

MASON DON'T LIKE THE PLUMB PLAN

President of Association of Manufacturers Thinks It Dangerous

Washington, Aug. 13.—The Plumb plan for reorganization of the railroads was characterized as the most serious threat to the operation of the railroads and industry under a Soviet control, in a statement submitted today to the House Interstate Commerce Committee by Stephen O. Mason, president of the National Association of Manufacturers.

The association, with a membership of 250,000, contended that it was not only the right, but the duty of Congress to exercise its authority "and define the limits within which business men or working men, capital or labor, employer or employe, may go in threatening the transportation of the nation as a means of compelling acceptance of economic demands or political policies."

"Congress," it added, "must either now secure the protection of the paramount interest of the public in the continued operation of the railroads or abdicate its regulatory authority to selfish and irresponsible combinations of private persons."

SANDHILL FARMERS URGE CAMP BRAGG

(Continued from Page One.)

promulgated by the railroad administration.

"The director general has issued instructions for the preparation and filing of tariffs which will provide for a line of rates upon export traffic from points in Ohio, Indiana, Illinois, including cities located on both banks of the Mississippi river, from Dubuque, Iowa, to St. Louis, Mo., inclusive; also from points in the Southern peninsula of the State of Michigan to the ports of Wilmington, Georgetown, Charleston, Savannah, Brunswick, Jacksonville, Pensacola, Mobile, Gulf Port and New Orleans. The general basis to be employed in arriving at the rates is the New York domestic rate, or, in other words, substantially the same rates on exports to these South Atlantic and Gulf ports as apply to New York from the same points of origin. The export rates to Key West will be the usual differential above the South Atlantic ports."

Movements of Tar Heels.

The office of Representative S. M. Brinson today obtained passports for the admission into the United States of Mrs. Enikery Salem and four children, who are now residing in Syria. Mr. Salem is a merchant of New Bern and has been a citizen of this country for nine years. When his wife and children reach New York it will be their first observation of America.

Senator Kenneth McKellar, of Tennessee, has definitely accepted an invitation to address the citizens of Goldsboro, the date of the speaking to be fixed later. Senator McKellar accepted the invitation extended him by Representative Brinson and he will answer the speech of Senator James A. Reid, who spoke in opposition to the League of Nations in Goldsboro some time ago.

Private Arthur Fou, of the Sixth Marine Regiment, is a guest of his uncle, Representative E. W. Fou, at the Shoreland Hotel.

J. M. Allen, of Louisburg, was a visitor to the National Capital today.

Tobacco Shipment Embargo.

Senators Simmons and Smith of South Carolina visited the Railroad Administration this afternoon and presented to him the seriousness of the so-called embargo upon tobacco shipments from the warehouse to the drying houses. After presenting the facts they were assured that immediate action would be taken with a view to relieving the situation.

RIOTING DEVELOPS INTO SERIOUS SHOOTING.

Peoria, Ill., Aug. 13.—Two members of the Keystone Wire and Steel Company, where rioting occurred today when strikers clashed with deputy sheriffs, were shot and seriously injured when they were leaving the plant tonight. A watchman at the plant also was shot in the back by snipers.

Armed strikers fired on the plant at intervals, according to reports. Deputy sheriffs declared they had despaired of keeping peace and Sheriff Hines conferred with Major G. W. Russell, of Governor Lowden's staff concerning the need of troops.

Road Convention Takes New Hold On Its Problems

(Continued from Page One.)

Congress received the endorsement of the three speakers of the afternoon session, those being Henry G. Shirley, secretary of the Highway Industries Association and Federal Highway Council; M. O. Eldridge, director of Roads of the American Automobile Association, and A. N. Johnson, consulting highway engineer of the Portland Cement Association.

Mr. Shirley's idea of having from two to four per cent of the highways of the country built and cared for by the Federal government, as provided for by the Townsend bill, and of having from 10 to 15 per cent of the present unimproved roads of the country constructed and maintained by the States, as provided for partially under the present Federal aid plan, met with the approval of the delegates and the association will pass some resolutions along this line.

Whole-Time Secretary.

The Good Roads Association put itself in line for more intensive work in the future by deciding to employ a whole-time secretary, who will hold district meetings, and conduct a strenuous campaign for members, which Dr. Joseph Hyde Pratt, presented a new constitution, which will give the executive committee of the association broader powers, that will be voted on Friday.

President W. A. McGirt called the convention to order at 11 o'clock, the invocation being offered by Rev. J. H. Shore, of Wilmington. Addresses of welcome were extended by Roger Moore, of the Wilmington Chamber of Commerce, and Mayor Thos. H. Wright, of Wrightsville Beach, and appropriate responses were made by Col. H. B. Varner, of Lexington, for the Good Roads Association; A. M. McDonald, of Charlotte, for the county commissioners, and President C. M. Vassory, of the State Automobile Association.

"The best evidence of our appreciation of your welcome is that we come again and again and will continue to come again again," declared Colonel Varner in a half-minute address that is claimed as a world record for shortness on such occasions.

The convention got in working order in a hurry with the reading by the secretary of President McGirt's annual report. It was a glowing picture of road progress that he pictured with twenty million dollars in bonds for highway construction voted during the past four months. President McGirt saw in this a challenge to make use of the "tremendous possibilities" of the future and urged that the association take steps to secure legislation which will commit the State to a system of hard surfaced roads, connecting the principal county seats and principal cities of the State.

The convention quickly began putting the president's recommendations into operation by deciding to have a whole-time secretary, who will conduct an active campaign for members and who will conduct district meetings to further interest in the cause.

Oration for Miss Berry.

References to the excellent work of Miss H. M. Berry, the retiring secretary of the association during the past year, were vociferously applauded and she was forced to bow her acknowledgments of the orations.

Miss Berry presented the report of the secretary and treasurer, which told a story of enduring work done through the strenuous efforts of herself and the undaunted leaders of the good roads forces of the State.

"We didn't get the kind of road law we wanted for the State and while we are not repudiating it, still were not

bragging about it," said Judge Francis D. Winston, chairman of the legislative committee, who boldly challenged any man who thought he could secure a better State road law out of a General Assembly to come forward immediately.

Chairman McDonald, of the legislative committee of the State commissioners, was glad to report he had gotten through his bill to make banks pay taxes in the cities and counties in which they were located.

M. O. Eldridge, for 25 years with the United States Bureau of Good Roads, who recently resigned to become a director of the American Automobile Association, was scheduled for an address at the morning session, but a late train delayed his arrival, and he spoke in the afternoon.

Argument for National Highways.

Starting with George Washington, who advocated the Cumberland road through Maryland and Virginia, upon which the Federal government spent seven million dollars in Jefferson's administration, Mr. Eldridge showed that a national highway system was in the minds of the founders of the government. He couldn't grow enthusiastic over the present Federal aid plan, because it left the initiative and the States and in too many cases to the counties themselves. Nor could he become optimistic over the present vogue of building dirt roads.

Henry G. Shirley, who gained national reputation through his work in building a State system of roads in Maryland, talked facts and visions with equal facility and eloquence, and won enthusiastic response from his audience in each field. Two and a half million miles of roads will include all unimproved highways in the United States, he said. Classification of roads was his theme, and he pointed out that what all of them needed was the same kind of improvement. Mapping the relation between action, State and county, he explained that a billion dollars a year for the next ten or fifteen years should give this country a magnificent system of roads.

"You say you are too poor," he shouted, after admitting that it was an ambitious program. "I say you must build in self-defense if for no other reason."

"Good roads actually mean better religion," he maintained and backed it up with a statement from an Episcopal church paper. "They put people in contact with each other, they make folks less selfish and more interested in each other's welfare."

"What we need is vision," he declared. "You may say that this is a dream of a dreamer. Thank God the people who have dreamed and have not been dead

alleep have been the people who have advanced the world to its present stage of progress."

Following the address of Mr. Johnson, who talked concrete roads, and proved that the saving in operation of trucks on them from gasoline alone would justify the building of such roads at \$30,000 a mile, Col. Joseph Hyde Pratt made the last address of the afternoon.

An invitation to attend the State council to be held at the University of North Carolina September 15-20 was extended on behalf of the institution by its live librarian and chief publicity man, Dr. L. E. Wilson. The professor invited the good roads people to come over and learn at first hand from State officials just what the late General Assembly did do and how to correlate the laws to make them work to best advantage. President McGirt backed up Dr. Wilson's recommendations, asking the commissioners especially to be on hand.

Chairman Page and other officials of the State Highway Commission are attending the convention.

Royal Entertainment.

Col. Jim Cowan, the hustling secretary of the Wilmington Chamber of Commerce, brought down a wagon load of cigars this morning for the delegates and Rotarian George Galvin, who runs a manufacturing establishment between times presided at one of the new city's

Stomach Out of Fix?

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NOTICE.

North Carolina—Wake County. In the Superior Court. Frances Hicks Peterson versus Frank Peterson.

The defendant above named will take notice that an action entitled as above has been commenced in the Superior Court of Wake County, North Carolina, said action being brought by the plaintiff for the purpose of securing a decree of divorce from the defendant; and the said defendant will further take notice that he is required to appear before the clerk of the Superior Court of said county, on Monday, the 8th day of September, 1919, at the courthouse of the said county in Raleigh, North Carolina, and answer or demur to the complaint in said action or to the plaintiff will apply to the court for relief demanded in said complaint.

This 12th day of August, 1919.

VITRUVIUS ROYSTER, Clerk of Superior Court of Wake County.

GIRLS! USE LEMONS FOR SUNBURN, TAN

Try it! Make this lemon lotion to whiten your tanned or freckled skin.

Squeeze the juice of two lemons into a bottle containing three ounces of Orchard White, shake well and you have a quarter pint of the best freckle, sunburn and tan lotion, and complexion whitener, at very, very small cost.

Your grocer has the lemons and any drug store or toilet counter will supply three ounces of Orchard White for a few cents. Massage this sweetly fragrant lotion into the face, neck, arms and hands and see how quickly the freckles, sunburn, windburn and tan disappear and how clear, soft and white the skin becomes. Yes! It is harmless.—Adv.

Be Careful What You Wash Your Hair With

Most soaps and prepared shampoos contain too much alkali, which is very injurious, as it dries the scalp and makes the hair brittle.

The best thing to use is Multistiff coconut oil shampoo, for this is pure and entirely greaseless. It's very cheap and beats anything else all to pieces. You can get this at any drug store, and a few ounces will last the whole family for months.

Simply moisten the hair with water and rub it in, about a teaspoonful is all that is required. It makes an abundance of rich, creamy lather, cleanses thoroughly, and rinses out easily. The hair dries quickly and evenly, and is soft, fresh looking, bright, fluffy, wavy, and easy to handle. Besides, it loosens and takes out every particle of dust, dirt and dandruff.—Adv.

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Plain Voiles, Striped Voiles, Organdies; values \$2.98. Last call sale only, each \$1.98

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bars, over which were served ice cold lemonade and orange ade—all free.

Claude Elam, who is down for the summer directing the orchestra for Lammie pavilion, had his musicians over for the morning session and the musicians livened things up with some lively tunes.

The big auditorium in Harbor Island, which is profusely decorated with patriotic colors, likewise has been decked with numerous posters, which bring messages right home to the delegates. For instance, there's "Build a Highway From New Bern to Wilmington—Pender and New Hanover Can Help," painted in box-car letters big enough for everybody to see.

There's to be considerable doing tomorrow, one of the big events being a tour over New Hanover county in the afternoon and while en route witnessing demonstrations of how to get rid of mosquitoes by drainage and how to build and maintain roads. Several stumps are to be blown up by dynamite at a safe distance from town. A watermelon feast comes at the end. Tomorrow is turned over to the commissioner. They will start the day

with an address by Corporation Commissioner A. J. Maxwell, who is going to talk on revaluation of taxable property. There will be quite a few addresses on county problems.

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"Threshold Prices"

is the new expression among the trade

It means that, owing to rapid fluctuation in markets, prices quoted a prospective purchaser are not guaranteed after the purchaser crosses the threshold going out.

For Those Late SUMMER DRESSES We Suggest A Lovely FLOWERED VOILE

Our Voile Stock Consists of Plaids, Flowers, Stripes, etc. About 200 Pieces to Select From.

One lot Voiles, flowered and plaids, the 35c and 50c kind, now	29c	All 65c Voiles with a large assortment of colors, reduced to	48c
All Voiles that formerly sold for 48c, reduced to	39c	Our Voiles that sold for 75c include flowers and novelties, now	59c

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Many more women would do home-preserving if they could be sure that their jellies wouldn't run to liquid or get "candied." The way to be sure is to use only half as much sugar as the recipe calls for and fill up the measure with Karo (Red Label). Karo is a wonderful help in preserving—even to the most experienced housewife.

This fine, clear white syrup has a natural affinity for the fruit juices. It blends the juice with the sugar—brings out the full "fruity" flavor. It insures a rich, heavy syrup in canned and preserved fruits—and firm, mellow jams and jellies without the slightest tendency to grow tough or candy in the glass. Karo assures even the beginner of producing rich, smooth jams, jellies and preserves that any woman may be proud to serve.

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