	8:15 "
8:30 "	8:45 "
9:00 "	9:20 "
9:30 "	9:55 "
10:00 "	10:30 "
10:30 "	11:05 "
11:00 "	11:40 "

* x Daily except Sunday.
 * Sunday only.

FREIGHT SCHEDULE.
 Leave Ninth and Orange streets 9:20 A. M., 3:30 P. M. Leave Beach 12:45 P. M., 5:15 P. M.
 Freight Office open from 8:00 A. M. to 9:30 A. M., and from 2:30 P. M. to 5:30 P. M.

SUNDAYS.
 Leave Ninth and Orange streets 11:40 A. M., 11:30 A. M.

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Room per day with bath	\$2.00 and up

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 W. T. KNIGHT, Manager.

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.

DEPARTURES:	TO AND FROM	ARRIVALS:
No. 61 5:30 A. M.	Florence, Columbia, Pullman Sleepers, Wilmington and Columbia open to receive passengers after 10:30 P. M.	No. 50 12:20 A. M.
No. 48 9:00 A. M.	Goldboro, Richmond, Norfolk and North. Parlor Cars Wilmington and Norfolk.	No. 49 6:05 P. M.
No. 58 8:45 A. M.	Fayetteville, Sanford and Mt. Airy.	No. 52 8:00 P. M.
No. 63 9:00 P. M.	Jacksonville and New Bern.	No. 63 12:30 P. M.
No. 55 8:45 P. M.	Florence, Columbia, Augusta, Atlanta and the West, Charleston, Savannah and Florida points. Pullman Cars Wilmington to Atlanta via Augusta and to Asheville via Columbia.	No. 54 12:50 P. M.
No. 42 6:45 P. M.	Richmond, Norfolk, Washington and New York, Pullman Cars to Washington and Norfolk.	No. 41 9:50 A. M.

For Folder Reservations, rates of fares, etc., call Phone 160.
 W. J. CRAIG, Passenger Traffic Manager, Wilmington, N. C.
 T. C. WHITE, General Passenger Agent.

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LAST STAGES OF RIGGS DISEASE

NEW YORK, N. Y.—The following distinctive features are observable in the treatment of riggs disease, by patients using pyorigg: The disease is promptly arrested. The color of the gums is restored to a healthy pink condition in the course of a few days. Undue redness of gums disappears. Inflammation, soreness and sensitiveness disappear. Gums build up and fill out, receding stops. Teeth lose their yellow color. Separated teeth come together. Loose teeth tighten up and bleeding of gums ceases. Shrunken gums are invigorated and healthified. These are the results in most cases of using pyorigg, a new prescription specially for riggs disease, which comes in the form of a medicated message ointment and is dispensed in original packages, price one dollar, at best drug stores, including Jarman & Futrell, in Wilmington.—Advt.

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 Club Breakfast, 25c up.
 Special Luncheon, 50c up.
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 Cafe attached.

To Reach Hotel Chelsea, From Pennsylvania Station, 7th Avenue car south to 23rd Street, Grand Central, 4th Avenue car south to 23rd Street; Lackawanna, Reading, Baltimore & Ohio, Jersey Central and Lehigh Valley R. R. Stations, take 23rd Street, easttown car east to Hotel Chelsea. Principal Steamship Piers, Foot West 23rd Street, take 23 Street cross-town car.

WRITE FOR COLORED MAP OF NEW YORK.

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FORECLOSURE.
 By virtue of the power of sale contained in a certain mortgage made by Thomas Payne and wife and Charles Payne to Wilmington Homestead & Loan Association and duly registered in Book 88, page 11 of the records of New Hanover County, North Carolina, having been made in default of the debt secured by said mortgage, undersigned will sell, to the highest bidder, at public auction, for cash, at the Court House door in the City of Wilmington, on Wednesday, the 19th day of September, 1917, at 12 o'clock M., the following described property: Beginning at a point in the Eastern line of Sixth street 23 feet South from the Southern line of Bladen street; thence Northwardly parallel with Sixth street 33 feet; thence Eastwardly parallel with Bladen street 165 feet to the Beginning; and thence Northwardly parallel with Bladen street 165 feet to the Beginning.

This 20th day of August, 1917.
 WILMINGTON HOMESTEAD & LOAN ASSOCIATION, Plaintiff.
 By John D. Bellamy & Son, Attorneys.
 8-20-30 days.

MORTGAGE SALE.
 By virtue of the power of sale contained in a certain mortgage made by John Mosley and wife to the Wilmington Homestead and Loan Association, bearing date the 25th of April, 1914, and duly registered on the records of New Hanover County, Book 82, page 96, the undersigned will sell at public auction, to the highest bidder, for cash, at the Court House door in the City of Wilmington, N. C., on Monday, the 8th day of September, 1917, at twelve o'clock M., the following described property: Beginning in the City of Wilmington: Beginning in western line of Sixth street 80 feet south of southern line of Bladen street; thence Southwardly with western line of Sixth street 33 feet; thence Westwardly and parallel with Bladen street 165 feet to the Beginning; and thence Eastwardly and parallel with Bladen street 165 feet to the Beginning, and thence Northwardly parallel with Bladen street 165 feet to the Beginning.

This 6th day of September, 1917.
 WILMINGTON HOMESTEAD & LOAN ASSOCIATION, Plaintiff.
 By John D. Bellamy & Son, Attorneys.
 9-6-30days.

SEABOARD AIR LINE: RAILWAY
 The Progressive Railway of the South.
 Effective Nov. 12th, 1916.
 DEPARTURE OF TRAINS FROM WILMINGTON.

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

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 and Intermediate Points. PULLMAN PARLOR CAR BETWEEN CHARLOTTE AND WILMINGTON.

No. 23—12:10 A. M.—Train from Charlotte and Intermediate Points. SLEEPING CAR BETWEEN CHARLOTTE AND WILMINGTON. PASSENGERS MUST REMAIN IN SLEEPER UNTIL 12:10 A. M.

For detailed information and reservations call on City Ticket Agent, Grand Hotel Building, Phone 178.
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