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party together after the reorganize at the polls, the President is now engaged in emphasizing the factional differences. No Democratic opposition to the Lasker Ship-Subsidy Bill is so bitter as the opposition of the left-wing Republicans who will hold the balance of power in the next congress and can block all legislation in this congress. As for the moderate Republicans, there is no enthusiasm anywhere for the Lasker proposal. It has no friends in congress outside a small group of senators and representatives. Many Republicans who would be willing to support it to oblige the President are restrained by a fear of their constituents which is more potent than all the President's pleas.

"If Mr. Harding is going ahead with his Ship-Subsidy Bill he will complete the wreck of his party so far as congress is concerned. The liberal Republicans under the leadership of Senator Borah will block all legislation. He will either be compelled to make an abject surrender to them by abandoning his subsidy or let congress adjourn without passing even the supply bills. In that case he will be obliged to convene the new congress at once, and the control of all legislation will have passed out of his hands.

"Any candid friend could tell him, if he has a candid friend, that the elections destroyed his last chance of passing the Lasker Ship-Subsidy Bill. In order to get it through he had to have a vote of confidence in his administration. Then he might have been able to impose it on a reluctant congress that would have gone against its own judgment in order to please the President. But with the election returns what they were, his attempt to drive the bill through is correctly described by Senator Borah. It will not only be a second attempt at party suicide but so far as the Harding administration is concerned it is likely to prove a successful attempt. For the rest of his term the President will have to deal with a congress that is actively hostile to him.

A combination of Democrats and radical Republicans can beat every measure that he proposes, and the government will again be deadlocked. "By scrapping the Ship-Subsidy Bill the President can probably hold things together and keep the governmental machine running after a fashion. If he disregards the Borah warning he will not only lose his subsidy but he will shipwreck his administration before he has finished the first half of his term."

JAPANESE BARBED FROM CITIZENSHIP

(New York World) The Constitution of the United States expressly provides that Congress shall have power "to establish a uniform rule of naturalization." Subject to the single broad restriction that the rule be uniform, the power of Congress is unlimited. It might go very far in the direction of absurdity or injustice, provided that it complied with the one condition. The lines of discrimination might be drawn in disregard of every principle reason if laid down with an eye to true uniformity. There lies the real test of any statute governing naturalization.

What Congress did was to establish the rule that the privilege of naturalization be accorded only to white persons and those of African nativity and descent. All others were excluded from citizenship. The rule was made uniform. In the Japanese case the United States Supreme Court had to consider the point whether Japanese came legally within the definition of white people. If they were properly to be classed as white, they were entitled to naturalization; if not, they were excluded by statute from citizenship. There were abundant precedents to sustain Justice Sutherland in the ruling

BRINGING UP FATHER



that "the words 'white person' are synonymous with the words 'person of the Caucasian race'." Eligibility was not made a question of worthiness or of inferiority of character or of education, but purely of race, and so Japanese could meet the law's requirements. There is nothing startling or sensational in the Supreme Court's decision. It follows the beaten path. It lies within the discretion of Congress to raise the bars against all but Caucasians and Africans, for reasons good or bad, but expressed in the form of law. It is thus entirely a matter of policy.

CAROLINA WILL MAKE INVASION OF VIRGINIA FRANKING DAY

CHAPEL HILL, Nov. 17.—Not since the Old North State poured her soldiers into Virginia six-and-a-half years ago to swell the Confederate armies, have so many North Carolinians gone north over the lines as will go week after next to see the Carolina-Virginia football game. Or, so it would appear from the telegrams and letters that are coming in a steady flood into the office of the graduate manager of athletics, Charles T. Woolen.

"Tickets! Tickets! We want tickets!" is the burden of the cry, not only from alumni but also from other North Carolinians who look upon the battle as something far more than a college affair—a test of strength and mettle between Virginia and North Carolina. Mr. Woolen is having to pass the requests as to Charlottesville.

Special Pullman cars are to be run in Charlottesville from cities and towns all over the State from Asheville in the mountains, from Washington on the coast, and from probably more than a score of places in between. The railroads—Southern, A. C. L., Norfolk and Southern, and the rest—are advertising special excursion rates. Every day news comes to Chapel Hill of some new party that has been made up. And there will be many who go by automobile.

Of course the string-of-Carolina victories this season has a great deal to do with the widespread enthusiasm about making this trip. The triumph over Y. M. I. in Richmond last Saturday was all that was needed to bring North Carolina back to the billing point. Y. M. I. beat Virginia 14 to 6, and Carolina beat Y. M. I. 7 to 1. Plainly this indicates a good chance for the Red Heels success on Thanksgiving Day. Carolina expectations have been disappointed in the past too often for the invaders to feel cocksure. They are never "too thick" to suspect that a dread "something" may turn the tables. Yet, with the season's record in view, it would be strange if there were not a pretty general feeling of confidence that this is Carolina's year.

A big section of the grandstand at Lambeth Field has been reserved for North Carolinians, but everybody who wants a place had better hasten to send a certified check or money order to D. E. Brown, graduate manager of athletics, University, Va. He is handling the sale of seats and will fill requests in the order in which they are received. It means a loss of time to make application here. Tickets are sold at two dollars each.

It is thought here that considerably more than half of the Carolina section has been spoken for already for four-handed football fans. Mr. Woolen says that never before in his experience as graduate manager has he seen evidence of such determination, on the part of North Carolinians, to see a game so far away from home.

STUDENTS IN BERLIN CANNOT FIND LODGINGS

BERLIN, Nov. 17.—Hundreds of students attending the University of Berlin are without lodgings, according to the rector of the institution, who has issued an appeal to citizens of Berlin to take in the homeless young men who have gathered here to attend the fall term. Then enrollment at universities in Germany this year has reached a total of 90,000, the highest since shortly after the armistice. Forty thousand students last summer engaged in manual labor to meet their living expenses, fifteen thousand of them finding employment as miners.

Harvard has a great array of football material this season. Not only the first string men, but the subs, second team and scrubs all have been playing the game to the finish.

The veteran boxer Jimmy Clabby is still in the ring after sixteen years of the fight game.

PUBLIC FORUM

SENTIMENT OF FREMONT. The Editor of The News: I have just read an article in today's Goldsboro News entitled, "All Roads Lead to Goldsboro." This article has caused quite a little comment on the streets here today and its sentiments are also the sentiments of all the people in this section. Yours very truly, J. A. BEST.

Fremont, November 14. The Editor of The News: Please allow me the space in your paper to inquire of the Wayne Highway Commission why they allow the road force which is under their control to keep the road that leads out from Goldsboro to the Broadhurst bridge almost impassable.

They have attempted to scrape this road the second time this year; both times they have gone there with the road machine and rolled up a roll of earth from 18 inches to two and one-half feet high on either side, leaving a space of about six to eight feet wide between these rolls. It is impossible to pass on this road without climbing up one of these embankments, let the follow by, back of, and so again. I asked a prominent farmer of that section why they rolled this earth up in the road and left it. He said that he did not know unless they were mad with some one in that section and were doing this for revenge. I thought myself that from the looks of the road that his statement was true, but I can't convince myself that this is true. But I do know that there is not any excuse why this road should be left in the condition that it is and show very plainly that the traveling public and the people of our county, especially in this particular section, does not get any consideration from the Wayne Highway Commission, their engineer or even the employees who work the road.

This is the grossest neglect I ever saw and I think that if the road forces of this county can't have any more interest in the people of this section than they have it is high time that they have it stopped if they hope to go to the next legislature to do it. I am not writing this article through any avarice, but I am writing it because

IN THE DAY'S NEWS

Few modern statesmen are the subject of so many good stories as M. Clemenceau, the famous wartime premier of France, who has just arrived in America. Here is one of the latest. One day recently he went round the street markets of Paris testing prices, following his usual habit of seeing things for himself. Asking an old woman at one of the stalls, the price of some carrots. He was told fifty centimes. "They are too dear," he protested. "I will give you 50."

The old woman looked at him a minute, perhaps to see if it was worth while laughing, and then said: "Very well, you shall have them for fifty, my little old man, you resemble our good M. Clemenceau."

TODAY'S ANNIVERSARIES

1755—The most violent shock of earthquake ever known in New England occurred.

1780—Louis J. M. DuGuerre, inventor of the daguerrotype, and chief pioneer in the art of photography, born in France. Died there July 10, 1851.

1802—Adolf Erik Nordenfjeld, the Arctic explorer who was the first to find the Northeast passage, born in Finland. Died Aug. 15, 1901.

1823—Adelaide Neilson made her first American debut in New York.

1860—Chester A. Arthur, twenty-first president of the United States, died in New York City. Born at Fairfield, Va. October 5, 1829.

1897—Canadian cabinet decided to send a commission to Washington for the settlement of disputed questions.

1918—Supreme Court of the United States declined to review the case of Thomas Mooney, convicted in the San Francisco bomb outrage.

1919—Spot option brought one dollar a pound at Jackson, Miss.

ONE YEAR AGO TODAY

President Harding proclaimed peace with Austria. Thirteen Mexican revolutionists killed in a battle in Lower California.

TODAY'S BIRTHDAYS

Walter S. Allward, designer of the great Canadian memorial at Ygtes, born in Toronto, 46 years ago today.

St. Rev. Michael J. Gallagher, Catholic bishop of Detroit, born at Auburn, Michigan, 56 years ago today.

Elizabeth M. Gilmer ("Dorothy Dix"), well known writer, born in Montgomery county, Tenn., 58 years ago today.

Amelita Galli-Curci, famous soprano of the Metropolitan Opera Company, born in Milan, Italy, 33 years ago today.

Leslie Mann, outfielder of the St. Louis National league baseball team, born at Lincoln, Neb., 31 years ago today.

COLD WEATHER DAMAGES MEXICAN CROPS

MEXICO CITY, Nov. 17.—A recent cold wave which swept over virtually the entire republic did great crop damage, especially to corn and beans, the nation's staples, according to reports received by the Department of Agriculture. Crop losses are variously estimated at from ten to thirty percent.

Jockey Albert Johnson has won more money than any other rider on the running track this year.

Advertisement for Chesterfield Cigarettes. Features a pack of cigarettes and the text: 'They Satisfy Your Taste. The package suggests it. Your taste confirms it. The sales prove it. Over 7 billion sold yearly. Chesterfield CIGARETTES now 8¢ for 10. Convenient package - glassine-wrapped. LIGGETT & SMITH TOBACCO CO.'

Advertisement for 'They Satisfy' cigarettes. Features a pack of cigarettes and the text: 'They Satisfy Your Taste. The package suggests it. Your taste confirms it. The sales prove it. Over 7 billion sold yearly. Chesterfield CIGARETTES now 8¢ for 10. Convenient package - glassine-wrapped. LIGGETT & SMITH TOBACCO CO.'

Advertisement for 'BRINGING UP FATHER' cartoon. Features a cartoon strip by George McManus. The text reads: 'BRINGING UP FATHER BY GEORGE McMANUS'. The cartoon shows a man and a woman talking about going to China.