

GOVERNOR PLEADS FOR REFERENDUM

Asks Special Session For Legislation on Report of Port Commission—Honor Governor Craig.

Raleigh.—Governor Morrison in his address to the special session of legislature emphatically recommended a referendum to determine the fate of the port movement.

For two hours and four minutes in a message of unparalleled length, and speaking with enthusiastic vigor, the Governor drove hard at every stronghold of the opposition and counter-attacked heavily with argument in defense of his proposal to reduce the general burden of freight rates by providing a basis of competition that he contends will cut the foundation from under the railroad-made rate structure.

"I believe if it is submitted to the people it will carry every county in North Carolina," he said, adding later that "they know and understand that it means a greater and stronger North Carolina. Their courage is high, their determination absolutely dependable."

The recommendations which the governor asked to be covered in the legislation calls for a \$7,000,000 bond issue for port terminal facilities in the Cape Fear basin and inland port cities, and towns; authorization of \$1,500,000 bond issue for the purchase and operation of ships, if that undertaking should be found necessary, and the creation of a permanent port commission to devote itself to developing commerce for water shipments.

He accepted the railroad from consideration in the proposed legislation because he said successful port development is not dependent upon it. However, he asked for authority to name a special commission "to represent the state in an effort to overcome by every legitimate means the dismemberment of the old Cape Fear and Yadkin Valley railroad, as a railway entity," and to seek its restoration as an independent or at least a continuous line.

Speaks Two Hours.

The governor spoke for two hours and when he concluded he apparently was almost exhausted. He departed from his customary style of extemporaneous delivery and read his message from the prepared manuscript.

The senators and representatives, and a crowd of spectators which packed the house gallery, listened attentively and applauded him at the end. The message drew the attention of the general assembly first to the error in the sinking fund act and the necessity for correcting it before it is submitted in the general election to be voted upon as a constitutional amendment.

Then he dug into the subject of developing water commerce and touched upon all the features of the commission report and recommendations as well as undertaking to answer arguments which have been offered in opposition.

The house and senate did little beyond attend to the opening formalities in the hour before they met in joint session. A resolution was passed on the death of former Governor Locke Craig, and senators spoke on his life and service to the state. Resolutions of respect for three members of the house and one member of the senate who have died since the last session were also adopted.

With the predominant sentiment in the house apparently for submitting the port proposal to the people, Governor Morrison's emphatic recommendation was accepted as making certain the referendum. Legislative champions still propose to fight for final action, but this afternoon they were not very hopeful.

Referendum is Included.

The port bill, which has been carefully guarded from public perusal, is said to include a provision for the referendum. The final action people do not know how to get around that. With the administration bill containing the provision, it was admitted that it would be almost impossible to get an amendment passed to strike it out.

There was talk of introducing another bill, identical with the administration bill, but eliminating the referendum proposal.

An effort was being made this afternoon to get a conference with Governor Morrison in the hope that he might be induced to eliminate that feature. The bill will be introduced before Monday.

Emmett H. Bellamy, one of the leaders of the port fight, and it is possible the desired change may be made by then.

In putting his faith in the referendum, the governor evidenced the Cotton Crop 58 Per Cent Normal

The condition of cotton in North Carolina is 58 per cent of normal at present. This condition is an improvement of 2 per cent over that reported July 16th, according to Co-operative Crop Reporting Service. The preliminary estimate of the acreage cultivated this year was reported last month as 1,822,000 acres in North Carolina, which is 8 per cent more than was cultivated last year. This indicates a production, at the present condition, of 753,356 bales.

determination to accept no compromise that might lead the legislature to take final action. His message stressed the importance of the recommendation for appropriation for state owned ships and paramount that with port terminals.

He did not accept the argument that an east-west trunk line railway is at all essential in successful port development. North Carolina itself produces on the farm and in its industrial areas the commodities that will go to make up cargoes for ships, he said. The various sections of the state have ample railway facilities leading to the port cities, and the shippers can, consign their products by whatever route they choose.

The growing use of the motor truck in transportation was stressed by the executive. In the 25 counties located on navigable streams, and the 25 others in close proximity, the truck and North Carolina good roads could make them independent of railway lines altogether, he pointed out.

There was a bit of disappointment for the enthusiasts who had expected the Governor to abandon his stand for a referendum and put the matter squarely up to affirmative or negative action of the Legislature. While he left them plenty of room in which to "take the bull by the horns" and pass the legislation necessary to put the recommendations of the commission into operation, he also expressed confidence in the outcome if the whole thing is sent for approval at the November election.

Wades into Opposition.

With striking evidence of East and West connections now available to the shipping interests of the State, the Governor effectively, it appeared, tore down the argument raised by the opposition that the whole report of the commission is empty without the purchase, or return, of the dismembered Cape Fear and Yadkin Valley railroad.

The Governor only briefly touched upon the emergency in connection with the sinking fund amendment which is to be submitted to the people. His remarks in his message dealing with this have been correctly anticipated. The only new thing he presented was the assurance the State treasurer and the Governor have given to bankers that it would not be submitted as enacted by the regular session.

Senators Long, Delaney, Harris, Verser and others congratulated him heartily at the conclusion of his message. The arrangement of his exit was such that few house members could express to him their opinion of his speech.

Mrs. Morrison and Angella, the Governor's daughter, sat in the hall of the House as did Mrs. Josephus Daniels, Mrs. John G. Dawson, wife of the speaker, and Mrs. Henry G. Connor, of Wilson.

Memory of Governor Craig.

Both houses when they adjourned following the governor's message, did so out of respect to the memory of former Governor Craig.

Lieutenant Governor Cooper, was in the chair in the senate and Speaker John G. Dawson presiding in the house when the special session was convened at 11:02 o'clock. Rev. D. E. Hartley, rector of the Episcopal church in Kinston, of which Speaker Dawson is a member, offered invocation in the house, and Rev. Mr. Corey, of Raleigh, in the senate.

In the house, three resolutions were introduced on the death of members, one on the death of E. M. McIver, of Lee county, introduced by Representative Murphy, of Salisbury; one on the death of Wiley Nelson, of Madison, introduced by Nettles, of Buncombe, while the third resolution was on the death of W. M. Sanders, of Smithfield. Senator J. L. DeLaney, of Mecklenburg, in the senate, and Representative W. W. Neal, of McDowell, in the house, offered the resolutions notifying the governor that the legislature had organized and was ready to hear him.

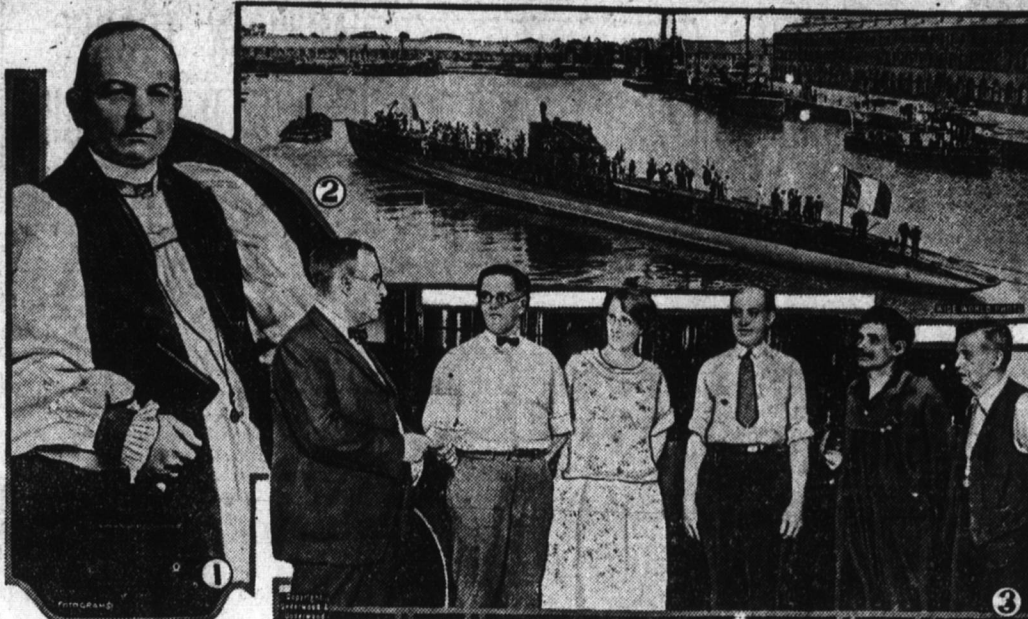
The resolution of respect to the memory of Governor Craig was introduced by Senator D. F. Giles, of McDowell. He, together with Senator Plato Ebbs, of Buncombe, Senator Rivers Johnson, of Duplin, and Senator Joe Brown, of Columbus, spoke on the life of Governor Craig, while Lieutenant Governor Cooper added an appreciation. The resolution was adopted by a rising vote.

Over in the Senate, there was considerable discussion of Governor Cooper and his presence. The Democrats have advised him what to do, and since he has declined to follow advice, they are washing their hands of the whole business. The next move and the one that has been feared most may come from a Republican.

Planting More Beans

Elizabeth City.—Evidence of the increasing readiness of the Pasquotank county farmers to turn to diversification is to be seen on every hand, but it is especially evident to the seed merchant that a new day is drawing on the Pasquotank.

One of the crops that is becoming more and more popular with farmers who are putting their eggs into more than one basket is snap beans. Buxton White of the Buxton White Seed Company reports that each season more snap bean seed are sold.



1—Bishop H. R. Carson of the Episcopal diocese of Haiti, who has been granted the use of American navy airplanes to fly from parish to parish. 2—France's newest and finest submarine, the Requin, in Cherbourg harbor. 3—J. R. Emery, owner of a big motor livery in Chicago, presenting the business to his veteran employees.

NEWS REVIEW OF CURRENT EVENTS

Allies and Germans Getting Together to Put Dawes Plan Into Operation.

By EDWARD W. PICKARD

CHANCELLOR MARX and his German colleagues, called to London to confer with the allies on measures for putting the Dawes plan into operation, showed so sincere a desire to reach an agreement that hopes for the restoration of Europe were high. After being given a friendly reception by Prime Minister MacDonald, Premier Herriot, and the other allied representatives, the Germans were handed the documents comprising the plans adopted before their arrival and were requested to examine them speedily and make reply. This they did, and their "observations" regarding the work of the conference, 60,000 words in length, were submitted the next day. In general, and so far as the Dawes plan is concerned, these appeared quite satisfactory for a starter and it was believed the committees of experts to which the German documents were handed for careful examination would be able to revise and alter them so that they would accord with the British and French proposals. The Germans reserved the right to supplement their first statement after more detailed consideration of the allied propositions.

Accompanying the German documents was a covering letter saying that there were certain questions outside the scope of the Dawes plan and the conference which must be settled. Chief of these were the matter of the military evacuation of the Ruhr and the personnel of the German railways in the occupied territory. Dispatches from London said that the French already had begun negotiating with the Germans concerning the evacuation of the Ruhr, offering to carry this out if the Germans would agree to the continuance of German armaments by the military control mission. Marx also demanded that persons expelled from the Ruhr be permitted to return, and the French were willing to concede this if the Berlin government would agree not to persecute those Germans in the occupied region who had co-operated with the forces of occupation.

David Lloyd George and other political opponents of Prime Minister MacDonald have been attacking his policy in the conference, but he has held his own in the debates. He informed the house of commons that if the conference were finally successful, these three agreements were to be expected:

1. An agreement between the German government and the reparations commission regarding matters within the competence of the reparations commissions.
2. An agreement between the allied governments and the German government regarding matters requiring to be settled by direct agreement.
3. An agreement between the allied governments themselves regarding matters of interallied concern.

In the main Premier Herriot's course was approved in France, especially his refusal to permit any discussion of war guilt in the conference.

QUITE unexpectedly, the Anglo-Russian conference, which has been going on in London intermittently for months, has resulted in a measure of success. Early last week the British foreign office announced the parley had failed and was broken off, but MacDonald at once got into action, invited the Russians to resume the conference, and brought about an agreement for the signing of two treaties, one of commerce and one general. Rough drafts of these pacts were drawn up and initialed, and the prime minister insisted on signing them without waiting for the approval of parliament. The treaties were bitterly attacked by the opposition. David Lloyd George denounced them as "fakes."

It is understood at this writing that the treaty of commerce gives British goods most favored nation treatment in Russia and that Great Britain recognizes the soviet trade monopoly and agrees to give diplomatic immunity to a certain number of Russian trade representatives. Details of the general treaty are not known, but it is believed it provides for British guarantee of a loan to Russia of between \$30,000,000 and \$40,000,000. Undersecretary Ponsby told the house that, regarding the claims of British bondholders, the soviet government had given an expression of liability and an assurance that the Russians would negotiate with the bondholders.

Prime Minister MacDonald is exceedingly anxious for consummation of these treaties with Russia, for the trade unions believe that they will mean more work and greater prosperity for the British workman. They constitute an important part of the labor government's foreign policy, which is being vigorously attacked by the opposition.

Re-establishment of relations with Russia is a very live question in France. It is favored by certain financial interests which seek control of the Chinese Eastern railway, and of course by the Communists. But the Socialists of France are against it and Premier Herriot has become lukewarm toward Russian negotiations, presumably to obtain and keep Socialist votes. The Communist press blames Secretary of State Hughes, repeating the denied story that he told the premiers in London that so long as Europe countenanced bolshevism, America could not help it.

BULGARIA on one side and Yugoslavia and Greece on the other are still sniping at each other across the borders, and the danger of an outbreak of war has not been removed. Last week Bulgaria called 3,000 reservists to the colors and Serbia put up a loud wail. The French and British governments are doing their best to prevent actual hostilities.

AMERICA'S globe-circling air squadron had both good and bad luck last week. First, Lieut. Erik Nelson successfully flew from the Orkneys to Hoenfornafjord, Iceland, but Lieut. Lowell Smith and Leigh Wade were forced by dense fog to turn back. Next day Lieut. Smith made the flight all right, but Wade's machine was forced down by engine trouble when about half the distance had been traveled, and then was hopelessly wrecked during attempts to salvage it. Wade and his mechanic were taken aboard the cruiser Richmond, and it has been decided in Washington to send another plane to Pictou Harbor, Nova Scotia, so that they may continue the flight from there with the squadron. From Hornafjord the two planes still in commission flew to Reykjavik, capital of Iceland, 310 miles, in the face of a 50-mile wind and over land and water where a forced landing would have meant disaster and death. Their course from there takes them to Angmagssalik, Greenland, but ice conditions along the coast of Greenland are such that it was announced that the aviators might be compelled to wait in Reykjavik for a week.

There are indications that the LaFollette-Wheeler ticket will not get the unanimous support of organized labor by a long way, but it is considered formidable enough to occupy a major place in the strategy of both the Republicans and the Democrats. The former have adopted a policy of conceding nothing to LaFollette even in the several states of the middle Northwest which may have conceded to him. In these states the Coolidge leaders will make perhaps their hardest fight.

Samuel Gompers, president of the American Federation of Labor, added to his endorsement of the LaFollette-Wheeler ticket last week by further praise of the Wisconsin senator as a friend of organized labor, and made a lively appeal to John W. Davis, Democratic Presidential candidate. He denied that any acts of Mr. Davis have shown him as friendly to the wage earner, and told how Mr. Davis last month sought secret interviews

with him and asked him to file with Gompers a "statement of questions in which labor is chiefly interested at this moment." All this, and more, was in a reply from Gompers to William B. Wilson, former secretary of labor, who had asked that the federation's executive council defer action on the proposed endorsement of LaFollette.

Matthew Woll, spokesman for Gompers, followed up this with a broadside directed at Charles G. Dawes, Republican vice presidential candidate, whom he denounced for alleged anti-union activity and especially for his organization of the Minute Men of the Constitution. "This organization," said Woll, "has concerned itself chiefly fighting the organizations of labor and in upholding the right of judges to issue injunctions which have no warrant in law or in the Constitution, and which, as used in industrial disputes, order workers to do what they have a lawful right to refrain from doing, and order them not to do things which they have a lawful right to do."

Returns from the Oklahoma primaries at this time indicate that former Gov. J. C. Walton has won the Democratic nomination for senator over Congressman E. B. Howard. The latter was supported by the Ku Klux Klan and Walton says he will demand an investigation of alleged corruption by the Klan. W. B. Ping was nominated for senator by the Republicans.

MRS. ROSALIE EVANS, American widow of a British ranch owner in Mexico, who for many months made a determined fight to keep her great estate there from expropriation by the agrarians, has been murdered, probably by emissaries of the men who had been unable to get hold of her land. The British government, through the American State department, made upon the Mexican government the demands usual in such cases, and President Obregon ordered that the assassins be apprehended. It is now announced that the murderers, 17 in number, have been captured and jailed in Puebla. The incident, however, is not yet closed. Mrs. Evans' sister, wife of an American marine officer, has gone to Mexico to carry on the fight for retention of the estate.

Charles B. Warren has resigned as American ambassador to Mexico, and his successor will soon be appointed. Mr. Warren in his letter of resignation blamed the Wilson administration for much of our recent troubles with Mexico, and added that relations between the two countries have now been "readjusted to the satisfaction of both governments, and I feel that means have been found to protect American property and rights in Mexico, without offending the Mexican people or interfering in any way in her domestic policies and affairs."

MOST notable of the deaths of the week was that of Joseph Conrad, the eminent writer of sea tales, who passed away suddenly at his home in Bishopscourt, England. Of Polish birth, he was a sailor for many years and began writing while serving as a sea captain. He wrote in English and was considered one of the foremost literary figures of the day.

Dr. Robert Grier LeConte of Philadelphia, internationally famed surgeon, committed suicide in his home, leaving a note ascribing his act to financial troubles. He was a former president of the American Surgical association, and during the war was a member of the advisory medical board for the American expeditionary forces.

SOME 5,000 delegates attended the national convention of the Knights of Columbus in New York last week. The pope sent his apostolic benediction in a letter. Bishop Mahoney of South Dakota in an address to the convention bitterly denounced the Klan and scored the conventions of both the great political parties for making "a concession of cowardice because of the fear that the quest for votes might suffer by an expression of opinion on the movement abroad that would eliminate Catholics from the privileges of citizenship and the emoluments of public life."

HOW TO KEEP WELL

Dr. Frederick R. Green, Editor of "Health."

BETTER ROADS—BETTER HEALTH

EVERYONE admits the value of good roads, but what possible connection is there between good roads and health?

Good roads have always been regarded as one of the necessities of a civilized state. The old Romans were famous road builders and some of their highways are still in existence.

Macaulay, in his "History of England," says: "Of all inventions of the human mind, the alphabet and the printing press alone excepted, those inventions which have bridged distance have done most for the civilization of man." Steamboats and railroads made possible the exploration of the civilized world in the Nineteenth century. The automobile, airplane, and the radio are going to complete its civilization by bringing all nations and races together.

But what have good roads to do with health?

The state board of health of Kansas says that good roads prevent disease.

How?

In many ways.

The removal of weeds and trash and the drainage which follows road building destroy breeding places for mosquitoes, flies and other insects which are known as disease carriers, not to mention chinchbugs, grasshoppers, and other pests which hurt the crops.

Hard roads and oiled roads also promote drainage and prevent insect breeding. Dry roads offer pedestrians and especially children who are compelled to walk to and from school, a dry path.

Good roads promote travel and make it easier for the farmer to move his produce, to get his supplies and to take his family to town. Good roads and automobiles have improved health by making it possible for the doctor to see more patients and to see them more promptly, to send his patients, when necessary, to a hospital and to give them better care.

Good roads have made it possible for townships to unite in building central high schools and so provide as good education for country children as for city children.

Good roads have done away with the isolation of the farmer and his family.

Anything which contributes to the physical or mental wellbeing of the individual helps prevent disease and prolongs life.

Good roads have reduced the amount of dust and so have decreased the irritation to the nose, the throat, the eyes, and the ears. Dust catches disease germs and the less dust we inhale, the better off we are.

Good roads, either in the city or in the country, mean healthier, happier, and longer lives for all of us.

OPENING DEAF EARS

THE radio is the wonder of the present. It has practically annihilated space. It has increased a speaker's audience far beyond the capacity of any building on earth. It is estimated that over a million American citizens heard President Coolidge in his address before congress last December. This was probably the largest audience which has ever listened to one man. Yet it is small compared to what the audiences of the future may be. In a few years radios will be as common as telephones.

But the radio has done something else that is greater than annihilating distance or making all of our citizens one vast audience.

It has opened the ears of the deaf. Not all deaf persons can hear the radio, but some so deaf that they have not heard the human voice for years are able to hear over the radio with perfect ease. The New York League for the Hard of Hearing is so enthusiastic over the radio that it has equipped its clubrooms with radio apparatus carrying 24 head sets. Warren Pond, the president of the New York league, writing in the Volta Review, a magazine for the deaf, says, "When my radio was installed and sitting in my home, I heard clearly the notes of a song, the tears came to my eyes. After living in silent land for 45 years, the spell was broken and I found a new heaven and a new earth."

Think what this means to the man or woman whose ability to hear has practically disappeared, to whom not only the human voice but all forms of music are forever silent. What is it that makes it possible for the ear, deaf to ordinary sounds, to respond to radio waves? Is there something about the radio wave that is different from the ordinary sound wave and that produces a vibration in the ear that is dead to ordinary sounds? We do not know, but we do know that the development of the radio and its widespread use has brought happiness to thousands of men and women who have been cut off from the world of sound for years. No one could anticipate that such a miracle would take place. The unexpected results of science are sometimes the most marvelous.

WRIGLEYS
after every meal

Cleanses mouth and teeth and aids digestion. Relieves that overcast feeling and acid mouth.

Its 1-a-s-t-i-n-g flavor satisfies the craving for sweets.

Wrigley's is double value in the benefit and pleasure it provides.

Sealed in its Family Package.

The flavor lasts

Want a Position?

ATTEND
King's Business College
L. L. LAYTON, President
BALDWIN, N. C. CHALLOTTE, N. C.

THE U-C
SPRINGLESS SHADES
Last Longer, Look Better

Mystery Present

"And how did my precious like the little present I made him with my very own hands?" cooed the sweet young thing to the object of her affections.

"It was lovely," replied the young man. "But there was one thing I should very much like to know, dear."

"And what is that, pet?"

"I want to know what your present was intended for," he answered, tactlessly. "My sister said it was a cushion. Mother thought it was a tobacco pouch, while I'm using it for a pen-wiper."

Now there's a coolness between them which no explanation can set right. — Pittsburgh Chronicle-Telegraph.

Exactly the Opposite

Bill—"I hear you can't meet your creditors." Bob—"Can't meet 'em! Why, I can't dodge them!"

Kind words are the music of the world.—F. W. Faber.

Summer Find You Miserable?

It's hard to do one's work when every day brings morning lameness, throbbing backache, and a dull, tired feeling. If you suffer thus, why not find the cause? Likely it's your kidneys. Headaches, dizziness and kidney irregularities may give further proof that your kidneys need help. Don't risk neglect! Use Doan's Pills—a stimulant diuretic to the kidneys. Thousands have been helped by Doan's. They should help you. Ask your neighbor!

A North Carolina Case

E. T. Paul, supt. of brick yard, 750 W. 3rd St., Winston, N. C., says: "My back bothered me and when I stooped I had a hurting across my kidneys. My kidneys acted irregularly and the secretions were cloudy and pained in passage. A few boxes of Doan's Pills, however, made me well again."

DOAN'S PILLS
60c
STIMULANT DIURETIC TO THE KIDNEYS
Foster-McMillan Co., Mfg. Chem., Buffalo, N. Y.

Stops Eozema

Relieves the inflammation, itching and irritation of the skin and cures the skin and leaves it smooth and supple.

TETTERINE

The complexion's best friend. 60c at your drug-store or from the SHUPTRINE CO., SAVANNAH, GA.

FLAAS

Bee Brand
INSECT POWDER

It kills them! Bee Brand Insect Powder won't stain—no harm anything except insects. Household sizes, 15c and 25c—other sizes 70c and \$1.25, at your drug store or grocery.

MCCORMICK & CO. Baltimore, Md.

When Baby Frets

from teething, feverishness, cold, colic or stomach and bowel irregularities there is nothing that will give it quicker relief than

DR. THORNTON'S EASY TEETHER

A famous baby's specialist's prescription, successfully used for 15 years. A sweet powder that children like—takes the place of castor oil. Contains no opiates or harmful drugs. Package, 25c, at your drugstore. If it fails to help, your money refunded.