

PRICES CONTINUE TO MOVE UPWARD

Reserve Board Urges Strict Personal Economy.

Commodity Lines Not Affected By Government's Price-Fixing Program Increases are Particularly Noticeable.

Washington, Nov. 7.—Despite peace prospects prices generally throughout the United States are showing a tendency toward a further upward movement according to the federal reserve board's monthly review today of business conditions and reported by agents in each federal reserve district. Increases are particularly noticeable in commodity lines not affected by the government's price-fixing program.

The board's explanation goes into detail to show that bank loans for purposes other than short time commercial transactions are becoming gradually greater in volume and in proportion to reserves, causing inflation and resultant increases in prices.

Banking conditions are reported as about as satisfactory as could be expected under the circumstances.

FAYETTEVILLE'S HOUSING TO RECEIVE EARLY ATTENTION

Waymon Thagard, Cumberland Soldier, Killed Overseas—One Wounded.

Fayetteville, Nov. 7.—The United States housing corporation in Washington has under consideration an application made by the Fayetteville chamber of commerce for a modification of the housing bureau's stringent regulations as to building operations to meet the emergency created in Fayetteville by the coming of the artillery training camp to this city.

H. Y. D. King, secretary of the chamber, has just returned from the national capital, where he took the matter up with the housing corporation, with the result that Fayetteville's plea will be given immediate consideration by the heads of that organization.

In addition to the promise of consideration of Fayetteville's case in general, the housing corporation has secured the approval of the war industries board for a contemplated enlargement of the gas plant of the Fayetteville Light and Power company, which furnishes gas for the entire city.

W. T. Thagard, of Cedar Creek, this county, has received a letter from a comrade of his son, Waymon Thagard, telling of the latter's death in action in France on Sunday, September 23.

Waymon Thagard was one of the first trained men from this county to go overseas, and though the latter does not so state, it is presumed from the fact that he was killed in the victorious drive in which the Carolinians and Tennesseans went through the Hindenburg line.

Waymon Thagard was a comrade with Thagard since they entered the army, and breathes devotion and admiration for his friend.

W. T. Thagard, of Cedar Creek, this county, has received a card from his son, Sgt. Herbert Henderson, Company F, 10th Infantry, informing him that he was recently wounded in action. The seriousness of his wound was not stated.

To Occupy the Dardanelles. London, Nov. 7.—Preparations are being made for the transfer of British and French troops to occupy the Dardanelles, and Bosphorus, says the Evening News today.

POSTUM brings cheer and comfort to many a coffee drinker who wants his coffee but doesn't drink it because he knows that coffee hurts him. There's a Reason for POSTUM

ROYAL RED CROSS WORKER



The Duchess Elena d'Aosta, of Italy, is one of the many women of royalty engaged in Red Cross work.

News of the Soldiers

Lieut. Harriss Alderman of the aviation corps, writing from France October 10 to his aunts, Misses Agostini, 19 South Sixth street, says: "This is a 'dud' day, very misty and rainy, so I don't suppose there will be any work for us. A rainy day comes as a relief some times and this is one of the times, as we have been working very hard, two 'shows' a day for the past week or more; and dirty work some of it has been. We have been doing quite a bit of 'ground strafing,' and although it's very interesting work, it is rather tiring on the nerves. On this work we fly any height under 3,000 feet and some times as low as 50 feet, shooting up the Hun troops and transport. Each machine carries four small bombs which we drop gently on the best targets we can find, such as dumps, bridges, transport, etc. It's a great feeling to find a bunch of transport trucks, wagons or any kind of British rolling stock, all loaded up with stuff, lots of which no doubt are things he has plundered and stolen from the places he is leaving. Then swoop down nice and close and drop those four bombs in the middle of it. Blooie! What pretty smoke and O, what a pretty jumble when the smoke rolls away! Usually just two machines go together on this work and a few days ago another pilot and I found a road just chock-a-block with wagons, trucks, etc., and some important-looking touring cars, and diving down along this road and spraying it with machine gun bullets, we surely started something. One big touring car and several trucks and wagons ran into the ditches on the side of the road and overturned. One driver in this bunch I know had the champion speed team of the Hun army. It was an open wagon and two fellows were on the seat. Take it from me, they were traveling, when suddenly I must have got some bullets into them or too close for comfort, for one bird just left the seat and landed in the ditch and the last I saw of the other he was on the ground running and leaving the team farther and farther behind. What it took to pass the team he had it, I'll say, and I can imagine him saying, 'Get out of the way and let somebody run that can.' Gee, but it was funny the way that crowd scattered! But the fun is not all on one side, for while all this is going on, from some unobserved shelters on the ground, sometimes in taking cover with machine guns and every other thing. Of course the chances of a vital hit are quite small as we are flying at tremendous speed and diving and 'zooming' and turning so that it is difficult for him to get a bead on us, but at that, sometimes he puts up so much stuff that you can't help running into some of it and we are always getting holes shot in some part of our machines. Fortunately, none of them have been in the right spot, yet. One of our fellows got hit in the back of the neck the other day but luckily it was just a flesh wound. Wish I could tell you just where we saw but 'it isn't' don't of there has been some fierce fighting going on here and the ground over which we have advanced is just one absolute stretch of shell holes. You can't imagine how the ground is torn up and the villages are level with the ground and the only way you can tell some of them from the air is by the yellow spot on the ground where the brick and stone of the houses have been crumpled up and the grass hasn't had time to hide it. You see this is the country from which we have driven the Huns and I don't wonder they left. The only wonder to me is that they didn't leave sooner. They must have been well sooner for it would have been impossible for anything to stay on the surface without being hit. Things surely look good to me at present and everything indicated that it will continue this way. We were 20 miles over the lines yesterday and low enough to observe ground movements and all we saw was 'eastbound' and take it from me, we were helping them along."

Wounded in both jaws by a machine gun bullet during a recent battle on the French front and invalided to a French hospital, Harold Bunnell has written an interesting letter to his aunt, Mrs. Victor B. Britton of this city, in which he describes how he "got his" while going over the top. Mr. Bunnell is the son of Capt. Grant Bunnell, recently with the Clyde Line Steamship company, but now commanding the transport Emilie E. Malory. He is not yet 21 years old, having volunteered and been accepted for service before he was 19 years old. He went overseas with the first contingent of New York national guards, Lester, to whom he refers in the letter, is a cousin, son of Mr. and Mrs. B. B. Worden, of New Jersey, who died

recently and of whose death the young soldier has not yet learned. George, another cousin referred to, is son of Rev. and Mrs. James E. Dore, of Garfield, N. Y., and nephew of Mrs. Britton. The letter follows:

"I was slightly wounded in the last mix-up we were in and have been in a French hospital 11 days, where I am now. I am feeling first rate but the doctor says I am good for three or four months in the rear anyhow, and may never get back to the front, as things point to a speedy end. We were making our second attack in two days and advancing over open ground with patches of woods here and there when we unexpectedly ran into a Hun machine gun nest. I caught a bullet through the jaw, which, outside of knocking a few teeth out, didn't do much. Rear teeth and a small scar the size of a bullet on each side of the jaw. How lucky I was. Some of the fellows are so scared they never will be recognized. Artillery shells, and not bullets are what inflict the bad wounds. Expect to leave for southern France in a day or two, where I will spend most of the cold weather months.

"It kind of jarred my jaw a bit when I got hit, so I have to have my teeth tied together for three months and eat through a hose. It's just uncomfortable and not painful, so I do not mind it. The nurse in the room that I am in is a very good one and does everything possible, and the doctors understand just what to do. There are five Americans mixed in with the wounded French, but as none of us can say much with our mouths tied up, it doesn't matter much that there is no one to talk with.

"Has Lester left home yet for the navy? Haven't heard from George but once since he came over, but he isn't much of a fellow to write anyway. I feel almost certain now that I will get back as good as ever, and as we have been through quite a lot this summer, I am lucky to have gotten nothing worse than this. Am sorry to lose the good regiment I was in, but will try and get back if possible. It must be pleasing to read the swarthy news back in the states now with the Huns on their knees. Had a letter from Mr. Paughbern, chief clerk at the Irving National bank, saying that the bank was about to publish a magazine, and I would like an article from each one of its employees in the service, so I wrote a few lines about what has happened over here as I saw it.

"It probably sounds funny, but I was made a corporal seven days before I was sent back, mainly because of the year's service over here, I think."

Col. John Van B. Metts of the 119th infantry, 30th division, writes his father, General James F. Metts, under date of October 14, as follows: "Am out of the line again for a few days. Our regiment was fighting three days and three nights, having advanced all in all about 12 miles and captured 4 towns which have been German positions since 1914. Busigny, Escauffort, St. Sulpice and Benin, all between Cambrai and St. Quentin, yet much farther east.

"I hear the 30th has quite a reputation in Paris and London. In the last fight I had my headquarters in a beautiful old home which of course the Germans have occupied and torn up for a long time but which was in tact except that the Hun has cut all leather out of backs and seats because of and had broken up much furniture. The day after I moved out a shell knocked it to pieces. Got some Australians and horses.

"I am getting on fine now that I had a bath this a. m., first in three weeks. Slept in a real bed last night and had a good vegetable dinner from a Hun garden. All this country was theirs a week ago. They have blown up two or three mines in middle of streets to stop traffic.

"All roads to the front are absolutely a block of vehicles and troops going and coming day and night and now and then a shell gets some. Got one of

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Specials in BOYS' PANTS. Boys' Corduroy Pants, sizes 6 to 17, a pair \$1.25. Boys' Corduroy Pants, sizes 6 to 17, a pair \$1.50. Boys' Corduroy Pants, sizes 8 to 17, a pair \$1.75. Boys' Corduroy Pants, extra fine grade, sizes 7 to 18, a pair \$2.00.

Ladies' Home Journal Patterns for December styles on display at Pattern Counter. J. W. H. Fuchs' Department Store. The Store For Better Prices. Phone 272.

HAWAII LACKS MAN POWER. Enlistments and Draft Have Left Severe Labor Problem in Islands.

Hawaii has a labor problem no less than the United States as a whole, for so many of the young men of the islands have enlisted in the army and navy that the supply of workmen is at the lowest ebb in many years.

YOUNG A. C. L. SWITCHMAN KILLED AT SOUTH ROCKY MOUNT. (Special Star Correspondence).

Rocky Mount, Nov. 7.—Herbert O. Smith, a young switchman in the employ of the Atlantic Coast Line railroad, was instantly killed in the yards at South Rocky Mount early yesterday morning as the result of an accident.

RESTAURANT GREAT SUCCESS. Assurance That They Present Practical Method of Saving Fuel.

London has made a success of its national restaurant, which opened its doors several months ago in New Bridge street. After meeting all expenses, an average profit of 70 pounds or about \$350 has been made.

GREENSBORO LIFTS BAN. Greensboro, Nov. 7.—Theatres, stores and other public places were re-opened this morning with the lifting of the quarantine against Spanish influenza.

GERMANS LEAVE VIENNA. Amsterdam, Nov. 7.—The German military mission has left Vienna, according to advices from the Austrian capital.

TWO ARRESTED ON CHARGES OF FRAUD. Carpenter Foreman and Time Checker On Government Work Alleged to Have Padded Payrolls.

Norfolk, Va., Nov. 7.—W. L. Whitehurst, a carpenter foreman, and Rowland E. Darling, chief time checker at the army engineering depot, were arrested last night by agents of the department of justice, charged with systematically defrauding the government by means of padded payrolls.

THE METHOD USED IN defrauding the government, according to the agents who investigated the alleged conspiracy, was the addition of dummy names to scores of payrolls submitted to Colonel G. E. Humphries, commander in charge of the depot.

WHITEHURST was tonight released on bail, but Darling is still in custody.

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