

# Coolidge Seems Have Presidency Sewed Up

### In Opinion of Washington Correspondent, Despite Present Drift to Davis, Incumbent Has Irreducible Minimum Which Assures Him Majority

By DAVID LAWRENCE

All right reserved; production without permission is hereby forbidden. (This is the first of a series of dispatches written after a 2,000 miles journey through virtually every one of the Northern and Western states, the most extensive tour of investigation made by any one correspondent in the present campaign. It is supplemented by telegrams received in the last twenty-four hours from reliable sources in all the doubtful states.)

Washington, Oct. 31.—Calvin Coolidge will be elected to the Presidency next Tuesday by an electoral vote so decisive that he may carry to victory scores of Congressional and state nominees of the Republican party.

This is the writer's conviction based upon a study of the electorate and in no sense represents an individual like or dislike for any of the candidates or their causes. For, having most of the time been a resident of voteless District of Columbia, this correspondent never has been identified with any political party and is conscious of no partisanship.

But a political campaign in which 25,000,000 people participate is no huge secret and trends of opinion are determinable. Just as the writer was convinced in 1918 of the certainty of the election of Wilson and in 1920 of the triumph of Harding, so this year is presented a table of electoral votes which represents the irreducible minimum below which it is inconceivable that Calvin Coolidge will go and above which it seems almost certain he will ascend, reaching a maximum not far behind the electoral vote of four years ago.

Here are the states which Coolidge is absolutely sure to carry and in the Davis or LaFollette columns are given the states which they may carry and which for purposes of demonstration only are taken from Coolidge.

Alabama	12
Arizona	5
Arkansas	9
California	13
Colorado	6
Connecticut	7
Delaware	3
Florida	6
Georgia	11
Idaho	4
Illinois	22
Indiana	15
Iowa	13
Kansas	10
Kentucky	13
Louisiana	10
Maine	6
Maryland	8
Massachusetts	18
Michigan	15
Minnesota	12
Mississippi	10
Missouri	18
Montana	4
Nebraska	8
Nevada	2
New Hamp.	4
New Jersey	14
New Mexico	2
New York	45
North Carolina	12
North Dakota	5
Ohio	24
Oklahoma	10
Oregon	5
Pennsylvania	38
Rhode Island	5
South Carolina	9
South Dakota	6
Tennessee	12
Texas	20
Utah	4
Vermont	4
Virginia	12
Washington	7

IF SHE'S WORTH WHILE, SHE'S WORTH WHITMAN'S The Good Candy at THE APOTHECARY SHOP

with the probable political complexion of the two houses of Congress.)

### PORTS AND TERMINALS

Continued from page 1 necessary for us to follow others by expending many millions on an experiment? The Israelites, who were the most highly favored people on the earth, wanted a king in order to be like the other nations around them, and God let them have their way, but it meant their ruin, for the kingdom passed from them and they have been a scattered people without a nation for many centuries, as the kings wrecked the nation.

If the writer believed that the port bill would bring the relief which its sponsors claim for it he would advocate and vote for the measure. He does not believe that any relief whatsoever can be found in that direction, but, on the contrary, that a great financial burden would be placed upon the State, and for that reason he will be constrained to vote against the bill.

Here, of course, the writer is simply giving his opinion, based upon the arguments which have been presented on both sides. The matter will be settled next Tuesday, and if a majority of our people vote for bonds, we shall all accept the verdict, and no one who votes for bonds can complain if he or his children will be burdened in the future to meet the payment of these bonds.

### Facts Vs. Speculation

Since writing the foregoing topic we have read the unanswered argument of Mr. Page against the port terminals bill. The proponents of the bill have asserted that the measure would give relief to the State in the matter of freight rates, but have dealt in vague terms as to how the relief is to be brought about. Some of those in advocacy of the bill have put down as non-progressive and unenlightened those who dare to oppose it. We have been surprised that some of our most substantial and honorable citizens have been reflected upon, among the number being Mr. Page.

Senator P. H. Williams, of Elizabeth City, was one of the leading members of the recent General Assembly. Judge George H. Brown was for many years one of the ablest lawyers on the Supreme Court bench. These and others who have opposed the bill are an answer to the charge that the opponents of it do not know what they are talking about.

Mr. Page makes a very carefully prepared statement as to present conditions. He holds that North Carolina is not suffering from unjust freight rates and gives a map of the states reaching from North Carolina to Mississippi, with rates to the chief points in these several states from which it can be seen that North Carolina rates are no higher than those of the states which have great ports. He says that between New York, the largest port in the country, and New Orleans, the second largest, with state owned terminals, the rail rate is \$2.13 1-2 (the same to

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Mobile, with municipal terminals) against \$1.96 1-2 to Montgomery and Birmingham, both of which are interior towns. Charleston with its great ports gets the same rates as Columbia and Greenville in the interior. Just as Wilmington, with its once a week Clyde service gets a rate of \$1.44, the same rate that Charleston, an interior town, gets.

The other question Mr. Page discusses is the expediency of adding to our bonded indebtedness for new and experimental purposes. He quotes Secretary of State Everett as saying at the Democratic State Convention that the general fund is running behind at the rate of two million dollars a year, and that the institutions of the State will make demands upon the fund at the next session of the Legislature for several millions per year more. In addition to this, he states that income next year will be reduced instead of increased because of the small earnings in the textile industry. In closing Mr. Page says: "If sound and conservative judgment is to prevail in our councils, we should be certain of our cause before engaging in new enterprises which, if adopted, are sure to require the levy of heavier taxes to meet."

We have considered it our duty to discuss this matter in the columns of the Biblical Recorder because it is a non-partisan question, and we sincerely believe will affect in a most serious way the financial condition of our State.

Coastal Sand Banks Some time ago Dr. Howard Rondthaler delivered a very interesting address to a rotary club in a certain Piedmont town, on the sand banks on our eastern coast. He said that the formation of our coast was unlike that of any other on the Atlantic seaboard, in that a sand ridge extended all the way from Virginia line to Cape Lookout. Most of the coast is dangerous especially

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around Hatteras, "The Graveyard of the Sea." Dr. Rondthaler held that this was a positive advantage, though we often thought otherwise. He says it makes impossible the building up of a great seaport as New York or New Orleans, as the sand bar prevents the entrance of large seagoing vessels. He thinks this is probably as it will keep our State free from the possibility of being dominated by a great urban center. He thinks that a state is in better condition with a large number of small prosperous towns, such as we have, than if it had one or two great cities with more foreigners than natives which could control the politics of the State.

Professor Collier Cobb, head of the Geological Department of the University of North Carolina, in a Chapel Hill talk last Friday morning, said that the formation of the North Carolina coast was such that no permanent port could be established upon it. Dr. Cobb is a geologist of acknowledged ability and is an authority on shore-lines, as he has made a special study of the subject for several years. The distinguished university professor is in agreement with Dr. Rondthaler. Here are extracts from Dr. Cobb's illuminating speech, which was published in the News and Observer of October 25:

He then proceeded to predicate his argument on the assumption that North Carolina has shore lines and harbor conditions unlike those of any other coastline state. He spoke of "dangerous shoals of shifting sands, of light-houses frequently blown from their moorings, of stranded vessels along the North Carolina coast" and drew the conclusion that "it is impossible for mere man to overcome these ever-changing yet ever-present phenomena unless he can control the movements of the sun and the moon and nullify the law of gravitation."

Perfidious patriotism using the methods of partisan politics, can never nullify the laws of nature, unmake geological history, or alter the unceasing action of physiographic processes," he declared. "Until these things can be accomplished the character of our coast must remain unique among American shorelines."

In conclusion he said: "I do not know of a single traffic expert for any of our big manufacturing interests in the Piedmont who expects any reduction of freight rates to be brought about by the port terminals and ships should we get them."

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