

GOVERNMENT BREAKS SEALS ON TWO BRITISH SHIPS

(By Associated Press) The United States today smashed the British government seals placed on liquor stores of the steamships Baltic and Berengaria and confiscated all the wet goods except those classed as medicinal. The seizure made after two false starts, a test of the Treasury Department ruling that no ocean liner may cross America's three-mile line with bar supplies.

Captains of both vessels entered formal protests at the breaking of their governments seals, but put no obstacles in the path of confiscating officials.

The work of removing the liquor from the Baltic was completed by nightfall and officials said that surplus liquor would be removed from the Berengaria Monday morning. The seized liquor was trucked to government warehouses.

Uncle Sam was slow in delivering his punch. Twice he raised his fist prohibition laws, and twice he lowered it while his executives held parley. Conflicting orders rained on the waterfront before the seizure was made, and in the meanwhile the French liner Paris steamed into the harbor with a maritime collar well stocked for the homeward voyage. Indications were that even more trouble would accumulate next week when more liners will arrive carrying liquor across the three-mile limit. Customs officials and prohibition enforcement agents massed this morning on the pier occupied by the White Star liner Baltic, which yesterday unexpectedly slipped into port ahead of the Cunard Berengaria, heralding as the first liner to test the Treasury Department dry ruling. The apparent purpose of the American officials was to bring down on the vessel's deck and through the cabin all the liquor.

The British government, which notified agents from Baltimore, said it would not permit the British liner to be searched. Customs officers, however, proceeded to search the vessel. Prohibition officials, meanwhile, taking advantage of the situation, searched the vessel.

Proceedings were suddenly halted by a telephone call from the customs border, while Washington wondered. Collector of the Port of Baltimore explained that this had been called because Dr. E. K. Sprague, chief of the United States Public Health Service, had not issued permits for medicinal liquor supplies. Meanwhile, Mr. Eiling conferred at the customs house with Treasury Department officials and Surveyor of the Port. While the dispute raged, the White Star liner Majestic, which sailed at noon with Secretary of the Treasury Mellon, for an unexplained party with his chief.

Early this afternoon, Federal agents who spent the day on the Baltic's pier resumed their work of seizing her liquor.

The work was interrupted by a telephone call from Dr. Sprague, after Assistant Secretary of the Treasury Mess, from Washington, sent him drastic orders and it was reported from the engine that Dr. Sprague had received a permit for all the Berengaria's stock, listing it as medicinal purposes. This permit Dr. Sprague denied, but he decided to discuss the Washington orders.

Dr. Sprague issued permits for a certain amount of medicinal liquor—considerably in excess of what the Majestic, a larger vessel, carried on her outward voyage.

The surplus liquor was taken from the Baltic and the Berengaria's seals were broken. Neither the White Star Line nor the Cunard Line instituted and injunction proceedings to prevent removal of the liquor. While the Cunard Line, in the case of the Berengaria, applied for a permit for all her liquor as medicinal supplies, the White Star, in the case of the Baltic, did nothing except list her stock on her manifest.

In explanation of the permits which he granted Dr. Sprague said that the amount he allowed were required by British law and declared he would be guided in fixing the medicinal liquor needs of incoming vessels by the laws of the countries from which they came.

Ship's officers on the Baltic, however, said that the 70 and a half bottles of spirits carried regularly in their medical stores fulfilled the requirements of the British law that there should be a gallon for each hundred passengers and crew. Although French law calls for wineations for the crew, the British officers said no such provisions were contained in the laws under which they sailed. They laughingly said that the quantity allowed them would answer legally for a passenger list of 25,000.

The officials statistics on the quantities of liquor brought into port by the two vessels, left and seized, follow: The Baltic lost 5,159 bottles of beer, ale and stout, 325 bottles of spirits, 119 bottles of wine, 33 bot-

REVIEW OF THE LATEST BOOKS

By Cora Annette Harris

Miss Harris, who is one daughter of Thomas Wade Harris of the Charlotte Observer, and who is quite an authority in the literary realm, especially as regards popular volumes of fiction, has very kindly granted us permission to use some of the latest of her book reviews, which appear regularly in the Observer. Those who keep posted on the newest books, will be delighted with Miss Harris' clever analysis of the latest releases.

A Davidson College Book

We are delighted to announce the publication of one of the most unique books of the season, "Four Plays." The editors of this little book are W. J. Cooper and E. T. Woolfolk and it is dedicated to Mr. Edward Jones Erwin, director of the Dramatic club and national president of Sigma Epsilon. We shall also mention that the book was printed by the Queen City Printing Co., of Charlotte.

All of the plays in the volume were written by members of The Blue Penel club of Sigma Epsilon, the natural literary fraternity. This club and those who are responsible for this volume are to be congratulated.

The four plays include: "A Christian Slave," "I Do," "At the Sign of the Sturgeon's Head," and "Uncle Enemy Harum." These four plays were selected from seven or eight written by members of The Dramatic club during the collegiate year 1922-1923. In selecting the titles for inclusion an effort was made to select plays of value that theme was subtle, which at several instances the reputation of some of the best plays.

Should any one desire to produce any of the plays The Dramatic Club has been so fortunate to secure details of their production, as might be desired. For permission to produce, applications should be made to E. J. Erwin, Director, North Carolina.

THE TENTH WOMAN, By Harriet T. Carrlock, Doubleday, Page and Company.

Without any frills or multiplicity of words we shall say that this is a really worth while book. It is very well written and fully up to the standard of strength and interest. It is a story of a great deal of force and its theme is an engrossing one.

It is hardly worth while for the reviewer to discuss any feature of this new novel as it should be read from cover to cover to be thoroughly understood—really a synopsis or a criticism of it will not aid the reader in his interpretation of the book or the real impression to be made.

The book has an attractiveness of subject and sharp and clever characterizations. In fact, the author seems to possess an unusual talent for creating characters and breathing into each of them a fierce reality. Throughout the tale there can be found an effective philosophical of poignant beauty.

The author has chosen for her setting Essex, a small New England town, "rock-ribbed in tradition." The story is woven around two old families who lived in this town. The main action, however, centered around the lives of Rose Anne Trevall and Baintree Compton. The author tells of how the personality of the overbearing father dominated the family of Trevalls and of their eccentric daughter who always was to be found at her mother's right hand. At length, young Compton plays an important part in Rose Anne's life and their platonic friendship continues through out the story.

The reader will quickly realize that the writer is especially gifted in weaving and unweaving the delicate threads in which many lives have become entangled.

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bles of liquors 70 1-2 bottles of brandy, listed as regular medical supply.

The Berengaria lost 5,159 bottles of beer, ale and stout, 80 bottles of spirits, 119 bottles of wine, 33 bot-

The Baltic had left 577 bottles of beer, ale and stout, 245 bottles of spirits, 119 bottles of wine, 70 1-2 bottles of brandy, her regular medical supplies.

The Berengaria brought 3,888 bottles of beer, 130 gallons of spirits, 47 1-2 gallons of wine.

The Berengaria lost 3,038 bottles of beer, ale and stout and 31 gallons of spirits.

The Berengaria had left 850 bottles of beer, ale and stout, 99 gallons of spirits and 47 1-2 gallons of wine.

THE OLD NORTH STATE IS MARCHING ON

(BY JESSE DANIEL BOONE.)

Released Friday, June 22nd.

Read at Blowing Rock, Thursday, June 21st at the N. C. Press Association.

North Carolina, which is called The Old North State. Is marching in the front lines, among the truly great. No longer is she lowly lagging in the rear. But all within her borders sing her praise loud and clear. We have caught a border vision of a future that is bright. And now we travel onward in the broad way, full of light. With a future that is certain, that will bring to us success. Without regrets or sorrow to sadden or distress.

Since the plans of Charles B. Aycock for Education's needs. We have passed the matter nobly and watched the growing seeds. Until fine schools are springing up in west and in the east. The millions we are spending are like the baker's yeast. We've issued bonds and borrowed sums all over this domain. And thousands still are ready to issue bonds again. Until we have driven ignorance beyond our eastern sea. Until for Education's wants there comes no further plea.

And we are building highways which bring us joy and pride; We are spending many millions to make them firm and wide; We are building for the future, so we can't withhold or stint. As long as there is money in the banks or at the mint. Some think that we are reckless and are lavish in our plan. But it provides to help ourselves and help our brother man. In building streets, or even roads, we ought to build the best. For Heaven has its Golden Streets as a model or a test.

As we feature Education as our hobby, as our goal, And better modes for traveling that will delight the soul, We bring here many others to help us in the race. Who bring new blood and money to give an added pace; We also help our own to thrive and make our children wise; And while we're doing all these things, we surely advertise. We tell the world of glory which makes men stop and look; They read and think and wonder, as they read a treasured book.

Just watch the old state prosper in any given line; There seems no bar nor hindrance, nor any danger sign; For everybody busy, now, and all have learned to smile; Here life is full of pleasure and very much worth while. The natives love the promise-land we call The Old North State. And deem it greatest pleasure to parse and to relate. The many deeds of valor which glorify our past. And the present undertakings which will make our glory last.

Without paying taxes, you, dear friend, and getting big returns; If any hero would succeed he must surely do his "turns." For anything we do in worth who costs money, or costs toil; It's a sure sign of our fate, if we would make the old pot boil. Let's pay our taxes gladly, in a patriotic way. And tell Success to come right on and seek to make him stay. When some complain and would go back, we can't afford to quit; We must go on with better plans if we pull against the bit.

FRANK PAGE GETS MAGAZINE WRITEUP

Release Dispatch

Frank Page, the woman, banker, soldier, Road Builder.

This runs a headline in a late issue of Successful Methods and the article which it captions is devoted to wholly complimentary sketch of the activities of the chairman of the North Carolina highway commission. The occasion for the writing of this article was the election last month of Mr. Page as president of the American Road Builders' association.

"When Frank Page was elected president of the American Road Builders' association recently," says the article, "many asked, 'Who is Frank Page?' and then answering it, own question continues, 'Before the year is out the road builders of the country will find that the head of their

national organization is a strong, courageous well-trained man, who, as chairman of the North Carolina state highway commission has put that state at the top of the first in highway progress."

After reviewing the history of the Page family as men of large caliber in affairs of state and nation to the record of achievement made by Mr. Page the article says that "the demand for better roads had become universal in North Carolina. The state had done some highway work but there was little money and practically no organization available. Local politics also determined when and how most of the roads should be built."

"The time was ripe for the great change that occurred in highway affairs in North Carolina. The State legislature passed a \$50,000,000 bond issue, along with a law creating a

state highway commission. That law has proven in practice to be the model of that it was intended. It made possible the removal of the highway affairs from politics. . . . but legislation could not make a man to execute successfully a law.

"Fortunately, about the time the legislation was in the making, Frank Page was suggested to the governor as the most logical man to be chairman of the commission. . . . He believed that Frank Page met the specifications and the record that has been made has fully justified the governor's judgment.

"Working quietly in his determined way, Frank Page built, in a very few months, an organization that soon began to make highway history. He induced C. U. Upham to leave Delaware and became state highway engineer. . . . and teamed together these two men have made records that are not yet fully appreciated outside of North Carolina."

The article continues to review the progress in highway construction made in the state during the last two years and concludes as follows:

"How Frank Page gets things done has been variously estimated by different people who have seen different sides to him. He is primarily courageous and fearless. . . . has no more respect for the political bosses of the state than he has for an ordinary citizen. . . . and in some quarters, has acquired somewhat the reputation recently of an autocrat. The general manager of a leading railroad recently said: 'Frank Page may have the reputation of being something of a czar, but he certainly does get things done.'"

"Frank Page has one failing, if it is a failing, for a man in a public position of such importance as the one that he fills—he avoids publicity. He never has much to say about what he has or what he intends to do. He probably will say much about it, but not as president of the American Road Builders' association. A year hence, however, his leadership will have left a permanent record of wisdom in a better organization and it should be as really representative of the highway builders of the country."

QUITS FLAPJACK JOB TO ENJOY FORTUNE

William Oldham, who makes flapjacks in true western style in the window of a front street eating house here, puts aside his white coat and apron forever today, having fallen heir to \$150,000 from a relative in England. Next week he intends to travel in easy stages across the continent to California. There he will take a ship to London via Panama canal.

"I want to get some of that old English ale" Oldham said today.

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