

THE MORNING STAR

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FULL ASSOCIATED PRESS REPORT PUBLISHERS' ANNOUNCEMENT.

THE MORNING STAR, the oldest daily newspaper in North Carolina, is published daily except Monday, at 80 per year, \$4 for six months; \$1.50 for three months; 50 cents for one month, served by carriers in the city, or by mail.

ADVERTISING RATES may be had on application, and advertisers may feel assured that through the columns of this paper they may reach all Wilmington, Eastern Carolina and contiguous territory in South Carolina.

Obituary sketches, cards of thanks, communications espousing the cause of a private enterprise or a political candidate and like matter will be charged at the rate of 10 cents per line, to persons carrying regular accounts, or, if paid cash in advance, a half rate will be allowed.

ALL DRAFTS, checks, express money orders, and postal money orders, for the papers should be made payable to all communications should be addressed to THE WILMINGTON STAR CO.

Tuesday, October 14, 1913.

Wasn't the presence of lobbyists at Raleigh wholly unnecessary?

Among things to worry about is that a lot of buckwheat flour on the market isn't.

The Commerce Court seems to be a victim of the silent treatment at the hands of Congress.

If you have any misgivings about the Chamber of Commerce being alive, just say "freight rates."

It is "Made in North Carolina" it ought to be all right if you can get a reasonable freight rate.

People who get "all run down" probably don't listen for the multitudes of horns that the autos blow.

Now if Wilmington is not given as low a rate as the rest of us we will admit that something should be done about it.—Durham Herald.

Baseball is called "the National game," but it is the National sport. The National game is played with chips instead of sticks.

Savannah wants the irrigation Congress, but wherewithal can a "dry" city keep a jovial set of irrigators from having the dry grins?

Financing the spelieters during a campaign is one of the proofs that talk isn't as cheap as has often been alleged. Campaign talk is golden.

Very few Senatorial aspirants ever had so good an excuse as Representative Clayton, of Alabama, to withdraw from a race where his chances would be slim.

Homecraft is to be taught to the girls in New York schools. So far as homecraft is concerned, it is engrained by instinct and is not a matter of incultation.

There were many who just had to forsake business and be at the show grounds yesterday—to take along the "kids."

They do say the way the fish are biting at Wrightsville Beach, it's a measly shame to drag them out of the water.

One of the things to refuse to worry about is the report that Great Britain is going to build a 300-mile sea level canal through Colombia, to compete with the Panama canal.

A novelist fears that hatred is going to be the result of what he calls the "unrest of women." We haven't the slightest fear so long as most any man can manage to buy a diamond ring, a box of confectioneries, or a box of flowers.

For a man who has troubles, Governor Sulzer is very much of an optimist. "I never felt better in my life," says the Governor, but it really may be trying to keep a stiff upper lip during the closest shove he ever had in his life.

Mrs. Emmeline Pankhurst is on the way. She may not find the royal welcome awaiting her in the "land of the free" that she expected, thanks to our very decided views in this country on "undesirable citizens."

If the rain had kept up down here in Eastern Carolina a week longer many of the interior points would not have been clamoring before the Legislature for deep water rates. And they would have been entitled to them, too.

As usual the Legislature took up considerable time at the close of its session for voting gratuities to the various employes of both Houses—a practice that should be discarded. The silver sets and the perfervid oratory of presentation also had its place in the final hours of the General Assembly.

Now they are predicting a severe Winter because there was a heavy crop of mast, squirrels are building their nests early, animals are putting on a heavy coat of fur, and chickens fit themselves with a heavy dress of feathers. Isn't it a fact, however, that it is a sign that Wilmington is coming without signifying whether it will be an average Winter or an extraordinarily cold one?

THAT RATE BASING PORT.

Referring to an editorial in the Star commenting upon a paragraph in the Greensboro News which rather rejoiced at the idea that Wilmington had been "stepped on" by the balance of the State in the settlement of the freight rate fight, our esteemed Greensboro contemporary of Saturday contains an editorial which we hope does not breathe the prevailing sentiment at Greensboro, for we regret to note that it is neither friendly nor sympathetic in tone, so far as Wilmington is concerned.

The News puts us in the attitude of "calling it to task" for intimating that "the rest of the State might have been justified in stepping on Wilmington." We are also made to appear "surprised" that The News was willing to admit that Wilmington had been stepped on, and by way of reply, that valued paper, in endeavoring to justify its remark about stepping on Wilmington, goes on to say:

"But we confess that we cannot see how it could be denied. Wilmington made a tremendous effort—an effort accompanied by words that would better have been left unsaid—to keep the rate fight going until that port should have been reached. The basing point, but the rest of the State flatly refused to fight any longer. If that was not stepping on Wilmington's aspirations we miss our guess. As to the justification, it may be cruel, but it is true, that Greensboro, for instance, would just as soon be discriminated against in favor of Lynchburg as it would in favor of Wilmington. The discrimination is what rankles, and the matter of what point is favored is entirely incidental; as it happened, all the rest of North Carolina was in Greensboro's boat, but that fact mattered not at all except that it added outraged State pride to the resentment of the business men and combined the forces that were fighting for just rates."

The News seems to be arguing a point that The Star never made, and defending a proposition that we never disputed. We never denied that Wilmington was "stepped on," for that was too manifest for any denial at all from this neck of the woods. Without denying that Wilmington was "stepped on," with a vengeance at that. The Star's article did not aim to call The News to task, but to gently reproach it for appearing to justify the manner in which Wilmington had been deserted by the balance of the State, or "stepped on," as The News would have it. No we don't deny it, for it is too plain to deny, but the worst of it is we hate to note that The News does not even regret that Wilmington was "stepped on," else that contemporary would not go on to say this:

"We would like to have a rate basing point at Wilmington if that were any guarantee that rates to Greensboro would be lowered thereby. But if the establishment of such a point would mean that we would have to pay on goods from Cincinnati, for instance, the rate to Wilmington plus the rate back to Greensboro from Wilmington, we fall to see where anybody would benefit but Wilmington."

"Again, it is at least doubtful whether the fight for a rate basing port at Wilmington would have been victorious, and we, for one, regard it as very doubtful. On the other hand, we are certain of what we have acquired. Shall we stake all that we have in hand on a fight in which victory is dubious, and even if won, would be of purely theoretical advantage? We, for one, say not."

"The Daily News makes this statement of its position for the benefit of its contemporary, who, in spite of its ardent support of the Wilmington theory, has kept its head and its temper, and therefore, even although wrong, still commands respect. With those citizens of Wilmington who have taken advantage of the situation to cast aspersions on the motives of men whose records of public service are at least as good as their own, this paper has no patience, and it has no intention of wasting more words on them. We would hate to see Greensboro discriminated against in favor of Wilmington, but we can say that we would rather see Wilmington discriminated against in favor of Greensboro than in favor of Lynchburg or any other Virginia city that has had so much the greater advantage of Greensboro during the rank discrimination that has been practiced against that North Carolina city. We don't believe Greensboro "would as soon be discriminated against in favor of Lynchburg as in favor of Wilmington." That would make Greensboro a city out of sympathy and touch with the spirit that ought to animate the whole State of North Carolina. Down in this purely North Carolina region we would rather see discrimination in favor of Greensboro than in favor of Lynchburg or Norfolk, and we resent as wholly unjustifiable the rank discrimination against Greensboro.

However, what on earth has the question of discrimination in favor of Wilmington against Greensboro got to do with this subject from any angle that it may be considered? Nothing, whatsoever. Doing justice by Wilmington certainly would not be discriminating against Greensboro, any more than doing justice by Charlotte would discriminate against Greensboro. In the first place, to make Wilmington a rate basing point would not mean any discrimination against Greensboro. On the contrary, it would mean Greensboro's salvation, and if Greensboro is laboring under any other delusion it is because it has never known what it is to be one of a group of junction points that are beneficiaries of rates based on ocean transportation. Why, Lynchburg certainly appreciates what it is to be the beneficiary of the rate basing port of Norfolk. Fancy the fortunate, enlightened city of Lynchburg opposing a rate basing port at Norfolk on the ground that it would discriminate against Lynchburg. On the contrary, Lynchburg knows better, and the proposition would be so absurd that Lynchburg wouldn't even want to be suspected of not knowing any better.

The News is entirely mistaken about there being anything wrong with the what it calls "the Wilmington theory." There isn't any theory about it at all, for in the language of the illustrious Grover Cleveland "it is a condition we face"—freight rate discrimination worse than even Greensboro has kicked against. Wilmington is more interested in securing just freight rates than she is in being made a rate basing point. That is what an intelligent State ought to fight for, for it more concerns the State to have a rate basing port than it does the port itself. We are astonished that North Carolina doesn't see it, but she will see it some day, for she certainly ought not to be 25 years behind Virginia in seeing the advantage of a rate basing port. We hate to think that the portion of North Carolina that has "stepped on" Wilmington has done so because it "didn't know it was loaded."

VICTORY ALMOST COMPLETE.

President Fred N. Tate, of the North Carolina Just Freight Rate Association, has been in Raleigh during the session of the General Assembly to do all in his power to secure the demands of the people for relief from freight rate discrimination. Mr. Tate has been thoroughly in earnest, and, in fact, has been so zealous in his contentions that he has not been altogether tolerant of the other fellow's views. Much of what has been accomplished is due to his efforts and the tremendous public sentiment against the outrageous discrimination that has been practiced against North Carolina.

Before President Tate left Raleigh for his home at High Point, he was interviewed by the Raleigh News and Observer as to the result obtained in the fight for justice at the hands of the railroads and as to what the reasonable prospects for relief now are. Mr. Tate said it would be utterly impossible for him to express what he believed the result finally will be, but with the concessions made by the railroads as to inter-State rates and with Mr. Justice's act to control or regulate intra-State rates, he is rather inclined to believe that the fight is "almost a complete victory." Says President Tate:

"First of all, and while the thought is apparent in my mind, to desire to express sincere thanks to the General Assembly for its uniform kindness and the courtesies extended to me. While I know our campaign and our argument for what we believed, and still believe to be right, did not meet with favor at the hands of some of the members, still these, with only a few exceptions, accorded our people a reputable and considerable hearing. It is gratifying in the extreme to be able to say tonight that the large majority of those who, from lack of knowledge of the true situation, earlier in the week were unfavorable to our bill covering inter-State rates, are now convinced that our demands for adequate relief were based on actual conditions as they exist."

"The measures finally passed today have brought to our people great relief and mean an almost complete victory. The creation of a freight department, for which our association will doubtless be truly thankful, and too much praise cannot be given the great strong leaders in the General Assembly for their untiring and faithful efforts in behalf of the people."

"Now as to what has actually been accomplished, and the anticipated results. The Justice Intra-State freight rate bill, which the Senate amended and ratified today, provides for such uniform and fair reduction in local rates in North Carolina as to enable our people to now build up an intra-State business heretofore prohibited under the existing high rates. The commission to be appointed by the Governor to pass upon these rates and act in the capacity of a tribunal to which the railroads may come should, and doubtless will, preclude the possibility of long and tiresome law suits, and will enable the State to make the new rates effective within a very short time."

"This bill, in connection with the reduced inter-State rates already agreed to by the carriers and accepted by the Legislature, will in a measure bring the relief demanded, and is certainly the beginning of greater development for every section of North Carolina."

"The appropriation wisely made today for the employment of a real rate expert, under the direction and by the approval of the Governor, and the Corporation Commission, will bring to our people another great benefit, and puts aside any further excuse of work or lack of facilities in the office. Let me say in this connection, that the people want and demand at the hands of the Corporation Commission, is service; service that will get results and protect the interests of the farming and business interests of the State in a far greater measure than ever in the past. I think the handwriting has been made plainly visible, and a vast improvement in this respect may be confidently expected."

It remains to be seen what the extent of the concessions by the railroads will foot up. It certainly means a measure of relief for some portions of the State, despite the fact that Wilmington is left out in the cold. So far as the compromise with the railroads is concerned, it is only a partial victory, for the terms are those of the railroads and not those of the State. It is even a doubtful victory at best, since the State had to consent for its water points to be throttled in order to get a concession in the interior. It may be different as to intra-State rates, but it remains yet to test the efficacy of Mr. Justice's bill to govern rates inside the State. Mr. Justice's bill aims at a vital spot in the armor of the carriers but whether it will hit the spot is a question for the future. The railroads probably thought the General Assembly would adjourn after ratifying the railroad compromise, but it seems that the Legislature has gone a step further than they expected. However, it is too early to even boast of a partial victory till the whole State is relieved from domination by the railroads.

CAN NEVER BE JUSTIFIED.

All our esteemed North Carolina contemporaries know better than to believe that North Carolina can be justified in any particular in making a pact with a combination of railroads to keep its water points bottled up, even at the risk of getting a rate bargain for the interior. It is useless for any paper in North Carolina to take any such unreasonable and untenable

position, for it couldn't sustain it with all the pretexts that could be made from now till doomsday.

We are willing to lay a wager that North Carolina is the only State in the Union that would permit and take a part in bottling up their port. North Carolina will reverse herself on that unjustifiable position when she catches up with Virginia in seeing and recognizing the importance of a rate basing port. Virginia certainly has reason to know it, and she has known it for a quarter of a century.

CURRENT COMMENT.

A confession from certain Democrats who hoped Woodrow Wilson wouldn't do anything would make interesting reading.—Petersburg Index-Appal.

Wilmington scores "another one over its rival, Charleston, when the Wilmington Star points out that the discovery of 400 blind tigers in the South Carolina port denotes only about 30,000 population.—Newbern Sun.

Wilmington is planning a new line of freight steamers from that port to New York City. It is proposed to begin with a steamer a week from New York to Wilmington, and to add more, if the business will justify it. That looks like Wilmington is about to realize her strategic position and find a way to handle her own freight rate problems.—Kinston Free Press.

The Wake County Farmers' Union has secured an excellent location in Raleigh for its warehouse. It is in favor of Wilmington, and its distribution to its growing membership, which is now one thousand. The union is not in politics and its influential members say it will never take the same blind tigers that its predecessor, the Farmers' Alliance, an organization which had immense possibilities for good along many lines. The farmers' union in this state has something like sixty thousand members and it is growing rapidly. One of its purposes in establishing warehouses is to even up matters by helping in the handling of the grain. Later the wheat will be better equalized. Here in Wake we are paying sixty-five to seventy-five cents for a grown hen, and in less than two hundred miles we take the same bird can be bought at from ten to fifteen cents. Of course, the warehouses in the various counties will carry supplies for the use of the members. Later there will be a large storage warehouse here. The business now leased is especially for the one done by the county business agent.—Raleigh Times.

WOMAN BURNED TO DEATH.

Sad Tragedy at Clinton.—Mr. Hobbs Paralyzed.—Daughter Fought. (Special Star Correspondence.)

Clinton, N. C., Oct. 13.—Mr. Matt J. Hobbs, a former well known citizen of Clinton, who has for some time been living at Center Hill, Fla., arrived here Saturday night on a visit to relatives and suffered a stroke of paralysis soon after reaching town. His right side is affected. Today he is very better and expects to return home this week. His recovery is hoped for.

Mrs. A. R. Bizzell suffered a most distressing accident at her home on DeVane street yesterday afternoon. She was subject to attacks of epilepsy, and one coming on without warning, she fell into an open fire place and was horribly burned before her neighbors could reach her. Her hair was burned off, and all the upper part of her body blistered. She lingered until early this morning when death ended her sufferings. Mr. Bizzell has both his hands severely burned in attempting to save his wife. The funeral was conducted this afternoon from the capacity of the church, and the interment was in Clinton cemetery. Mrs. Bizzell was a daughter of the late Henry Matthis, of this county, and besides her devoted husband, leaves several children and sisters. She was a most estimable and amiable woman and friends who are shocked and grieved beyond expression at the tragic ending of her life.

Shepard Stevens, a well known colored farmer living near town, had a misunderstanding yesterday afternoon with a grown daughter, who assaulted him with an axe, inflicting serious injuries, necessitating the attention of a surgeon. The cause of the domestic disturbance is unknown.

NEW WHITE HOUSE FLOWER.

Will Decorate With it at November Wedding, and Name it for Bride. Washington, Oct. 13.—From thousands of crysanthemums being grown in the White House, some red, white and in the green houses at the Department of Agriculture for the approaching White House wedding, one aristocratic of that plant family—an en-fermeur, now being named—will be named after the bride, Miss Jessie Wilson.

All the government's crack horticulturists who are giving the stranger their attention are bent on a color size or variety, but the promise it will take first place among the thousands of its kind which will decorate the White House rooms on November 25th.

Washington, Oct. 13.—The Supreme Court convened today for its Fall term adjourned and paid its customary visit to President Wilson, at the White House. Tomorrow morning will be received, and next Monday will be the first decision day.

CHRONIC COLDS.

Are Contracted by Changeable Weather.—A Simple Remedy. Sudden changes are particularly trying for old people or those who suffer from chronic colds, coughs, or bronchitis, but if such persons would only apply common sense methods in the treatment of their condition, much discomfort, and suffering might be avoided.

The most essential thing to do is to build up strength, enrich the blood, increase resistance and to accomplish this nothing equals Vinol, our cod liver and iron tonic. Mrs. M. J. Grimes, of Springfield, Ohio, writes: "I was badly run-down, nervous and weak, and while in this condition I contracted a heavy cold and rheumatism. Vinol was recommended and I am happy to say it cured my cold and restored me to health again."

Old people, delicate children, run-down, overworked and tired women, those suffering from bronchitis, chronic coughs and colds should try a bottle of Vinol. We will return your money if it does not help you. Robt. C. Bellamy, Druggist, Wilmington, N. C. P. S. For Eczema of Scalp try our Saxo Salve. We guarantee it. (advertisement.)

THE EASTERN CAROLINA FAIR NEW BERN OCTOBER 28, 29, 30 AND 31 1913. RACING GREAT FREE ATTRACTIONS FINE EXHIBITS LARGEST FAIR IN EASTERN NORTH CAROLINA SPECIAL RATES ON ALL RAILROADS FOR PREMIUM BOOK CATALOG OR OTHER INFORMATION WRITE J. LEON WILLIAMS, SECY.

WILL INCREASE STOCK.

Hamburg-American Line Will Add Over Seven Million. Hamburg, Oct. 13.—Directors of the Hamburg-American Line announced today they proposed to increase the capital of the company by \$7,500,000.

The proposal which is to be submitted at a special stockholders' meeting is declared to be due to the necessity of largely increasing the company's fleet of freight-carrying vessels in view of the opening of the Panama canal and for the establishment of a new Oriental service.

ELECT COMMITTEEMEN.

John T. Barnett Fills That Place from Colorado. Denver, Col., Oct. 13.—John T. Barnett, former attorney general of Colorado, today was elected Democratic National committeeman from Colorado to succeed the late Thomas J. McCune, defeating Thomas T. Tynan. Barnett was backed by the State administration, while Tynan had the support of Senators Shaforth and Thomas.

Bad Complexions Are Now Easily Discarded

(From the Beauty Seeker.) Every woman has it in her own hands to possess a beautiful and youthful complexion. No matter how solid, faded or wax will actually remove it, and Nature will substitute a skin as soft, clear and lovely as a child's. The action of the wax is not drastic, but gentle and agreeable. Minute particles of scales come off day by day, yet no evidence of the treatment is discernible, other than the gradual, complete improvement. One ounce of mercerized wax, procurable at any drug store, suffices for most cases. It is put on before the cold cream and taken off in the morning with warm water. It is a certain method of discarding freckles, liver spots, moth patches, blackheads and pimples. Wrinkles can be treated with benefit by bathing the face in a lotion prepared by dissolving 1 ounce powdered salicylic in 1/2 pint witch hazel. Instantaneous results are secured. (advertisement.)

Hello! No he's not here! If you don't find him at the BIJOU he's out of town! VISIT THE GRAND THEATRE 5 Cents DAY OR NIGHT.

ACADEMY SCHLOSS THEATRE CIRCUIT TUESDAY NIGHT, OCT. 14th. A Girl of the Underworld By Jack Gorman. A Vivid Story of New York Life. Seats at Bunting's Drug Store, Monday, October 13th.

ACADEMY SCHLOSS THEATRE CIRCUIT Thursday of This Week Matinee and Night "THE LEOPARD'S SPOTS" Thomas Dixon's Masterpiece. Magnificent Scenic Production Great Cast. Matinee Prices: 25, 50 cents and \$1. Night Prices: 25, 50, 75 cents and \$1 and \$1.50 (Box Seats \$2). Seats for both performances now on sale at J. Hicks Bunting's drug store. Oct 14-15

ACADEMY SCHLOSS THEATRE CIRCUIT SATURDAY, OCTOBER 18th. BERT LEIGH Geo. M. Cohan's Musical Farce "THE LITTLE MILLIONAIRE" With Hazelle Burgess. NOTE: Prices, night: Entire lower floor \$1.00, boxes \$1.50, balcony 50c and 75c. Matinee: Adults 50c, children 25c. any seat. Seats on sale at J. Hicks Bunting's Drug Store Friday. Oct 14-15

SKUFFER BOY SCHOOL SHOES Get Your Boy or Girl a Pair of SKUFFER, EDUCATOR, IDEAL, EXCELSIOR —or— AMERICAN BOY SHOES, and You Will Get the Best Made. All Styles and Kinds, at PETERSON & RULFS

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The Wilmington Furniture Co. The old, reliable home furnishes continue to offer Special Inducements to those who are beginning to housekeep, or those needing only a few new pieces. Better Goods, Better Prices, Better Treatment, has made this firm the Trusted Friend of the Masses. GARRELL BUILDING, 25 PRINCESS ST.

DON'T WANT TO TALK LIFE INSURANCE? Perhaps not, but, if you are wise, and love your family, you will. When you are sick, you want the doctor. If you are not an insurance expert, you need the agent. We offer you expert advice on life insurance matters. Contract made to suit your particular need.

ATLANTIC LIFE INSURANCE CO. James & James, District Agents, Wilmington, N. C. W. C. Woodard, Jr., General Agent, Rocky Mount, N. C.

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