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PARKER R. ANDERSON
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WEDNESDAY, JUNE 12, 1918.

WILMINGTON AND THE SOLDIERS

It is gratifying news to the people of Wilmington, carried in today's Dispatch, that Colonel Chase, commandant at Fort Caswell, has consented to again allow soldiers of the fort the privilege of visiting this city. Some time ago Colonel Chase decided that because of certain conditions in Wilmington not conducive to the best moral interests of our soldier boys at Fort Caswell, it was best for the soldiers to prevent them from visiting this city.

These conditions have now been removed, and upon the assurance of J. Allan Taylor and a committee of Wilmington public spirited men, the soldiers will be allowed to spend the week-end here. The soldiers want to visit Wilmington, because it is the only large city in this secton where they may go for recereation and we need the soldiers in our town.

It is, therefore, up to the city authorities to see that the promises made by Mr. Taylor and his committee are fulfilled. Judge Harriss, of the recorder's court; Solicitor Burton and Chief of Police Williams have a duty to perform, and the good people of the town have a right to expect them to perform that duty without fear or favor.

If the city authorities are unable to handle the soldiers, they should admit it and allow Colonel Chase to send military police here to look out for his men. This has been adopted in most cities where army camps are loated and has worked well. At Petersburg, Va., near Camp Lee, the military police are seen throughout the city and they have worked wonders. Petersburg was confronted with the same conditions that confronted Colonel Chase, and which caused him to deny his men the privilege of visiting Wilmington.

Military police are among the best soldiers, and are selected because they have proven their worth and ability to handle men. Their presence in Wilmington would not be a reflection upon the police department or any other branch of the city government. They would simply co-operate with the city government in maintaining order among their own men and relieve the local department of a duty which they doubtless would be glad to be relieved of.

It is incumbent upon the city officials to deal with any situation that may arise from these visits. It is their duty to keep the city clean of evil influences. It is also the duty of the visitors to respect the city's efforts and co-operate in every way possible. By working together, most cordial relations will be maintained between Wilmington and the fort. If the city can't do its part, the military authorities should take a hand, as the soldiers should not be deprived of the pleasures of these visits.

It is alleged that evidence of a plot to aid Czar Nicholas to escape from Russia to America has been discovered by Germany. The fact that Nick wanted to come to America makes that part of the story sound reasonable, but the source of the information leads us to believe that there was no plot at all.

COWAN LOOSENS UP

James H. Cowan, Wilmington's industrial agent, believes in letting deeds speak, and he is a hard person for a newspaper man to interview. Always affable, easily approached and a most willing talker, he is also as modest as any convent maid. He will talk about Wilmington, North Carolina, and things in general, but he is nix on the personal publicity stuff. But, a few days ago he made a business trip to Washington, and a Post man got hold of him, with the result that Cowan in a brief interview spoke whole volumes about Wilmington. It is one of the best things that has been said about this city in a long while, and without asking his permission, we hereby reproduce just what the Post quoted him as saying

"The distinction of building steel, concrete and wooden ships at the same time," said James H. Cowan, industrial agent of the Wilmington, N. C., chamber of commerce, at the Raleigh, "is claimed by Wilmington, and this triple alliance is going to result in turning out ships arpidly. At Wilmington, as you perhaps know, is being established the first government concrete shipyard and work upon it is progressing rapidly. If this governmental test proves a success, according to all indications, why, shipbuilding is going to be revolutionized, because ship construction will be easier, quicker and really inexpensive. It will not take as long as to build ships, the material is plentiful and easy to get and there will be no serious labor problem, as mostly unskilled labor is required. So that is why the concrete shipbuilding at Wilmington is being keenly watched by the country.

"Wilmington possesses another distinction, which it is well for the country to note, including Washington. The community has found a way of preventing profiteering. When Wilmington was decided upon by the government for steel and concrete ship construction Wilmington realized that there should not be profiteering, so to forestall profiteering a mass meeting of citizens was held and there ringing resolutions were adopted. Counsel for the United States shipping board emergency fleet corporation responded to the request to draft an agreement to which the property owner could subscribe, and this agreement obligates the owners not to go beyond the rates of 1914. Of course, where extensive improvements have to be made stipulation is made for an increase in rent, but this is made specific, being fixed in the agreement at a small per cent of the cost.

"This agreement has already been signed by a large number of property owners and will be subcsribed to by practically all of them. Those who decline will be handled by public sentiment under the glare of the limelight after a special committee, called the 'profiteering committee,' has passed on the cases. This committee is a creation of the mass meeting, and is composed of fearless citizens."

SIX SHIPS A DAY

There are 819 shipways in the United States. An overwhelming majority of them are completed. Before the end of the present year all will be turning out tonnage for America's new merchant marine. In his speech at South Bend on Monday, Chairman Hurley declared that each of these ways would complete at least three ships a year. If this estimate is correct, a total of 2,457 new vessels will be added to the nation's emergency fleet during 1920.

That means a production rate of more than six ships every day in the week. In a larger sense, it means that the United States flag will soon dominate the seven seas. It is safe to predict that regular passenger and freight lines will be established between American ports and the principal cities of Central and South America, Europ, Asia a Africa.

A big percentage of the new shipping, under the direction of the railway administration, will be detailed to traffic along the Atlantic coast. Wilmington, Charleston, Savannah and Jacksonville will become important ports. Railroad connections into these cities will be increased and improved. And a great deal of the traffic which, heretofore, has been shipped hundreds of miles over steel highways will be diverted to water routes.

Wilmington will play its part as a builder of ships, and it is one of the few cities that will benefit tremendously by the combined activities of the 819 shipways that will soon be operating at ful speed.

Since the order has gone forth that female yeomen in the navy must wear cotton hosiery and longer skirts, we look for a decerase in the applications for enlistment in that branch of the service.

Von Tirpitz says as soon as the allies have been driven beyond Paris, the German fleet is coming out of hiding and wipe the English fleet off the seas. More bull for the benefit of the German people.

HUMAN INTEREST

The man who can express a real emotion in a few simple words, or with a few strokes of a pencil, is a true artist. That title fits "Briggs," the famous American cartoonist, who is represented on this page today. Briggs can bring back memories of childhood with a quietly humorous, occasionally pathetic, quick pen-and-ink study of a small boy and his canine pal. He is able to visualize the foibles of humanity in a condensed sketch based on the minor problems of the day. His series of drawings, under the titles, "When a Feller Needs a Friend," or "The Days of Real Sport," are little black-and-white masterpieces.

Through an arrangement with The New York Tribune, just effected, The Dispatch will print a new drawing by Briggs each day on this page. If you are not already familiar with the Briggs stories in pictures, glance at today's illustration and watch his work for a few days. It won't take long to get the Briggs habit.

SOMETHING IN A NAME

The little town of New Berlin, near here, has renounced its Germanic title, and adopted the more Americanized one of Pershing. The good citizens of the town wanted to avoid all appearance of evil, and while their municipal name bore the prefix "New," which took it out of the class of the Hohenzollern capital, they thought it best to eliminate all semblance of Germanism. There may be nothing in a name, but the citizens of New Berlin thought otherwise.

Over in New Bern there is a street called "German street," and the Sun-Journal has called upon the authorities to thoroughly Americanize the thoroughfare by ridding it of its Teutonic name. Just what action the Craven capital will take in this matter has not been indicated, but we doubt not that there will be an old street with a new name over there before many more moons.

W. B. Cooper hit the nail on the head when he told a Washington newspaper man that when cotton was selling for seven cents the government did not come to the rescue; now with cotton bringing good prices, there is no need for government interference. In other words, Mr. Cooper believes in a rule working both ways.

The Greensboro News is strongly inclined to the belief that a search of the Mexican coast will reveal the base of the submarines now operating in American waters. Possibly so. A search in Mexico would likely reveal many other things are are base.

A German submarine has been reported off Cape Hatteras. The sub or any othe rship taht persists in hanging around Hatteras is inviting trouble, and if it will only stick around a few days, there will be no use to send warcraft after it.

Wonder if the severe fighting on the western front is in any way attributable to the fact that the allies are led by a descendant of a race of bull fighters while the Germans are led by a bull thrower

The Fourth Liberty Loan

By FREDERIC J. HASKIN.

Washington, D. C., June 12.—Prepare for the fourth liberty loan. Since the dust raised by the whirlwind progress of the third one has scarcely had time to settle this may seem premature, but it is not. The fourth liberty loan is already occupying a large place in the minds of the treasury officials who will have charge of its conduct, and they are generously anxious that the public share their interest in the subject.

For the tremendous flow of revenue which is necessary to the suport of our war program can be maintained only by the continuous, resolute cooperation of the American people. Three liberty loans have been floated on freshets of patriotic enthusiasm. These have taken up many of the small savings accounts and much of the readily available capital in larger amounts. The future liberty loans will have to consist of money saved expressly for them. It is the duty of every citizen to determine now how much of his income he can possibly lend the government, and to lay that amount aside for investment in government securities as regularly as though he were saving it to pay the rent. This method of providing in advance for future liberty loans is urged upon the investor by Lewis B. Franklin, director of the war loan organization.

The magnitude of this problem of financing the war is realized only by a few men who have the job in hand. An idea of it may be gained from the facts that the earning capacity of all the people and all the property in the United States is estimated at about 50 billion dollars, that we spent about eleven billions during the first year of war, and will spend over twenty billions in the coming year, these figures including loans to our allies. In a word, it will not be long before two-fifths of our total national income will be spent on the war. For every five dollars earned, two dollars must flow through the treasury department. If we are doing our share in the support of the war two-fifths of our earnings must go to pay federal taxes and to the purchase of United States government securities. Of course, not every one can do this much, which means that those who have large incomes must do more. A table showing just how much might be contributed from incomes of all sizes in order to make up a war fund of fifteen billions a year was compiled by one of the great New York banks. According to this table the man with an income of $850 a year should pay in taxes or lend to the government 9.6 per cent. of his income; one who makes $4,500 a year should contribute 22.5 per cent., and so on up to the man who draws a million a year, and who should pay 80 per cent of that amount to his government in the form of taxes and purchases of bonds.

Since our expenditures are already more than fifteen billions a year, all of these percentages would now have to be increased. But the point is that it takes a large part of all the money that all of us can make to keep the war machine going. What is not voluntarily loaned to the government by the purchase of bonds and war savings stamps will have to be taken in the form of taxes.

This latter fact makes it especially to the interest of persons of property to subscribe to the liberty loans, for taxation falls more upon wealth than upon earning capacity. This fact was very readily perceived by the big financiers of the country, who took the tax-free bonds of the first liberty loan in large quantities. The second liberty loan was carried largely by the patriotism of wage earners, while the striking feature of the third was the way in which the farmers responded to it.

The public not only fails to realize the magnitude of this war revenue problem, and the responsibility which it places upon every citizen, but it also fails to understand that this foney is only a symbol, that materials of industry and labor of men are the things we must save and place at the disposal of the government. If the government has a million dollars with which to buy steel, but there is no steel to be had because it is all being used in the making of non-essential things, then the paper and coin are worthless for war purposes. That is why war time economy is such a real need, and why evrey argument for "business as usual" is a sophistry.

Business as usual means manufacturing as usual, and we cannot manufacture all of the non-essential and useless articles which were made during peace time, when two-fifths of all our materials must be used to make munitions, and two-fifths of all our labor must be engaged in making them. That is why the government, through its food administration and its priorities board, has so severely limited the use of al sorts of materials for the making of non-essentials. The government now controls all of the steel and all of the wool in the country, allowing to non-war industries what it can spare. In like manner it has limited the use of sugar in making candy, and of grain in making breakfast foods.

But the government has no control over the way in which non-war industries use the materials allotted to them. The result is that enormous quantities of the most essential materials are still wasted in the manufacture of non-essential articles. This waste must be eliminated by the voluntary co-operation of the merchants and of the buying public.

The point may be illustrated by a conversation which took place between a treasury official and the manager of a large department store. This store, like all of the others, is now selling to women enormous quantities of summer waists, made of the flimsiest materials, high priced and designed to be worn only a few month The finance expert pointed out to the merchant that this represented in great part a loss which the country could not afford; the material put into the waists and the labor used in making them do not give a sufficient return in service. The same is true of women's shoes, which have uppers eight inches high, three-inch heels and thin, papery soles, largely representing waste of materials and labor at a time when the government sorely needs both.

The merchant replied that women demand these flimsy and costly things, and that his income would be seriously curtailed if he did not sell them.

"I bought $300,000 worth of liberty bonds," he said. "I could not have done that without the summer waist trade."

"No, but some of the people who paid for the waists could have bought them instead," was the reply.

A patriotic manufacturer designed two standard brands of waists, priced at one and two dollars each, called a meeting of department store owners, and proposed that for the period of the war, only these inexpensive and serviecable garments should be sold. The merchants refused to consider the proposition, explaining that the public wanted expensive and showy stuff, and that therefore they must sell it.

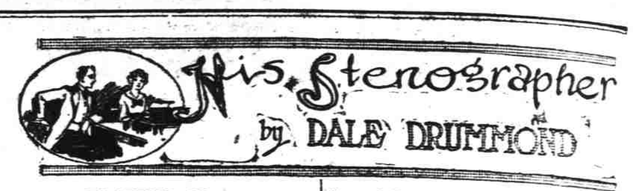
But the attitude of both merchants and public must change. It has changed in other countries. Selfridge, the American who owns the largest store in London, told American merchants upon a recent visit to the United States, how he had set the fashion in England of wearing serviceable clothing by refusing to sell any other kind. Incidentally, by leading in patriotic methods, he has made more money than ever before.

As any unprejudiced observer can tell for himself, an enormous part of all the goods manufactured and sold in this country represents waste. Even many of the necessities of life, as they are made and used, are classed by economists as "conspicuous waste." Clothing is a fine example, and the clothing of men is little better in this regard than that of women. The silk hat, the swallow-tail coat, and the starched shirt, have as little excuse for their existence as the French heel ,and the spring hat with its ridiculous crown of foliage and dead birds. These things are not even beautiful. In fact, philosophers assure us that the continual changing of fashion is simply an attempt to get away from one type of ugliness by inventing another.

This gigantic system of waste arose from the need to consume our enormous production of goods. Since a vast majority of the people earned only a little, and hence consumed little, those who had money were forced to consume in a wasteful manner. If they did not there would have been a surplus production, labor would have been idle and business would have stagnated.

The war did away with all fear of such over-production by creating a world shortage of everything, and also by greatly increasing the earning capacity, and therefore the buying capacity of labor. The need for "conspicuous waste" to preserve the balance of industry went out of existence overnight. But the habit of wasting, woven as it is into the social fabric, is not so easily killed.

What America needs now is leadership in sane and simple living. It is the only thing that can save the billions needed for war purposes, and the material and labor which billions represent.



CHAPTER XI.

Efficiency a Good Word.

"You think a lot of that word 'efficient,' don't you, Mary " Carrie asked after a laugh at Betty's nonsense had restored her good humor.

"Yes, I do, Carrie. I think it is the one word we should keep saying over and over. To say, 'I will be efficient,' and really mean it, makes success, money, sure. Better positions and more responsibility, too."

"If you two will excuse me I'll be running along and selling my papers," Betty broke in, "meaning, Miss Matthews, that I will wend my way to the delicatessen store for a loaf of bread."

I was glad to be alone with Carrie. I hadn't finished what I wanted to say, and Betty was bound to butt in and make us laugh.

"It is too bad, Carrie," I began, after she had left us, 'that working girls, office girls and stenographers should have to think so much about what they are to be paid. If we could only forget that part of it. If we could stop figuring on the pay envelope, and when we could ask for or expect a raise, and just devote all our thoughts to our work it would soon make a big difference to us, and to our employers. But I tell you, Carrie, w eall think too much of the wages, and not enough of the job. Not that it is any harm to want all we can get, but it is putting wages before service that spoils our work. I am sure that women like that Miss Greer never thought of her pay until she knew she more than earned it, even at the time those men said she threw herself out of work in the middle of winter. You see she really knew she was efficient. And that is everything. I am only just beginning to realize, Carrie, what that means. To feel that I can grasp things without an explanation; that I have begun to develop my own initiative before it was just plain hard work. I don't mean to lecture, but lately $ have been thinking a lot about these things."

Betty and the Hunchback.

"I've brought company, girls," Betty called, pushing a child into the room before her. "Run on in, sonny! No one will eat you, don't be afraid."

To my surprise it was the same little hunchback whose back I had rubbed five years before when I first landed in New York. He recognized me also and said with his queer, twisted smile:

"Did it bring you luck?"

I had seen the little fellow several times in the meantime, and no matter how poor I was I always managed to give him a nickel.

"Yes, I think it did," I answered, then followed Betty out into the hall to hear how she had found him, and why she had brought him home.

"I was buying the bread, Mary, and he was watching me through the window. I saw him, and Mary, he looked hungry. I ain't forgot how my stomach used to yell for grub, and aches until I was all doubled up when I did not have none. So I just asked him if he was hungry, and he said:

"'You bet!' so I brought him along."

While we were getting the boy something warm to eat his big eyes looked longingly toward a box of candy Mr. Larnard had given Betty the night before.

"Help yourself, sonny. Candy ain't good on a hungry stomach, but never mind. I have taking ways myself sometimes when there's something sweet around."

The Three Room Flat Recedes.

"Say, Mary and Carrie," Betty began, after the boy was seated before a steaming bowl of cereal. "I have to have that kid selling papers. Don't you suppose if he was in one of them hospitals for crippled children we read about in the paper the other day he might get his back straight?"

"I'd like to know how you propose to get him there," Carrie replied. "Those places are expensive."

"You forget, Miss Newton, that you are talking to Miss Astorbilt when you speak to me. Far be it from little bright eyes to let a petite thing like expense keep her from doing what she wants to. Ain't we the bloated millionaires since I've been working for grandpa. Ain't you, Miss Newton, and you, also, Miss Matthews, through taking care of me. Didn't I discharge you when I got a job. Now I am going to get you another baby to keep. And there he is."

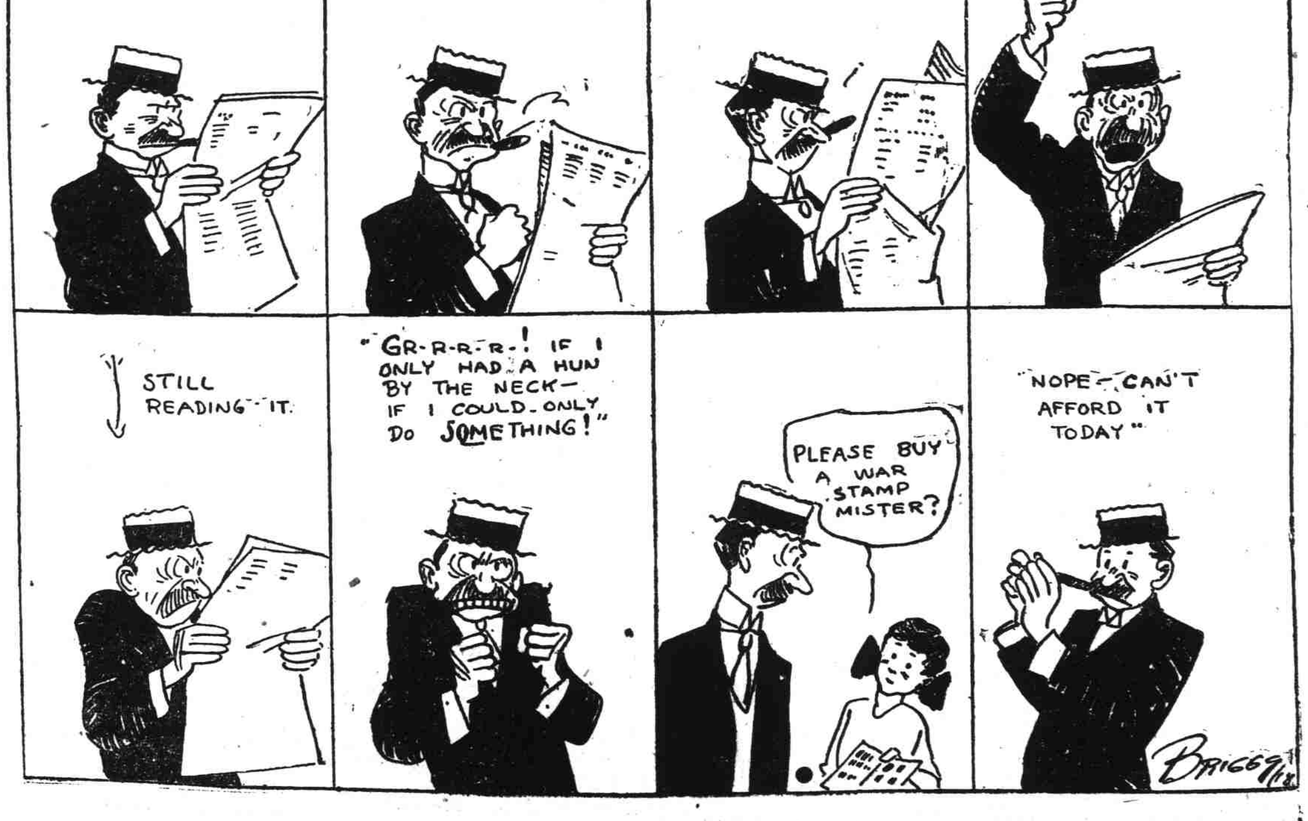
"But, Betty"—I started to object. Not that I wouldn't like to help the boy, but our little flat. We could have that and take care of the hunchback, too.

"Let's do it!" Carrie spoke so quickly, so earnestly that I started. "I'll work harder if you will. It will do us good, Mary, me especially. Then I knew I was right about Carrie. She was hungry for affection. So I objected no further and Carrie, instead of Betty, went with him to his poor tenement home and secured his mother's consent for him to come with us until we could arrange for him to go to some hospital.

"We'll dress him up nice and clean," Carrie said to me. "Then I'll take him to some free hospital and see if they can help him."

Tomorrow—AN INCENTIVE TO WORK.

Movie of a Certain Kind of Patriot . . . . . By Briggs



A Hero Every Day

When the new fleet of destroyers takes to the sea, one of them will bear the name of Kalk. It is named in memory of Lieutenant Staunton Frederick Kalk, U. S. N., who lost his life that others might live. He was officer in charge of the deck of the destroyer Jacob Jones, when it was sunk by a German torpedo. After the explosion, as the men of his ship were endeavoring to get away, Lieutenant Kalk swam from raft to raft, equalizing the load of each, until he died from exertion and exposure. This brave young officer was born in Alabama, 1894. He graduated from the naval academy in 1916, No. 51 in a class of 178. His mother, Mrs. Flora S. Kalk, lives in Washington, D. C.

In the News

Raymond T. Baker, whose marriage to Mrs. Alfred Gwynne Vanderbilt is to take place today at Lenox, Mass., is a young man who has come out of the west and risen to high station in national public affairs. Mr. Baker hails from Nevada, where he still has mining and business interests. His father was a California lawyer, for many years chief counsel of the Southern Pacific railway sytem, and his brother, was attorney general of Nevada. Raymond T. Baker made his first appearance in public life about four years ago, when he went to Russia as secretary to the American ambassador at Petrograd. Upon his return to this country, a little more than a year ago, he was appointed director of the mint, which position he still holds.