

SOCIAL and PERSONAL

THE KAISER.

De Maximis Non Curat Lex.
If he had fallen in fight—
He and each stalwart son—
We might have said, "Good night,
And an eternal rest."
Courage redeems the Hun."
At any rate, his neck had not been
noosed.

But now—
The Hohenzollern house
Was thought an eagle-nest
Turns out a chicken-roost!
Shall he go free?
He shut your son
Into a stinking pen
And told him, "Starve and rot!"
Shall he
Go free?
He bade his soldiers tear
The tongue out of the throat
Lest it should dare
To tell truth of the Hun—
And his own tongue was on!
This is the hand that loaded every
gun.

And it is lifted still,
Unshackled, in God's sun!
If he had shed
The blood of only one,
Laws would have risen and said,
"Your blood must pay!"
Now by his hand
Millions are lying dead,
And Law has naught to say:
Is it so, then,
Are we really men?
Shall he go free?
He?
—WENLELL PHILLIPS STAFFORD.

Little Miss Elizabeth King, daughter
of Mr. and Mrs. D. C. King, 805
North street, celebrated her seventh
birthday Saturday, proving a charming
little hostess to the numerous
friends gathered at home for the
occasion. The afternoon was filled
with games, with a delightful refresh-
ments served at the close.

COWAN BACK FROM CAPITAL

Spent Several Days in Washington in
the Interest of the Local Port.

James H. Cowan, secretary of the
chamber of commerce, returned yester-
day morning from Washington, D. C.,
where he spent several days attending
to business connected with the local
port. While Mr. Cowan has not made
public the nature of this business it is
understood that in some measure
to do with the utilization of Wil-
mington as a debarkation port for
American soldiers returning to points
in the Carolinas and Tennessee for
demobilization.

Asked last night as to what chances
he thought Wilmington has for being
designated as one of the debarkation
ports Mr. Cowan stated that it seemed
to him that they are most favorable,
especially since this is the logical point
for the men of the 38th or "Old Hick-
ory" division to land as they are from
North and South Carolina and Tennes-
see.

Secretary Cowan is on the job and if
there is any way of having Wilming-
ton made a debarkation port it can
safely be left to him to see that it is
done.

VICTORY CLUB HOLDS MEETING

W. H. Sprunt and E. A. Metts Address
Colored People Tonight.

The meeting of the negro Victory
boys and girls club tonight at St.
Stephen's A. M. E. Zion church will be
addressed by W. H. Sprunt and E. A.
Metts, both of whom are connected
with the united war work organization
for conducting the drive among the
colored people.

At the close of the addresses, an op-
portunity will be given the audience
to subscribe to the war work fund, and
to that end all members of the Victory
club as well as their mothers and fathers
are urged to carry large contribu-
tions with them to the church.

Other features of the entertainment,
it is announced, are a number of pa-
triotic songs by the Victory boys and
girls and an address by Rev. Flynn, a
negro preacher from Charlotte. The
negro children will march to St.
Stephen's in grade formation, each
schoolteacher having been asked to
marshal her class.

BOARD EDUCATION MEETS.

Monthly Meeting Will Be Held at 4
O'clock This Afternoon.

The regular monthly meeting of the
board of education, which was to have
been held Monday afternoon and which
was postponed on account of members
being out of the city, will be held at
4 o'clock this afternoon in the office
of the county and city school superinten-
dents.

It has been learned from a reliable
source that some action will be taken
today in regard to the conditions ex-
isting at the Union school, which were
complained of in the report of the
grand jury made to Judge Stacy last
Thursday afternoon. What action will
be taken is a matter known only to
members of the board, and it is under-
stood that they have reached only
tentative plans which are more than
likely to be changed following the dis-
cussion which is expected today.

RUB YOUR BACK! STOPS LUMBAGO

Don't Drug Kidneys! Rub The
Pain Right Out With Old
"St. Jacob's Liniment."

Back hurt you? Can't straighten
up without feeling sudden pains, sharp
aches and twinges? Now, listen! That's
lumbago, sciatica, or maybe from a
strain, and you'll get blessed relief
the moment you rub your back with
soothing, penetrating "St. Jacob's Lin-
iment." Nothing else takes out sore-
ness, lameness and stiffness so quick-
ly. You simply rub it on and out
comes the pain. It is perfectly harm-
less and doesn't burn or discolor the
skin.
Liner up! Don't suffer. Get a
small trial bottle from any drug store,
and after using it just once, you'll
forget that you ever had backache,
lumbago or sciatica, because your back
will never hurt or cause any more
misery. It never disappoints and has
been recommended for 60 years. Stop
drugging kidneys! They don't cause
backache, because they have no nerves,
therefore can not cause pain.—Adv.

HUMAN NATURE AND THE SOLDIERS' ALLOTMENTS

Following are extracts of letters
asking about allotments received at
Washington by dependents on soldiers:
"I ain't got no book learning and I
hope I am writing for infamation."
"She is staying at a dissipated
house."
"Just a line to let you know that
I am a widow and four children."
"Previous to his departure we were
married to a justice of the Peace."
"He was inducted into the surface."
"I have a four-months baby and he
is my only support."
"A lone woman and parsely depend-
ent."
"I was discharged from the army for
a goller which I was sent home for."
"I did not know my husband had
a middle name and if he did, I don't
think it was 'none.'"
"As I needed his assistance to keep
me enclosed (in clothes)."
"Owing to my condition which I
haven't walked in three months for a
broken leg which is No. 75."
"Kind Sir or She."
"I enclose lovingly yours."
"I am left with child seven months
old and she is a baby and can't work."
"I received \$61 and I am certainly
provoked tonight."
"Your relationship to a few answers:
"I am not a mer and not a few cousins."
"In service with the U. S. Army."
"And he was my best supporter."
"I received my insurance Polish and
have since moved my postoffice."
"I am his wife and only air."
"You ask for my allotment number.
I have four boys and two girls."
"Please correct my name as I could
not and would not go under a consumed
name."
"Extract of a letter from a boy to his
mother. "I am writing in the Y. M. C.
A. with the piano playing in my
uniform."
"I am pleading for a letter more
time."
"Please return my marriage certifi-
cate, baby hasent eaten in three days."
"Now Mrs. Wilson, I need help bad,
see if the president can't help me. I
need him to see after me."
"Both sides of our parents are old
and poor."
"Please send me a wife's form."
"Hello Mr. War Risk Insurance, how
are you? I am well and hope you are
the same."
"Dear Mr. Wilson I have already writ-
ten to Mr. Headquarters and received no
reply and if I don't get one I am going
to write to Uncle Sam himself."
"We have your letter. I am his
grandmother and grandfather and he
has been kept and bred up in this
house according to your instructions."
"I ain't received no pay since my hus-
band has gone from nowhere."
"You have changed by little girl to
a boy. Will that make any difference."
"I have not received my husband's
pay and will be forced to lead an im-
mortal life."
"Please let me know if John has
put in an application for wife and
child."
"I am writing to ask you why I
have not received my elopment. His
money was kept from him for the
elopment which I never received."
"You have taken my man away to
fight and he was the best fighter I
ever had."
"Now you will have to keep me or
who in the Hell will if you don't."
"My boy has been put in charge of
a spittoon. Will I get more money
now?"
"My son is in Co. 158 Infancy. Please
tell me is he living or dead, and if so
what is his address."
"I have learned that my husband is
in the constipation camp in Germany."

AMERICAN CASUALTY LIST

Washington, Nov. 17.—The following
casualties occurring before cessation
of hostilities and reported by the com-
manding general of the American ex-
peditionary forces were given out to-
day for publication:
Killed in action 130
Missing in action 91

Total 221
Included in the list are names of
the following from North Carolina,
none from South Carolina being men-
tioned:

- Killed in Action.**
Corporals Akrie G. Byrd, Duke, N. C.;
Columbus S. Morris, Columbus, N. C.;
Mechanic Fred L. Clark, Oxford, N. C.;
Privates Godwin Bracy, Roxobel, N. C.;
James N. Holbrooks, Cuberson, N. C.;
William C. Ingram, Richfield, N. C.;
George W. Parrish, Roxboro, N. C.

SAVES TWO LITTLE GIRLS FROM RUNAWAY ACCIDENT

(Special Star Correspondence.)
Goldsboro, Nov. 17.—Spicer Franklin,
a young white man employed in this
city by the Southern Railway company,
made a sensational rescue Friday when
he stopped a runaway pony being
driven by the little daughter of J. O.
Royall. Mr. Franklin saw the danger
of the little girl and rushing into the
middle of the street succeeded by a
nervy leap in securing a firm hold
upon the bridle and soon had the ex-
cited pony under perfect control.
Another little girl companion was
also in the buggy with the Royall
girl, both of who would probably have
been killed or seriously injured but for
the timely rescue by Mr. Franklin, who
himself escaped with a few slight
bruises.

DOTS

—Macie Nixon, a small colored boy,
was arrested yesterday afternoon on
a charge of attempted larceny and
will be given a hearing in recorder's
court this morning. Nixon tried to re-
move the seat from a motorcycle and
was caught in the act.

Austrian Foreign Minister.
Copenhagen, Nov. 17.—Dr. Otto has
been appointed Austrian foreign minis-
ter, according to a dispatch received
here.

PULLMAN SERVICE.

Commencing November 16th, all re-
quests for Pullman sleeping or parlor
car space from Wilmington should be
made to C. M. Acker, Ticket Agent,
phone 1108-W. no 16-18.

With Wilmington Shipbuilders

Doings of the Men Who Are Building
Spans in Pershing's Bridge of Ships.



The Emergency Fleet News gives
most of a page in its last issue to the
Carolina steel shipyard here, and with
a fine picture of the yard, showing in
detail the ways and their surround-
ings, prints the following:

Keep the material moving ahead of
the riveters and avoid half the delays
of shipbuilding. That is the theory
put into operation at the new Carolina
Shipbuilding corporation yard, at Wil-
mington, N. C., which is now engaged
on actual construction of its first ship,
the keel of which was laid Nov. 2. And
to back up the theory, they have en-
gaged the services of Tom Strang, re-
puted to be one of the best steel men
in the country to keep the material
moving. Tom Strang goes to the Wil-
mington yard at the head of crews of
steel construction men who have been
engaged at building two of New York's
largest and newest ships. They are
regarded by the Wilmington authori-
ties as the "plus ultra" of steel con-
structors. And they have entered up-
on their job determined to keep the
stuff going up and mounted and molting
at a pace that will keep the riveters
hustling.

All of which has the hearty approval
of John W. Towle, resident representa-
tive of the Emergency Fleet corpora-
tion at the Wilmington plant. This yard
is in Philadelphia the other day to get
some first-hand information from the
higher officials and to tell the story
of the Carolina plant. This yard is
situated on the Cape Fear river, about
two miles out of Wilmington, on high
ground, with a rock foundation. The
foundation offers a firm and solid sup-
port for the ways, four of which have
been built, all of concrete. The site
is ideal for a shipyard, according to
Towle, for the ground is not only high
and dry, but it has a natural slope to
the water's edge, on which concrete
slabs for the ways were laid with
scarcely any change in the topography
of the land. Construction work was
started on April 17, last, and rapid
progress made, although there was
some delay in receiving steel. How-
ever, the first keel laying on Nov. 2
assists to fair speed in plant construc-
tion.

The yard promises to escape the
grievs of labor shortage that clung to
shipyards in the north and west during
the summer. The management has
succeeded in obtaining enough skilled
workers thus far to keep things mov-
ing and adequate additional help is as-
sured for the winter months. A double-
track street car line soon will be in
operation between Wilmington and the
yard and service for the 3,000 men to
be employed in the plant is assured.
The Emergency Fleet corporation has
undertaken a housing project on thirty
acres of land adjacent to the plant.
The buildings will cost about \$500,000.
The shipbuilding company has laid a
switch of heavy rails from the plant
to connect with the Atlantic Coast
railway and is putting this line to
double use. During the hours of
morning and evening, the tracks are
used to carry workmen and in mid-day
and at night freight trains bear ma-
terial to the yard.

Steel men of long experience are in
charge of the operations at the plant,
including Ralph Starrett, a vice-presi-
dent of the corporation, who had
charge of plant construction. Mr.
Starrett formerly was with the
Thompson-Starrett Co., and the George
A. Fuller Construction Co., and has had
25 years of experience in building op-
erations. L. C. Dilks, president, former-
ly was identified with the American
Bridge Co. and was president of the
Millikin Co. He formerly was general
manager, also, of the Eastern Steel
Co. Eads Johnson is vice-president in
charge of ship construction. Mr. John-
son formerly was in charge of the
New York office of the Emergency
Fleet corporation, prior to the estab-
lishment of the district which includes
the New York yards. Pembroke Jones,
a capitalist of New York, is another

vice-president. North Carolina climate
should permit outdoor work through-
out the year, and the new plant looks
forward to rapid progress from now
on. It is promised that four keels will
be laid by Nov. 20.

The News also has the following:
A close approach to the banner mark
in the number of ships completed and
accepted by the shipping board is re-
ported this week with a total tonnage
of 101,000—steel, wood and composite
—turned over by the yards operating
under the Emergency Fleet corpora-
tion. These figures include three re-
quisitioned steel vessels, aggregating
26,800 tons, five contract steel vessels
aggregating 38,500 tons and one com-
posite vessel of 3,500 tons. The only
one which excels this was that re-
ported last week when 102,800 tons
were delivered. In this week's reports
the Pacific coast claims honors in the
steel field and the southern yards in
the wood and composite field, the
former contributing 34,000 tons of
week's steel total and the latter sup-
plying 245,000 of the wood and com-
posite tonnage.

Announcement made in Washington
that Herbert C. Hoover, food director,
and Chairman Edward N. Hurley, of
the United States shipping board, were
going to Europe to put into effect
plans for the provisioning of Europe
and the American troops, emphasizing
once more the need for ships. Thus
with the ending of the war a new
and pressing demand for tonnage con-
fronts America. The call was for an
emergency of war; now it is for the
emergency of peace. The mission has
changed from one of destruction, to
one of construction. War-torn Europe
holds out suppliant hands to prosper-
ous America. Will the response of the
shipbuilders be any less prompt or en-
thusiastic when it is mercy instead of
Mars that sounds the call? France
and England have gone hungry so that
their armies might be fed. Now Amer-
ica must provide the food needed to
keep starving millions alive. Mr. Ho-
over has been chosen to direct the dis-
tribution of American food across the
ocean, and Mr. Hurley to determine
how the available tonnage can be used
to best advantage, and to learn the
needs for new tonnage.—Emergency
Fleet News.

Some 200 concrete vessels of various
sizes, representing 200,000 tons of ship-
ping tonnage, are being built in the
south and on the northeast and north-
west coasts of England, on the Clyde
and Aberdeen in Scotland and near
Belfast, Ireland, according to the
Times Engineering Supplement. The
capital outlay, aside from the cost of
the land and construction of the
plants, is estimated at nearly 4,000,000
pounds. On the designs adopted, the
savings of steel is about 70,000 tons,
as compared with the amount which
would be required for steel ships of
the same carrying capacity. The British
admiralty gave every encourage-
ment to the private firms undertak-
ing this new industry. Following the
announcement of government aid, 70
or 80 ways were laid down immedi-
ately. On many places waste land and
bare stretches of shore were rapidly
converted into busy centers. Matters
have advanced so far that several ves-
sels of 1,000 tons deadweight carry-
ing capacity now are on the point of
completion. The vessels in course of
construction for the controller-general
of merchant shipbuilding comprise
barges of 1,000 tons deadweight and
steam tugs of 750 horse-power. In
addition, six cargo steamships of 1,150
tons deadweight are being built for
private ownership, and designs have
been prepared for steamships of much
larger size, which it is understood will
be constructed after the pressing need
of the government for smaller craft
have been sufficiently met.

That Spain is taking steps to make
the concrete ships the principal asset
of her merchant marine is the sug-
gestion put forth by the Daily Marine
Record. A construction firm, which

has yards at Barcelona, has been ex-
perimenting in concrete vessels, for
some time and now is building large,
ocean-going concrete ships of 6,000
tons. Recently the Portland Cement
association of Chicago received a cab-
legram stating a Spanish reinforced
concrete sea-going ship of 6,000 tons
has made a successful voyage and is
pronounced to be in every way satis-
factory. A cablegram sent to the
United States with the news contain-
ed the addition: "Best greetings,
American friends." There is a note
of triumph in this. Spain believes she
has taken the world leadership at last
in an industry of international im-
portance, the production of concrete
ships. A large number of the 8,000-
ton vessels will be built or "poured"
as soon as possible, the object of the
Spanish firm being not to make hay
while the sun shines, but to make ships
while the European tempest blows. Ac-
cording to telegraphed dispatches, the
trial voyage of the Spanish 6,000-ton
concrete vessel was so successful that
it aroused the greatest enthusiasm in
Spanish shipping circles, who see an
opportunity in concrete specialization
to make the Spanish flag more fami-
liar on the ocean than it has been for
many years past.

The National News of London says
that a great shipbuilding program, in-
volving stupendous sums, has been
drawn up by a number of north of
England capitalists. "It is under-
stood," says The National News, "that
arrangements have been made for over-
coming the two greatest problems of
the moment: labor and materials."
"Among those interested in this vast
undertaking are several men who have
had no connection with ship build-
ing in the past. They have simply
placed their wealth at the disposal
of the country, in order to secure
Britain's maritime supremacy."

ROTARIANS MEET TOMORROW.

Open Air Meeting Will Be Held At
Whiskey Creek Bridge.

The regular meeting of the Rotary
club, postponed from last Tuesday to
give members an opportunity to aid
in the campaign to raise New Han-
over's quota of the united war work
fund, will be held tomorrow. The
meeting will take place at Whiskey
creek and will be the first open air
meeting in several weeks.

As is usually the case at the "out-
ing" meetings, the business program
will be brief with principal attention
centered on the social part. With the
advent of the cool fall weather the
Rotarians return to their custom of
serving oysters at these meetings and
it is announced that deliciously roast-
ed bivalves will be the principal "num-
ber" on the menu tomorrow.

WOOD SHIPMENTS LIMITED.

Can't be Made More Than 30 Miles—
Hydro-Electric Light Order

The state fuel administrator, R. C.
Norfleet of Winston-Salem, calls at-
tention of county administrators and
the public generally to the order that
no wood cut in this state shall be
shipped to any point more than 30 miles
distance, by rail, except on special per-
mit by the state administrator, and
then there must be good and sufficient
reason.

The state administrator also notifies
the public that all restrictions on the
use of electricity for lighting, when
same is produced by water power, are
lifted and removed. The order as to
lightless nights where electricity is
produced artificially, remains as before.

SCOTTISH RITE REUNION

Convenes Here Tomorrow Morning for
a Three Days Session.

Local Masons have made arrange-
ments to entertain visiting Masons
who are expected here to attend the
fall reunion of Scottish Rite bodies,
which begins here tomorrow morning
at 10 o'clock and continues through
the evening of the 21st. There is an
exceptionally large class of candi-
dates who are expected to be here to
receive the degrees from the fourth to
the 32nd, inclusive.

There will be no public meetings

TANLAC
Aids Digestion—Gives Strength
OVER NINE MILLION BOTTLES SOLD
ROBERT R. BELLAMY

A Sale of
Silk Petticoats
in Generous Selections
Values to \$6 at \$3.98

Generous, not only in the number of petticoats, but
also in style features, and colors. Accordion pleated
flounces, hemstitched panels, tiny ruffles and fringe
trimmings are some of the important features of the
new close fitting models of taffeta, satin and two tone.

Our selections afford a choice of the newest styles
in a color range which include taupe, navy, black, Bur-
gundy, Belgian blue, beaver and plum. This price is
wonderful for garments of such excellent quality.

Bon Marche
(Incorporated.)

Groceries For Less
HALL & DURHAM, INC.
Phones 7 and 8. 205 Market St.

DERWILLO
Instantly Beautifies the
Complexion. Druggists
refund the money if it fails.

START RIGHT WITH
NOVEMBER
Correct price
Correct Goods
FRANK M. ROSS.

WANTED!
Several young ladies for stockkeep-
ing and sales position. Experience not
necessary. Good pay to start; bonus
and insurance features. Good oppor-
tunity for advancement and permanent
positions. Apply at once.

S. H. Kress & Co.

THE MURCHISON NATIONAL BANK
WILMINGTON, N. C.
Capital and Surplus, \$1,900,000.00

H. C. McQueen, President.
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J. W. Yates, V.-Pres. W. S. Johnson, Asst. Cash.
C. S. Grainger, Cashier. T. J. Moore, Asst. Cashier.

Sale Starts Monday
All Women's and Misses
Ready-to-Wear
25% Price Reduction

On all Women's and Children's Dresses, Coats
and Suits.

A large well selected stock. Come early. Sale
starts promptly at Nine O'clock.

A. D. Brown Company

Vortex Heaters
Portable Grates
Brass Andirons
Nursery Fenders
Majestic Ranges
Food Choppers
Lard Presses
Sausage Stuffers

N. J. JACOBI
HARDWARE CO.

The showing of models for
immediate and winter wear
is calculated to be the most
artistic of any yet exhibited.
Prices Most Moderate.

Taylor : Ladies' Hatter