

Weather To-day

PARTLY CLOUDY TONIGHT AND FRIDAY; WARMER

Salisbury Evening Post

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SALISBURY, N. C., THURSDAY, JAN. 20, 1921

PRICE 2 CENTS

BRIGHT OUTLOOK FOR BUILDING IN SALISBURY 1921

Past Year Showed a Fine Record of More Than \$1,000,000—City Engineer Sees Big Year.

Salisbury's building record for the year just closed was one to be proud of and the outlook is just as bright, if not brighter for the year 1921.

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The books of City Engineer Webb show that 121 permits for the erection of buildings within the city limits were issued for the year 1920.

Salisbury Ice & Fuel Company, practically new building and equipment, \$30,000.

Diamond Cotton Mills Company (located at the old Arey oil mill) \$30,000.

Kesler Cotton Mills Company, improvements to the plant and in the erection of additional homes for employees, \$25,250.

Livingstone College, repairs and additions, \$13,000.

Rouzer Motor Company, garage, \$15,000.

Bell-Harry Company, enlargement of stores, new front and other improvements, \$27,000.

Salisbury Cotton Mills, new buildings for employees, etc., \$26,000.

V. Wallace & Sons, building for the Purity Ice Cream Company \$20,000.

Vance Cotton Mills Company, residences for employees, \$15,000, and additions and improvements to the plant, \$26,000.

Walker Lumber company, improvements, \$8,000.

Rowan Damp Laundry Company \$11,000.

Moore's Chapel Church, Livingstone College section, \$25,000.

Peoples National Bank, remodeling, \$20,000.

First National Bank, work begun on enlargements and improvements to cost \$80,000.

Klumac Cotton Mills, buildings for employees, \$20,000.

In the industrial list can be placed the Rowan Cotton Mills Company, just south of the city, an entirely new mill with a modern village, the cost estimated anywhere from \$350,000 to \$400,000.

To the above can also be added the large amount of street work begun and completed last year and on much of this sewer and water mains had to be laid. The total cost of street work, water and sewer mains ran to \$265,000.

CRYING NEED OF THE NATION IS GONE FOREVER COMMITTEE TOLD

(By Associated Press.) WASHINGTON, Jan. 20.—The old time 5c cigar, once hailed by Vice-President Marshall as the nation's crying need, will return no more but is gone forever unless duties and tax levies on tobacco drop manufacturers and importers told the house tariff committee today.

The gloomy forecast emerged from a smoke screen—cigar smoke—that rolled and headed about the ways and means committee room, arising from samples by tobacco men, prompted to put the test by the committee.

SOUTHERN WILL ADD A SERIOUS CHARGE TO WEST SCHEDULE

Train Service Between Charlotte, Danville, Asheville and Other Points to Be Improved.

Washington, Jan. 20.—Service between Norfolk, Danville, Charlotte and Asheville will be improved by the Southern Railway on Sunday, January 30th, by the restoration of the pre-war service of passenger trains Nos. 3 and 4 between Norfolk and Danville handling through sleeping cars between Norfolk and Charlotte in connection with trains Nos. 11 and 12.

The schedule will be: Leave Norfolk 7:15 p. m. arrive Danville 4:15 a. m.; leave Danville 12:40 a. m. arrive Norfolk 9:00 a. m.

On the same date local trains Nos. 5 and 6 will be established between Lawrenceville and Danville on the following schedule: Leave Lawrenceville 5:15 a. m. arrive Danville 10:15 a. m. leave Danville 4:00 p. m. arrive Lawrenceville 10:00 p. m.

In addition to the Norfolk-Charlotte sleeping car, Nos. 3 and 4 will handle two coaches, express car and baggage-mail car.

EVANGELIST IN TEXAS ARRESTED

Amarilla, Texas, Jan. 20.—Dr. Morgan Lee Stark, of Brooklyn, New York, said to be an evangelist of the Methodist Episcopal church, is under arrest at Canyon, Texas, a small town near here, on order of a justice of the peace charging contempt of court, according to word received at Amarilla last night.

The charges, it was said, grew out of Dr. Stark's refusal to appear at a court of inquiry to amplify statements made by him in a sermon Sunday that he had seen citizens of the town playing at dice.

Excitement is said to be running high in the little town and a delegation of citizens was reported to have started to Amarilla to obtain services of an attorney.

17 DISCHARGED FOR LACK OF EVIDENCE

Philadelphia, Jan. 20.—Seventeen men arrested in connection with the explosion of a bomb which killed two men last night in a garage of the Quaker City Taxicab company were discharged at a hearing today for lack of evidence against them.

The murder squad of the Philadelphia police force has been assigned to run down the bombers and those believed responsible for other acts of violence in connection with a strike of chauffeurs here.

Police were detailed to guard every garage affected by the strike and in addition to a patrolman appeared on every cab operated by strike breakers.

The men killed last night were Percy H. Dean, an inspector, and George McKee, an electrician.

MOVIE SHOWED HIS WIFE WITH ANOTHER, SUES

Kansas City, Jan. 20.—O. W. Page went to a movie the other night. One of the films shown was the new year's festivities at a local hotel. Today Page brought suit for \$20,000 against H. H. Souders, an apartment house owner, for alleged alienation of his wife's affections.

According to Page the picture showed Souders and Mrs. Page participating in the festivities. Mrs. Page recently obtained a divorce from Page.

HARDING RESIGNS AS HEAD HIS PUBLISHING COMPANY

Marion, Jan. 20.—President-elect Harding resigned tonight as president of the Harding Publishing company, and thus relinquished the active direction he has exercised for 30 years over the editorial policy of the Marion Daily Star. He did not sever connection with the paper, however, accepting the chairmanship of the board of directors with the understanding that his duties are to be more or less perfunctory while he is in the White House.

The freight traffic of the New York Central lines in 1920 was greater than that carried by all the railroads of England and France.

At the close of 1920 the United States had a trade balance in its favor of two of the largest manganese mines in South America.

RANSALL URGES PURE AMERICAN MERCHANT MARINE

Alabama Senator Wants All Foreign Interests Eliminated in Ocean Shipments.

(By The Associated Press.) Washington, Jan. 20.—Constructive legislation to guarantee the United States more commercial opportunity on the seas was urged by Senator Ransdall of Louisiana at the opening of the second annual convention of the National Merchant Marine Association today.

"If we rely upon Great Britain, France, Italy, Japan, or any other country to deliver our commodities and bring return cargoes the service will be secondary and the best of everything will naturally go to their own citizens," said Senator Ransdall.

The imperative need, he added, was an "American merchant marine built, owned and operated by Americans without the slightest suspicion and makeup of foreign sympathy."

Senator Ransdall suggested the creation of a naval reserve "to equalize the wages of our seamen with the wages paid foreigners," and preferential railroad rates and duties on merchandise shipped in American bottoms as a means of reaching the end sought.

He opposed the sale of shipping board vessels to foreign interests and advocated free tolls thru the Panama canal for American vessels engaged in coastwise commerce.

Washington, Jan. 20.—Ship builders, shipping men and exporters from over the country gathered here today for a two-day discussion of problems facing the American merchant marines with a view to recommending permanent policies to Congress and the Shipping Board.

They attended the annual convention of the National Merchant Marine Association, of which Senator Ransdall, of Louisiana, is president.

Subjects assigned various speakers and listed for general discussion included repeal of the Panama Canal tolls affecting American vessels; the prices of which government vessels should be sold; establishment of preferential railroad rates on exports and imports in American ships; revision of marine insurance laws; abrogation of commercial treaties and the encouragement of the use of American ships by exporters and importers.

Speakers of the opening session included Chairman Jones of the Senate Commerce Committee; Rear Admiral Benson, chairman of the Shipping Board and Frank C. Munshon, president of the Mpnson Steamship Line.

Senator Jones reserves the right of termination by the British government of the pursuance of any policy injurious to the British merchant marine and left the final decision in "case of any differences as to the intent and meaning of the agreement or any dispute arising thereunder to the lord high chancellor of Great Britain."

Provision is made for continuing the agreement after the 20-year period "subject to notice of five years on either side."

BORAH NAVAL HOLIDAY BILL

(By The Associated Press.) Washington, Jan. 20.—Senator Borah's resolution proposing negotiations for a reduction of naval building by the United States, Great Britain and Japan was reported favorably today by the senate foreign relations committee.

In lieu of the original proposition looking to a reduction of 50 per cent in future building for five years the committee proposed that the negotiations provide for such reduction as can be agreed upon.

There was no record vote on the resolution but that by Senator Walsh, Democrat, of Montana, proposing that the United States have an American representative participate with the disarmament commission of the league of nations was defeated 8 to 3 on a strict party alignment.

JACKLESS JILLS EMIGRATE TO U. S.

London, Jan. 19.—"Jackless Jills" are emigrating in considerable numbers from England in the hope of finding suitable "Jill-less Jacks" for husbands in the United States, according to Norah March, Bachelor of Science.

Her comments on England's "marriageable women who may never marry" before the National Birth Rate Commission some time ago were widely discussed in the British press.

Government figures show there is a surplus of a million women in England whose only hope of marrying depends on their migrating to some part of the earth where there is a more even distribution of the sexes.

According to Miss March, they are doing it. She says she is receiving letters from America that are "significant of the loneliness of some men's lives."

"Women are interprising today" she added. "Many are emigrating who a few years ago would have feared to take the great adventure."

Wholesale prices of commodities, says the department of labor, were lower in November than at any time since the war.

SHOULD RECEIVE CREDIT INSTEAD BEING DAMNED

Denies Charges of Senator Jones That Marine Was Operated in Interest of British.

(By The Associated Press.) Washington, Jan. 20.—The charges of Senator Jones, of Washington, that the International Mercantile Marine Company operated in the interest of the British government and British trade brought a sharp rejoinder from P. A. S. Franklin, president of the company, and created a lively discussion at the opening session here of the annual convention of the National Merchant Marine Association.

Senator Ransdall of Louisiana, recognized Mr. Franklin to reply to the charges.

"It is manifestly unfair and unjust," Mr. Franklin said, "for a member of the senate of the United States to make such charges against the International Mercantile Marine Company. The company is American, not British. Americans are on the board of directors; 99 per cent of the stock is held by Americans; it has invested in American shipping; it transferred British ships to the American flag, and for us to be attacked is very unfair. Instead of receiving credit for the work we have done for American shipping we are damned for it."

Charges of An Agreement Washington, Jan. 20.—Charges that the International Mercantile Marine Company, an American shipping company, now controlling the operations of approximately 40 vessels leased from the shipping board, is bound by an agreement entered into with the British government in 1903 to pursue "no policy injurious to the interests of the British merchant marine or British trade" were made here today by Senator Jones, of Washington, author of the merchant marine act.

Parts of the text of the alleged agreement entered into for a period of 20 years were read by Senator Jones in an address before the annual convention of the National Merchant Marine Association, in which the senator made sweeping charges of attempts by British interests, supported, he said, by certain American interests, "to destroy the American merchant marine."

The agreement as quoted by Senator Jones reserves the right of termination by the British government of the pursuance of any policy injurious to the British merchant marine and left the final decision in "case of any differences as to the intent and meaning of the agreement or any dispute arising thereunder to the lord high chancellor of Great Britain."

Provision is made for continuing the agreement after the 20-year period "subject to notice of five years on either side."

President Ransdall outlined the general purposes of the meeting in his address opening the convention and Mr. Munshon had taken as his topic "How can the United States Improve Its Present Position on the Seas?"

The first general discussion followed the delivery of the prepared addresses.

At the afternoon session the American shippingbuilding situation was to be discussed by Homer L. Ferguson, president of the Newport News Shipbuilding Dry Dock Company. Alexander Legge, general manager of the International Harvester Company was to speak on the establishment of preferential export and import rail rates and J. Parker Kirlin, admiralty lawyer, was listed for a discussion of the exemption from excess profits taxes of ships earnings involved in shipping board tonnage as well as new construction.

Repair fleets and revision of marine insurance laws were subjects assigned respectively to Commander R. D. Gatewood, director division of construction and repairs, Shipping Board, and Rep. Edmonds of Pennsylvania.

Speakers at the final sessions tomorrow were to include J. W. Powell, of the Bethlehem Shipbuilding Corporation; Charles M. Schwab; Matthew Hales, president of the South Atlantic States Association; P. A. S. Franklin, president of the International Mercantile Marine Company; Charles Pies, former director of the Emergency Fleet Corporation, and W. Averill Harriman, chairman of the board of the United American Lines.

DENY HOHENZOLLERNS ARE TO BE DEPORTED

The Hague, Jan. 19.—The Official Correspondence Bureau today denied reports in circulation that the members of the Hohenzollern family had been ordered to leave Holland because, it was stated, the allied diplomats here informed the Dutch government that they were planning a counter revolution in Germany.

SECRETARY WILSON DEFENDS POST'S POLICY OF DEPORTING RADICALS

(By Associated Press.) WASHINGTON, Jan. 20.—A defense of the policy of the department of labor in dealing with radical aliens and a complete endorsement of the work of Assistant Secretary Louis F. Post, in carrying out this policy was made today by Secretary Wilson in a statement replying to the attack on Mr. Post by the executive committee of the American Legion.

Secretary Wilson's statement was transmitted by Joseph Tumulty, secretary to President Wilson, to Col. Henry D. Lindsay, chairman of the Legion's executive committee. It was designed as a reply to the formal request for the dismissal of Mr. Post, which was presented at the White House last October by the executive committee in pursuance of a resolution adopted at the last annual convention of the Legion.

Before a rather small number of people today representatives of the American Products Export and Import Corporation presented the matter of organization and asked for financial aid in increasing the corporations working capital.

Mr. T. L. Tomlinson, a prominent cotton grower, buyer and merchant made a very enlightening talk to the men gathered in the office of the Chamber of Commerce, in which he gave many facts and figures about the South's great money crop and the plan which the backers of the Corporation propose to use to relieve the situation.

The scheme, he briefly stated, is to ship the cotton, especially the lower grades, to Europe to supply a very strong demand and serve the double purpose of getting the cotton out of America and in getting money or imports in payment, and second to regulate the production of cotton for this year.

As to the first proposition the company can and will take cotton and other Southern products and ship to Europe. By the aid of the Edge Bank it can be financed to a large extent, and again the cotton can, in many cases, be exchanged for goods in those countries that can and will be sold here to a profit.

As to the reduction the scheme is that over the South in general there be a fifty per cent reduction. The plan by which this reduction is made is that the individual farmer who does not grow one third of his acreage in cotton do not increase, and that the man who does plant more than one third of his tillable lands to cotton cut the cotton crop to one third. This will reduce the acreage the South over fifty per cent, but will not reduce in some states and certainly not in a county like Rowan, still individual farmers who do grow more than a third are to reduce to that one third acreage basis.

Subscriptions are taken payable in money, cotton or Liberty bonds. The cotton is shipped to an assembling point and then to the seaboard where it is to be shipped to foreign ports. The subscribers who pay money are asked to buy the cotton locally and ship, for this furnishes the cotton and also relieves the local community of the cotton that it needs to be rid of.

During the discussion local men asked many questions of the visitors and were able to draw out detailed information on the scheme. Quite a number of those present did or will subscribe for stock in the corporation. A number signed up at once for stock which in most cases is to be paid in cotton. The matter of securing subscriptions in the county will continue from now on for some time to come.

American Products Export and Import Corporation was organized by Southern men to promote the interests of the South. The corporation is a going concern. The first shipment of cotton was made to Germany Dec. 25, last and other shipments are now going forward.

This movement has enlisted the endorsements of governors of various Southern states; American Cotton Association; Governor Hard C. of Federal Reserve Board; Governor Wallborn of Federal Reserve Bank, Atlanta; William G. McAdoo; North Carolina Press Association and many others.

Western growers of sugar beets announced at a recent gathering that they would ask refiners to split profits with them on a 50-50 basis. Unless this is agreed to the growers say they will raise no more beets.

MORRISON WON'T BE FIGUREHEAD DURING HIS TERM

The New Governor Has Already Laid Down the Law to Members of State Boards.

(By MAX ABERNETHY.) Raleigh, Jan. 20.—That Governor Cameron Morrison is going to be more than "figure-head" during his term of office is the assertion made by those close to him and they predict that this fact will be evidenced before thirty days of his administration have passed.

The fact that the governor of North Carolina has but little direct power is not going to prevent Governor Morrison from taking the lead in a number of matters he is interested in and in which he believes the people of the State will stand back of him. Subsequent events will demonstrate this to everybody.

As a matter of fact it has become known that Governor Morrison has already laid down the law to members of the various state boards in which he made it plain that those who sought to retain their membership merely as an honor without giving service to the State would be disappointed. The governor takes the position that progress could never be made until those entrusted with guiding the various departments realized that they should "serve" North Carolina rather than themselves.

The governor has not made public his ideas as to what might be termed the lack of interest in the administration of the State's business but he is expected to do so very soon. With the word from him along the line suggested his friends predict that there will be a quickening of the pulse in the affairs of state.

Workers' Compensation. The DeLaney bill for a workmen's compensation act, it is believed will have the backing of organized labor in the state. It is not the bill prepared by the commission appointed by the special session of the general assembly last year, and it is said the commission's bill will not so fully meet the approval of labor as does the DeLaney measure.

Provision is made in the DeLaney bill for compensation of sixty per cent of the average weekly wage for people injured and disabled in industrial pursuits. The length of time for which this compensation will be paid differs according to the nature and the amount of the injury.

The new law will be administered by a board of three which will be appointed by the governor. One of the men will represent labor and the other capital and the third neither.

The first appointees will be for two, four and six years. After that time each member will be appointed for a period of six years. The members will draw a salary of five thousand dollars.

Would Revalue Property. The bill introduced by Senator L. R. Varsor of Lumberton proposes the creation of county and township assessors whose duty it will be to revalue all property in the state, in order to get this property on the tax books at its true value in money under present market conditions. The bill strikes at the result of the work of the tax commission working under the revaluation act of the 1919 general assembly. The county boards of appraisers are the ultimate authority in readjusting all property values on an equitable basis, so that the values in one county may be different from those of other counties in so far as the land values in different counties are different.

The bill, it is claimed, is necessitated by the changed conditions in the state. Property values are now not as high as they were when the valuations were placed under the tax commission and should be changed. Provision is made in the measure for the rebating of taxes paid on the 1920 valuations if it is found by the county and township boards of appraisers that these values were too high.

The tax commission under the Varsor bill is required to furnish the printed forms and promulgate the rules and regulations under which this new valuation will be accomplished. Likewise it pays the printers bill, which must be guaranteed by the county treasurers. Otherwise the tax commission would have nothing to do with the valuation, not even supervision of the work, as was required under the revaluation act.

Morning Fire in High Point. (By The Associated Press.) High Point, Jan. 20.—One large dwelling was completely destroyed and two others were damaged to the extent of several hundred dollars by a fire which last night threatened to wipe out the entire residential section of High Point in this city. The fire was caused by a gas stove which was overturned and threatened to wipe out the entire residential section of High Point in this city.

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