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THURSDAY, JANUARY 25, 1923

Watching North Carolina

South Carolinians, and especially the South Carolina press, is watching the movement in North Carolina for state port development, with Governor Morrison's proposal for a state operated ship line as a collateral possibility. Naturally, the manufacturers and business men of the neighboring state have begun to take notice of the value of the port of Charleston to their state and its development, so they are wondering if North Carolina is going to take any step looking towards taking advantage of water transportation to help out in the state freight rate situation. Taking note of the interest of our neighbors, the Charlotte Observer says:

The city of Charleston only recently came into possession and control of its water front. The Spartanburg Herald is advising that Charleston "keep an eye" on what North Carolina is proposing to do in the matter of developing its shipping interests, so as to impress South Carolina "with the significance of the proposals being advanced by the sister state." It believes that if North Carolina should go into the shipping business "a very interesting problem might be raised for South Carolina." Perhaps North Carolina is going to set an example for South Carolina in the matter of development of the shipping business of equal value to the example it set in the building of good roads. It is encouraging to know that the Palmetto State is manifesting an interest in the latest move in development of resources by this state.

North Carolina ought to be keeping her eye on South Carolina port development, too. Now and then The Star has tried to give North Carolina some idea of port development at Charleston. Charleston already has a public terminal development based on the splendid terminal property built there during the World war by the United States government and taken over by Charleston, to be unified with other terminal facilities controlled by the Charleston port commission. New maritime enterprises have been inaugurated in Charleston. A steamship line plies via the Panama canal between Charleston and Pacific ports, and possibly few people in our own state know that the business interests of the central portion of North Carolina have received indirect, if not direct, benefits from that Pacific commerce through the South Carolina port. We happen to know that canned goods and Pacific coast products have come by sea to Charleston for distribution to North Carolina jobbers.

North Carolinians ought to know that it would be impossible to develop a port at Charleston or increase the maritime facilities of that South Carolina port without its being of prime benefit to North Carolina, and it would be just as impossible to develop port and maritime facilities at a North Carolina port without its being of proportional benefit to a large part of South Carolina as well as to the whole state of North Carolina.

In 1921 Charleston began the exportation of bright tobacco, and during the past season tobacco exports reached considerable proportions. Eastern North Carolina contributed some of that tobacco for exportation through that South Carolina port. The government engineers have just completed the survey for a 22-mile canal which will connect Columbia with the port of Charleston. The canal will shorten the water route from Columbia, to Charleston by more than 100 miles. The canal is to connect the Charleston port waterways with the Santee and Congaree rivers, and both Charleston and Columbia realize its importance to those cities and the state. Heretofore

fore steamboats piled between Charleston and Columbia by the Santee river route, which is a round-about way, but when the line was operated soon after the civil war a heavy traffic was carried on. To shorten the route by more than 100 miles will give Columbia and the whole upper part of the state the advantage of water transportation. Charleston is building more public terminals, and it is a matter of special interest to note that among the inquiries made by North Carolina legislators at Raleigh was one as to why the port of Charleston had not been a factor in lowering freight rates in South Carolina. Regardless of the possibility of lowering interior rail rates, better port and terminal facilities at Charleston gives the state export and import advantages it would not otherwise have. However, Charleston is on the way to getting classed as a deep-water port upon which rail rates are based for general distribution. Intelligent men in both North and South Carolina ought to know why freight rates in their states can not secure parity rates based upon such a developed ocean gateway as Norfolk.

The Star does not know just how comprehensive is the grasp of the North Carolina legislature on this subject of port and maritime facilities, but judging of rumors of "a desperate fight" on the pending port and ship measure at Raleigh, the South Carolinians need not have any fear that North Carolina is going to take any great advantage of the Atlantic ocean to provide herself with either, a rate basing or a competitive port. We shall have to wait and see how that "desperate fight" turns out. It might turn out in favor of Virginia and South Carolina.

Pull Dick and Pull Devil

The French invasionists and the German passive resistants both claim the advantage in the struggle for the mastery in the militaristic method of international dealing to accomplish economic results. It seems to be a case of pull Dick and pull Devil, with victory for each one side or the other ruinous in consequences for each of the contestants.

In his speech in the senate Monday, Senator Borah denounced the French policy as a violation of the Versailles peace treaty but he overlooks the fact that the reparations commission, claiming to act under the treaty, approved the French policy by a vote of three to one. Senator Borah also assailed the Harding administration for its impotent attitude towards international problems fraught with serious consequences to the world, and to America, as well. It is said that Ambassador George Harvey agrees with the plan supported by Secretary Hughes, and it is said that President Harding's plan is the same as the Hughes plan. Whoever knows what the Hughes plan is, can guess what it is that President Harding and Ambassador Harvey are standing for.

In the meantime, in his financial article, at the week-end, Theodore Price, the New York economist, says "the outlook is confusing to a degree that is almost without precedent." He notes this disastrous result:

France has carried her peaceful penetration of Germany so far that what is almost a state of war exists, and a political bridge has been built into Germany over which the Red Army of Soviet Russia may at any time advance toward the Rhine. This Red Army is said to include 1,200,000 well fed and well equipped men who are for the most part officered by Prussians. French francs have fallen to 6.63, Belgian francs are still lower at 6.02, and German marks are almost worthless, being quoted at four and two-tenths cents a thousand.

If that means anything, it means equal ruin for France, Belgium and Germany. It remains to be seen what the final result may be so far as the balance of the world is concerned. The financial markets in the United States and Great Britain remain unperturbed, and economic conditions in the two great English speaking nations seem to be generally undisturbed. It is said, however, that commodity prices in the United States have risen to the highest point reached this season, with every prospect that they are to go much higher. It is certain that the export demand for cotton will be curtailed, but in spite of that, prices for the staple have risen along with other commodities.

Certainly the conditions are confusing, and most any thing might happen, since it is agreed in both Europe and America that France's military scheme has all sorts of eventualities in it. There is nothing assuring so far as most European countries are concerned. Under such conditions, the Turks are standing pat at Lausanne, realizing that the allies are in no position to put anything over them.

The American protective tariff league has congratulated President Harding and congress upon the allegation that the tariff act "has brought prosperity and stability." It doesn't take much to enable tariff beneficiaries to see prosperity and stability for themselves. They take no account of the masses of the people.

LETTERS TO THE EDITOR

DIVERSIFIED FARMING

Editor of The Star: In Standard's issue of January 22, an article under the above heading from "A Star Reader." Wish he would have signed his name as I would like to thank him personally for his splendid suggestions, as they are very timely and practical, and in no way going to the disadvantage of those farmers who do not read the lengthy articles on that subject in farm papers and government bulletins, but will read such short pointed articles in their daily paper. It would really be a great benefit to the farmers if the daily papers would make a more determined effort to supply their readers with such short and timely educational articles on the subject of diversified farming. They are beneficial to the amateur as well as the professional farmer, and are entertaining reading matter. Yes, "Star Reader," you are right. Legumes ought to be raised more than they are today around here and every place where a poor soil has to be made rich or a rich soil maintain its fertility. Growing nitrogen is much cheaper than buying it in the form of commercial nitrogen carriers, and if it is extensively practiced in a certain community, that community shows very soon a better agricultural development with a resultant rising of land values. Waste hay may serve as a sample of it. The "Star Reader" may not be aware of it, but a good many farmers there use legumes wherever they can. Cowpeas, soy and velvet beans in summer, oats and rye mixed with vetch or clovers for hay and cover crops in winter. At present, the most beautiful green acres are plowed up preparatory for early spring truck crops, and their wealth of nitrogen and humus stored up for future use. Yet enough is left to show "Star Reader" that legumes and cover crops are raised there, and are interested in "does it pay?" or enrich the soil, to show and convince them that it does both to the benefit of the farmers, their community and their county and state. B. VAN BAVEL, Castle Hayne, Jan. 24.

CONTEMPORARY VIEWS.

IS THE ENTENTE ENDED?

There is a common feeling of uneasiness running through the allied countries, ourselves included, lest the decision of France to "go it alone" in her policy of forcible collection of reparations from Germany may mark the end of the celebrated "Entente Cordiale" formed between Great Britain and France by King Edward VII in the year 1903. While this was broadened out into an alliance during the war, in order to include Italy, Belgium and numerous other countries, and thus became a definite organization than a mere "cordial understanding," yet its continuation after the close of hostilities very promptly reverted, in tendency at least, toward its earlier forms.

While this understanding has existed unbroken since the armistice, when judged from the standpoint of sympathy and more or less identical objective, it ceased to exist as a common policy or as a political and diplomatic unity. This happened just as soon as the peace conference got under way in January, 1919. The first step in this breach was precipitated by the discussion of the "fourteen points" and their interpretation. Differences were accentuated during the formation of the league of nations, and the culmination came in the contest over Finland. The United States played a prominent part in this breach, although its influence, both in 1919 and later, has been along the line of a mediator, and at times even practically as a member of the entente.

Right here it may be said that one of the great errors made by President Wilson during the war, both from the standpoint of national psychology and its results in statesmanship, was to insist that we were not in any sense any "ally" of the powers at war but only an "associate." Although technically he, perhaps, was correct, yet by this policy he unconsciously drove a nail in the coffin of the league project which he then was preparing. It stands to reason that there is much less inducement in association in joining a political organization with associates than there would be with allies.

THE FORGOTTEN MEN

While we are building more good roads, why not build more good people? There are in this state 37,000 persons who, if they are not to be an insupportable weight on the advancement of North Carolina, have got to have better bodies and better equipped minds. They are the families of the 63,000 white farm tenants in the state, some of whom live on a cash income of 8 cents per person per day. The renters, those who own their work stock and implements, have for themselves and families an average daily cash income of 12 cents per person. The 8-cent men are the croppers who are staked everything by their landlords. Walter Page called them "the forgotten men."

These astounding and pitiful facts are brought out in recent University of North Carolina extension bulletin, "How Farm Tenants Live," by Mr. J. A. Dickey and Dr. E. C. Branson, based on investigations by Mr. Dickey in Baldwin and Williams townships in Chatham county, conditions there being typical of the whole state. It shows that the Tarheel white farmer rents an annual cash income of \$251, the cropper \$153. Says the bulletin: "The average income per person in the 329 farm owners investigated, white and black, owners and tenants, was only 23 cents a day. How could anybody live on less money and live at all? How can white tenants on a daily cash income of 12 cents a day per person ever buy and pay for farm of their own? They do it—87 of the white farm owners of this particular territory have done it during the last 20 years. They do it, but how they do it passes understanding, and moreover they have done it by self effort alone. Can this record be beat in any other state of the union? This is what I have in mind when I say that God

Almighty made North Carolina to be a paradise for poor folks—that is to say, for the average poor man content with merely keeping soul and body together. But that is not enough. All North Carolina, empty in sign and fairland in fertility, must be made a paradise where the poor rise up and cast off forever the fetters of their poverty. In a word, the white tenant of North Carolina must be educated into the wisdom of buying land. What is more, the state must make it as easy as possible for him to accomplish that which makes a man a sovereign being, ownership of home and soil.—Asheville Citizen.

Stacey Wade Wants Measure Regulating Handling of Gasoline

RALEIGH, Jan. 24.—In line with his program of legislation to protect human life and property, Stacey W. Wade, insurance commissioner, has had introduced in the senate a measure regulating the storage, transportation, sale and use of gasoline and volatile oils. Senator H. S. Parker, of Wayne, introduced the bill.

The insurance commissioner, under provisions of the bill is authorized to adopt rules and regulations, in general accord with such rules and regulations which have been or hereafter may be adopted or endorsed by the United States Bureau of Standards, or the National Fire Protection association, or the National Board of Underwriters, governing the keeping, storage, transportation, sale or use of gasoline and volatile oils.

"Section 1. That it shall be unlawful for any person, firm, association or corporation, to keep, store, transport, sell or use any crude petroleum, benzene, benzol, gasoline naphtha, ether, or other like volatile combustibles, or compounds, in such manner or under such circumstances as will jeopardize life or property.

"Section 2. That the Insurance Commission is hereby authorized to make and adopt rules and regulations in general accord with such rules and regulations which have been or may hereafter be adopted or endorsed by the United States Bureau of Standards, or the National Fire Protection association, or the National Board of Underwriters governing the keeping, storage, transportation, sale or use of gasoline and volatile oils.

"Section 3. Any person, firm, association or corporation violating any of the provisions of this act, or any of the rules or regulations of the insurance department, adopted pursuant to the provisions of this act, shall be subject to a fine, or penalty, not less than ten dollars, nor more than fifty dollars for each offense. Each day of violation of the provisions of this act, or of the rules and regulations of the insurance department adopted pursuant hereto, shall constitute a separate offense.

"Section 4. That the rules and regulations adopted by the insurance department pursuant to this act, shall apply to all cities and towns of 500 population and over at the last United States census, provided, however, that where applying to storage plants now existing and doing business such plants shall be allowed ninety days to conform to the rules and regulations made pursuant to this act.

"Section 5. Provided that all rules and regulations pursuant to this act, applying to cities and towns aforementioned, shall also apply to all property within one mile of any such city or town.

"Section 6. This act shall be in force from and after its ratification."

BETTER THAN WHISKEY FOR COLDS AND FLU

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The sensation in the drug trade is Aspirinal, the quick-acting cold and cough reliever, authoritatively guaranteed by the laboratories; tested, approved and most enthusiastically endorsed by the highest authorities, and proclaimed by the common people as whiskey, rock and rye or any other cold remedy they have ever tried.

All drug stores are now supplied with the wonderful new elixir, so step into the nearest drug store, hand the clerk half a dollar for a bottle of Aspirinal and tell him to serve you two teaspoonfuls. With your watch in your hand, take the drink at one swallow and call for your money back in two minutes if you cannot feel relief coming within the time limit. Don't be bashful, for all druggists invite you and expect you to try it. Everybody's doing it.

Take the remainder of the bottle home to your wife and babies, for Aspirinal is by far the safest and most effective, the easiest to take and the most agreeable cold and cough remedy for infants and children, as well as for adults.—Adv.

CHAMBERLAIN'S TABLETS
-SOLD EVERYWHERE FOR-
CONSTIPATION
BILIOUSNESS
Headache
INDIGESTION
Stomach Trouble

MRS. CARRIE AVANT DIES AT CERRO GORDO

CERRO GORDO, Jan. 24.—Mrs. Carrie Avant, wife of Fessall K. Avant, entered into life eternal at an early hour Sunday morning, after an illness of three or four days. Funeral service was conducted by the Rev. Hoyle Love, her pastor, and interment was made in the Porter Swamp cemetery Sunday afternoon, in the presence of hundreds of friends and relatives. Mrs. Avant, before her marriage, was the daughter of Mayor and Mrs. Ira L. Green. Her husband, father, mother, three brothers and two sisters survive.

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Any breaking out of the skin, even fiery, itching eczema, can be quickly overcome by applying Mentho-Sulphur, declares a noted skin specialist. Because of its germ destroying properties, this sulphur preparation instantly brings ease from skin irritation, soothes and heals the eczema right up and leaves the skin clear and smooth. It seldom fails to relieve the torment without delay. Sufferers from skin trouble should obtain a small jar of Rowles Mentho-Sulphur from any good druggist and use it like cold cream.—Adv.

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