

Wilmington Morning Star

Published by THE WILMINGTON STAR COMPANY, Inc., 109 Chestnut Street, P. H. BATTLE, Managing Director.

Entered at the Postoffice at Wilmington, N. C., as Second Class Matter.

SUBSCRIPTION RATES:
One Year \$7.00
Six Months 3.50
Three Months 1.75

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THURSDAY, JULY 5, 1923.

TOP OF THE MORNING

We are discouraged only so long as we are not conscious of God. If this is true, the first thing to do when discouragement overtakes us is to go straight to God.—Fell.

SEEING IS BELIEVING.

North Carolina newspapers have been clinging great gods of ink about the advisability and feasibility of the state ship and port terminal proposal, but the best thing North Carolinians can do for themselves is to go on excursions to ports which have their states behind them. Seeing is believing. Visualizing beats theorizing and homilies.

Why dispute? Why waste time about port cities taking the initiative? There is hardly a port city in the world that has not taken the initiative long ago, but they never got anywhere till they were backed or financed by their states or nations. The most wonderful port development of any American port in recent years has been put over at Montreal during the past few years. Montreal took the initiative, but the Dominion government had to get in behind that initiative for the simple reason that even that sizable and rich city, 1,000 miles from the sea, was not able to finance what many Canadians called a bubble-blowing proposition.

Canada, through her parliament, stood back of the Montreal project and during the past few years that great inland port has been made the greatest grain port in the world. Canadian wheat growers used to ship their wheat across the border into the United States, but politicians made American wheat growers believe that they needed tariff protection against Canadian wheat. They got it, and now Canada snaps her finger at all American tariff bills. Canadians equipped a port at Montreal and now American wheat has an export competitor which makes American wheat tariff as useless as two thumbs to a hand. Now the Canadian port is the second in the handling of merchandise. Grain terminals at Philadelphia are to be modeled after those of Montreal. Philadelphians took a trip to Montreal to "see" for themselves, hence nobody has to tell them what adequate terminals will do for a port.

The port of Montreal is getting a great deal of publicity for itself and for Canada. As great as commerce has become at Montreal, a dispatch from there July 1 states that the business of the port has outgrown its great facilities, hence much more comprehensive plans for further enlargement and extension of practically every feature of Montreal's harbor plant and equipment will shortly be put into effect "as the result of the sanction of the Dominion parliament of a further loan of \$10,000,000 to the Montreal harbor commissioners."

The grain elevators are to be enlarged, extension of wharves and piers are to be made, additional berths for ships to unload and take on cargoes are to be provided; the great anchorage basin is to be deepened and widened, high level shore wharves are to be built, railroad extensions to new grain elevators are to be made, new cargo handling machinery is to be installed, more economic devices are to be provided at all harbor terminals, quay walls are to be built along a front of 5,838 lineal feet, and reclamation work is to recover many acres of land from water.

That is a great deal, but it isn't all. The harbor front railroad system is to be extended and electrified, transmission power lines are to be extended, slips are to be dredged to a greater depth, the water front is to be paved with concrete, and listen! "Industrial wharves" are to be built along the front of a large land area for the location of various kinds of industries to be electrically driven. The port terminal powerhouse is to be doubled in capacity, for everything done at Montreal's modern terminals is done by pushing a button or by switching on the juice. A \$3,000,000 highway bridge, 40 feet wide, for vehicular transportation and travel, with separate concourses for pedestrians. Dr. W. L. McDougald, president of the harbor commissioners,

states that a very large improvement program was carried out last year, but:

In spite of these conditions the demands upon the commissioners for wharves, accommodation by great companies as well as by "tramp" charterers could not be met, and the commissioners therefore felt they would be recreant in their manifest duty if they failed to make every effort to keep the harbor's facilities up to not only the present insistent demands but to anticipate the requirements of succeeding seasons. Accordingly, the commissioners and their staff have for some months been preparing for further enlargement and developing the port's facilities, which work is now bearing fruit.

What's the use of windjamming in Tarheelia? Why should oceanic Carolina or hinterland waste space and white paper on "feasibility," "practicability," "advisability" and "municipal initiative?" North Carolina might as well have waited for county initiative before undertaking a \$65,000,000 state highway program. State progress depends on state initiative and state largeness.

BALANCED CONVERSATION.

President Harding spelled about the Glorious Fourth yesterday and today will board the government transport Henderson for his trip to Alaska. He will embark at Tacoma, state of Washington, the jumping off place of his trans-continental trip. Out on the Pacific there will be a surcease of speaking, and surely everybody will wish for Mr. Harding a safe and pleasant voyage. At sea he will be entertained by radio and will get the news by wireless. Meanwhile, back in continental United States, the speeches he has made at a dozen places will be closely analyzed by the politicians.

The President said many things in his speeches and has been called down on several things he has said. Issue has been taken with him concerning some of his claims for the G. O. P. during the two years or more it has endeavored to make another reconstruction record. According to the presidential view, the Republicans have done great things for the farmers and labor, two elements of American citizenship which cast millions of votes. The farmers have been wondering where they came in for any benefits outside of their own organized efforts, and so far as labor is concerned, the chief of the toilers of America has come forward with a denial of labor's obligations to the Harding administration.

At Helena last Saturday, President Harding endeavored to show how great a friend the Republican party has been to labor throughout the United States, but the very next day Samuel Gompers, president of the American Federation of Labor, promptly assailed the Helena speech of the chief executive and titular leader of the G. O. P. The President declared himself a friend of organized labor, but in his statement in behalf of labor on Sunday, Mr. Gompers declared that "labor requires more than a speech to balance against the acts that have gone before." Labor's titular chief declared:

We believe the President is sincere in not wanting the unions destroyed, said the veteran labor leader. "No sane person could want any such catastrophe. But we cannot indulge in any tumult of applause over this late profession of faith, because the unions themselves have saved the day and they have done this in spite of the official acts of some of the President's leading officials and advisers. For their existence today they owe no thanks to the administration."

President Harding made a very frank declaration for himself and doubtless he meant it, but he can't speak for Attorney General Daugherty and others of his official family, not to mention that congress, which committed acts for which it is impossible for him to apologize. While agriculture had its sorest trials and labor had its greatest conflict, even with the government, congress devoted two-thirds of its time to the passage of a bill in behalf of special interests. That is the way farmers and labor looked at it, hence the results of the elections last November.

THE HENRY FORD ROAD AND WILMINGTON.

Sure, we can conjure with the possibility that Henry Ford's proposed railroad into his coal lands, in the Clinchfield coal region of Kentucky, might be linked with Wilmington. Of course, if he builds his road and makes connections with the automobile manufacturing city of Detroit, the Carolina, Clinchfield and Ohio railroad would give the projected Ford railroad traffic connections direct with the Carolinas. It would link him with the port of Wilmington and other South Atlantic ports.

Of course, Mr. Ford wants coal for industrial use in his factories, but he also wants a port for the export of automobiles, motor trucks and tractors. New York commercial reports this week state that more automobiles than ever are going over

to foreign countries and that the east is preparing to take large numbers of automobiles, typewriters, cash registers and counting house machines. They could come to Wilmington from Ohio and Michigan points almost on a direct haul, the shortest route to any American port.

However, if Mr. Ford does not build his road, he can build a Ford city in North Carolina and get his own coal to his Carolina city by way of the Clinchfield road, which heads in close to the Ford coal properties in eastern Kentucky. A Ford city in North Carolina would also give him direct connection with the port of Wilmington. He need not wait to build his railroad. He can build automobiles in North Carolina and export them now. Of course, state terminal development at Wilmington would look good to Mr. Ford.

COMMUNITY LIFE.

A community is ideal just in the degree that its citizens as individuals are self-respecting, considerate, loyal and sympathetic; and its business interests intelligent, co-operative and energetic. There is nothing mysterious about the progressive and forward-looking community for these terms are convertible with human nature at its best. When business divarices beget harsh, unjust and malicious antagonisms, not only is community progress arrested, but social standards are made to suffer and personal attributes lose their virtue. To enter fully into the spirit of these verities, it is only necessary to recollect that the community is but the individual amplified.

A community is what its average citizen makes it, for leadership can do nothing more than leave the lump, and the standard is low or high just in the degree that the lump is receptive and capable of rising.

CONTEMPORARY VIEWS.

A WONDROUS GROWING SEASON
The length of the south's growing season and the diversity of its field resources are strikingly attested by a recent bulletin of the federal department of agriculture on the production of white potatoes. Three plant crops of these are raised within a year in this region, the investigator reports; and there is hardly a month out of the twelve magazine of southern sports, recreations and when somewhere in the south white potatoes cannot be planted and harvested. One result is a pronounced advantage in market value for the southern crops which supply the earliest demand.

The bulletin divides Dixie's production into three distinct periods, or phases—the early or truck crop, the later or main crop, and the fall crop. —Atlanta Journal.

COCONUTS AND BATHING GIRLS
Reports from Cleveland indicate that the effort of the Miami Real Estate board to make use of the convention of the National Realtors association for placing Miami before the country in a prominent way has succeeded beyond expectations. So attractive was the exhibit placed in the center of the convention hall, with its Spanish patio, its bathing beauties and its free coconuts, that a cordon of police was needed each evening to keep the throngs moving past the place. The name of Miami painted on each coconut biased the fame of the city all over Cleveland, as thousands of those attending the convention and up and about the main streets bearing the labeled nuts. Attracted to the booth by whatever feature, the Miami realtors took full advantage of the situation by passing out Miami literature to all comers, and it is safe to predict that hundreds who had not before been interested in the Magic City, read the booklets and looked at the pictures.

The benefit to Miami from such splendid exhibitions as the realtors presented at Cleveland cannot be overestimated. Certainly many times the amount expended in preparing the display, although that ran into a good many thousands of dollars, will be returned to the pockets of the Miami real estate men through sales to be brought here as the result of the convention advertising. And the rest of Miami will be the gainer, too, in large measure.

No little part of the growth of the Magic City can be justly attributed to the energy, the alertness and the "nerve" of Miami's real estate men. They have not been satisfied to let the God-given beauties and attractions of this country draw men to live here, as these attractions would in the course of time probably have done. But they have hastened by many a year the building here of a city by never losing an opportunity to sell to the world what Miami has to offer. By spending large sums in developing attractive residential sections, by improving the shore, creating islands, and in countless other ways putting their tireless energy into the development of the great city.

The Miami conquest at Cleveland is just another feather in the cap of the rest of the community recognizes what they have done.—Miami News-Metropolis.

GREAT FUTURE FOR THE DAIRY BUSINESS.

A York county farmer has sounded the right idea about the dairy business in this section of the Carolinas when he says in an interview with the Yorkville Enquirer that he has not even scratched our resources in this direction. The Gazette was talking to a man the other day, who remarked upon the vast amount of dairy business in the cold, bleak, northwestern states of Wisconsin and Minnesota, where the outdoor growing season is not more than half what ours is here. "This section of the Piedmont south," he said, "ought to become the wealthiest spot agriculturally in America." This York county farmer was regretting that he had not gone into the dairy business 20 years ago, but things were different then. "For instance," he went on, "the business did not offer anything like as much 20 years ago as it does now. Then I would have had no market for my cream and butter other than such as I might have built up laboriously for myself. I could probably have sold my product in the shape of butter in such cities as Charlotte, Columbia and Augusta, and maybe to Winthrop; but butter is not the most profitable product of a dairy herd by any means, un-

less you can run on a big enough scale to run a creamery of your own. "But now you have the advantage of creameries and ice cream manufacturers that are ready to take all your cream at a fair price. You have plenty of competition and it is more a question of producing the cream than it is of selling it. They will take all the cream we can deliver both winter and summer."

"And that is not all. There are other sources of profit to a dairy herd besides cream. There is the manure, for one thing. Properly taken care of, the manure means money. Next there is the increase in the herd. That is a source of profit rather than expense, and then still there is another advantage to this business, whether on a large scale or a small scale, it will give you back all you put in it more surely than any other business I know of. And there is no limit to the amount of investment it will stand either."

"This is a typical cattle country. There is almost no limit to the number of cattle that can be grown here, whether for creamery purposes or beef purposes. We have not even scratched our resources in this direction. Just consider the steadily increasing thousands of milk, butter and cheese consumers with which we are surrounded. Estimate the amount of money they are spending daily for various milk products, most of them in cans at big prices, and then consider the strength of the demand for real, pure milk and cream so 'ong as there is any of this stuff on the market.'" —Gastonia Gazette.

RALEIGH MUSIC TEACHER MISSING

Police Called to Assist in Search for Miss Evelyn Nichols, of Caraleigh Mills.

RALEIGH, July 4.—The local police department has been asked to aid in the effort being made by Caraleigh Mills officials to locate Miss Evelyn Nichols, music teacher in the mill community, who has been missing since Monday.

Miss Nichols, who is described as between 35 and 40 years of age, has not been traced beyond a downtown corner, where she alighted from an automobile Monday morning on her way to the office of a local physician. She had with her, it is said, a purse containing about \$50.

Failure of Miss Nichols to return to her room Monday caused concern and a search was started, but no trace of her has been found after she left the automobile.

Miss Nichols came to Raleigh from Greensboro, S. C., two years ago. Her mother now lives at Greenwood, it is stated.

Sammy Hale May Cause New Shift

Inability of Athletics to Cover Ground May Make Connie Mack Make Changes.

PHILADELPHIA, July 4.—Inability of Third Baseman Sammy Hale to cover much ground may cause Manager Mack to make a shift in the Athletics' lineup in a very near future. Hale, when he had a trial with Detroit several years ago showed poorly in the field. Ability to hit caused him to be carried around for several years. He was finally sent back to the minors, landing with Portland, Ore., of the Pacific Coast League. In the minors, Hale starred at the bat. His work in that department, more than any other, caused Connie Mack to part with a bag of gold reputed to contain \$75,000, all in real money. It was figured that his hitting would more than overcome his fielding faults.

Never much of a ground covered, an injured ankle has added to Hale's fielding. In addition, he has failed to hit up to his reputation. All of which may cause Mack to shift to Harold Gribble in the minors, Hale starred at the bat. His work in that department, more than any other, caused Connie Mack to part with a bag of gold reputed to contain \$75,000, all in real money. It was figured that his hitting would more than overcome his fielding faults.

LUMINA SCREEN
The greatest story of the sea ever written. A thrilling story of he-men who wear hair on their chests whose veins run hot with red fighting blood. A blunt, vigorous yarn of a boy's fight upward against overwhelming odds, where right means a hard fist and prime muscle high courage and a ready wallop. The sea! The flavor of salt in the nostrils; the odor of pitch in the air, the snapping of wind-swept canvas crackling like a machine gun; the creaking, singing wood straining as the ship rides the high waves! All the magic and lure of adventure, the Spanish Main and sallermen.

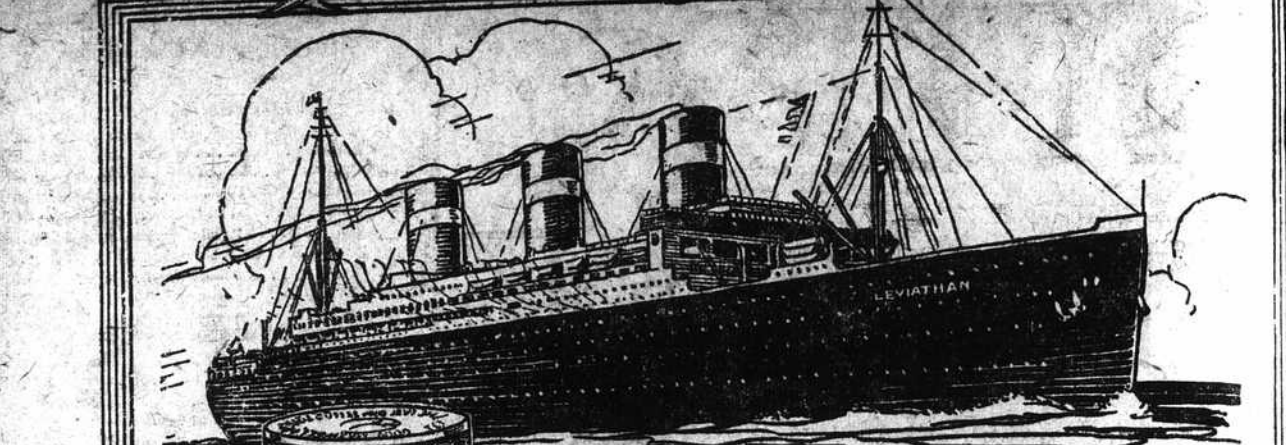
Such is "Master of Men," Lumina's screen offering for the Fourth of July and the day following, a powerful version of Morgan Robertson's thrilling story of the sea, read and beloved by millions. Cullen Landis, Wanda Hawley, Earle Williams and Alice Calhoun head a great cast to interpret its leading roles.

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