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Hundreds of pairs of Men's, Women's and Children's Shoes must go quickly to make room for Fall Shoes, some of which have already been shipped.

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PALM BEACH, KEEP KOOL, AND FEATHERWEIGHT SUITS
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The L. G. SHELL CO., Inc.

"The Quality Store."

ROSEMARY, NORTH CAROLINA.

The Eight Angles of Preparedness

Things to Be Considered if Country Would Ward Off Possible Invasion

By JAMES E. CLARK

Are We Prepared on Sea?

The commander of the Spanish fleet, which was directed to sail for America when we declared war against Spain, took refuge in the harbor of Santiago because he knew that he was hopelessly outclassed in ships, guns and men. He knew that the order dispatching his fleet across the Atlantic was equivalent to a death warrant for his men. If the United States were today involved in a war with a great power our navy would be in relatively the same position as was that of Spain in 1908. We are short of ships. Japan has four dreadnaughts; Germany 14; Great Britain 20. We have no modern dreadnaughts! Even Germany's navy with 14 dreadnaughts is now bottled up. Our ships lack in speed. Great speed and guns capable of high elevation are the most important features of the modern dreadnaught. A ship with a speed one-half knot faster and with guns of one-half mile greater range, has at its mercy any other ship in which all other conditions are equal. On the ships of other nations the guns can be elevated from 20 to 30 degrees. We have none that can be elevated more than 15 degrees. Japan's four modern dreadnaughts in service have a speed of from 23 to 27 knots. Two more of the same type will soon go into service. Our best ships, the Oklahoma and the Nevada, just going into service, can make only 21 knots an hour. Others such as the Minnesota, Connecticut, Vermont and the New Hampshire cannot keep up a speed of 15 miles an hour. The two great sea battles of the present European war were fought at a range of more than ten miles. Many of our ships are hopelessly outclassed in the range of their guns. The guns of our ships like the Alabama have an extreme range of only 7 1/2 miles. Our ships are short of men. For war time strength 72,500 are needed; we have but 53,000.

Are We Prepared on Land?

The present mobile strength of our regular army is about 80,000 men. Experts estimate that one overseas nation can land 87,000 men on our Atlantic coast in 48 days; another overseas nation can land 288,000 soldiers on our Pacific coast in 63 days—six soldiers on the Pacific coast to every one of our regulars; 23 on the Atlantic to every one of our regulars. Little Switzerland with a population of only 4,000,000 can put 200,000 trained soldiers in the field within 48 hours and in five days can bring the total up to 500,000, trained, fully equipped, seasoned, hardened, dependable men. The mobile strength of our regular army in proportion to our population has been decreasing since 1810. Then we had 1,410 soldiers per million of population; now we have about 307 per million population. Cities require one policeman for every 1,000 of population.

Our artillery equipment is pitiful. They are using 12 1/2 and 16 1/2 inch howitzers in the European war. We have no field howitzer greater than six inches. Germany has at least 14,000 great guns; England 5,500; Japan over 3,500 while we have only 850, and it takes at least five months to make one. Pitiful as is our equipment of field artillery both in numbers and in size it could use up all the ammunition we have in 36 hours of fighting. The guns in our harbor forts are now outmanned by the guns on the battleships of foreign nations. The largest guns at the Atlantic coast forts carry 7 1/2 miles. The guns of the ships of other nations carry 12 miles; therefore the feet of an enemy could stand four miles out of range of our coast guns and bombard the forts. Their shots would hit while ours would fall into the sea. We have 12-inch guns mounted at Panama but the one 16-inch gun for the defense of the canal has been there ten years and is still unmounted.

Even if we had the guns we have no crews to man them. We have 252 12-inch guns already mounted without a single person to man them, two 14-inch guns mounted without a single person to operate them, 27 8-inch guns with no crews, 71 10-inch guns mounted without a single man to operate them. A short time ago one of the two forts at Key West, the true key to the Gulf of Mexico, was manned by a sergeant and his family. After the death of the sergeant the widow and her daughter formed the garrison of defense.

Modern guns are complicated machines requiring trained and skilled men to operate them, and that condition cannot be surmounted.

We have harbor defenses, inadequate and unmanned as they are but the United States has no coast defense. There are many places where an enemy, within a few days' march of our great cities and vital military industrial centers, can land an army, men, horses and artillery—entirely unmolested from any fortifications. Thus an enemy would only have to land eight miles away from a fort to be immune from the fire of its guns and as the guns of a coast fort are not designated for firing landward our small garrisons

WITH THE CHURCHES

Rosemary Baptist Church
Rev. A. C. Chaffin, Pastor
Services every Sunday at 11 A. M. and 7:30 P. M.
Mid-week services Wednesday nights at 7:30 P. M.
The public is cordially invited to all services.

Rosemary Methodist Church
Rev. W. R. Shelton, Pastor
Sunday School at ten o'clock.
J. B. Boyd, Supt.
Services First and Third Sundays at 11 A. M. and every Sunday at 8 P. M.
Prayer service Tuesday evening.
Choir practice Thursday evening.

Episcopal Church
Henry Clark Smith, Rector
Services in All Saints Mission every Sunday, except fourth Sunday, at 11 A. M. and 8 P. M. Holy Communion every second, third and fifth Sundays at 8 A. M.
Sunday School every Sunday at 10 A. M.
Sunday School in Rosemary at 9:30.
Choir practice Friday at 8 P. M.
You are cordially invited to every service of the church.

Baptist Church
Rev. C. H. Trumbull, Pastor
Sunday School every Sunday at 9:45 A. M. W. S. Hancock, Supt.
Services every Sunday at 11:00 A. M. and 8:00 P. M.
Prayer meeting every Wednesday night at 8:00 o'clock.
Senior B. Y. P. U. every first Sunday at 7:15 P. M.
Junior B. Y. P. U. every Sunday at 2:30 P. M. and Junior choir.

Sunbeam Band every second and fourth Saturday at 2:35 P. M.
The public is cordially invited to all services.

First Christian Church
Raleigh L. Topping, Minister
Sunday School every Sunday morning at 9:45 in new Tabernacle, Roanoke Avenue, corner of Ninth Street. And every Sunday afternoon in the Old Red Men's Hall at Roanoke Rapids at three o'clock. "Get the habit".
Preaching Sunday morning and night by the pastor.
Prayer meeting at Tabernacle every Wednesday night.
Aid meeting for Rosemary and Patterson members at the Tabernacle every Thursday night. For Roanoke Rapids members at Roanoke Rapids in the homes of members every Friday night.
Cottage prayer meetings as follows: Roanoke Rapids every Monday night; Rosemary every Friday night; Patterson every Tuesday night.

Presbyterian Church
Sunday School at 9:45.
Rev. B. R. Lacy will hold services morning and evening at the usual hour.
After the morning services an important congregational meeting will be held to consider the question of calling a permanent pastor for the church and other questions which may come before the meeting.
The public is cordially invited to all church services.

Best Medicine in the World
Greensboro, N. C. Denham Branch, Pearson Remedy Co.
Burlington, N. C. Gentlemen:—For years I have been suffering with stomach trouble and have had doctors tend on me and have tried every kind of medicine that was recommended to me and some one told me about the Genuine Indian Blood Purifier and I began using it and now I can say that it has put me in the best of health and I can truthfully say that it is the best medicine in the world for me.
Miss Jessie Talley,
For sale here by Hancock-Home Co. and Rosemary Supply Company.

FOUND—A BUNCH OF KEYS.
Owner can recover same by calling at Herald Office and paying for this advertisement.

Methodist Church
Rev. Geo. S. Bearden, Pastor
Morning Sunday School at 9:45 o'clock. W. V. Woodruff, Supt.
Preaching at 11 A. M. Subject; "The Hidden Treasure."
Preaching at 8 P. M. Subject: "Who should be ashamed".
Prayer meeting every Wednesday night at 8 P. M. Subject, "The Resurrection of the Body."
Good music.
The public is invited to all services. Electric fans are used.

Barbecue and Brunswick Stew
Brunswick stew and barbecue will be served in the park at Rosemary Saturday, 1 to 6 P. M. Prices for either stew or barbecue served with pickles and bread will be 25 cents per plate. Miss E. G. Marshall, assisted by her friends will serve this for the benefit of the Episcopal building fund. The affair gives promise of being a big picnic for a large gathering of folks. Don't fail to be there.

Good Looks are Easy
with **Magnolia Balm.**
Look as good as your city cousin. No matter if you do Tan or Freckle Magnolia Balm will surely clear your skin instantly. Heals Sunburn, too. Just put a little on your face and rub it off again before dry. Simple and sure to please. Try a bottle to-day and begin the improvement at once. White, Pink and Rose-Red Colors. 75 cents at Druggists or by mail direct.
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hold and kitchen furniture is for immediate sale. Likewise my Oliver Typewriter No. 5, in perfect order.
HENRY CLARK SMITH.

Can We Make Ammunition?
France uses 125,000 rounds of artillery ammunition every day; Great Britain on the French front alone uses 60,000 rounds of ammunition every day. The United States government plants and the private factories combined working at full speed can only produce 16,000 rounds of artillery ammunition a day!

Are We Prepared in the Air?
We have about 30 aeroplanes, none of which is armored. Great Britain, France and Germany each has thousands. Expert military observers declare that if the war is prolonged victory will go to those who dominate the skies.

Are We Prepared Under Sea?
In the spring maneuvers last year because of accidents only one submarine was able to continue operations. In the October maneuvers only one submarine was able to continue with the fleet. We have, it is estimated, two submarines on the Atlantic north of Panama able to participate in maneuvers with the fleet.

The United States has two mine-layers—one for the Atlantic and one for the Pacific. Each has "a few hundred mines" to protect thousands of miles of coast with the innumerable harbors and bays. When the European war broke out Germany had 19,500 mines.

Is There Danger of Invasion?
As long as the richest nation and the land of best opportunity is easy of invasion there is danger especially from great nations whose areas are limited and who feel the need of additional territory to take care of the surplus population. The east of the world are marked by invasions. Twenty thousand Japanese, acting in concert and according to a comprehensive plan of military character, have established themselves on the Pacific coast in various occupations and in significant groupings.

Is There a Danger Within?
There is a danger in the presence in America of great bodies of persons of foreign birth whose loyalty to the country from which they came would supersede loyalty to this nation in a crisis. There is danger in the presence in the United States of numerous organizations of foreign governments working under military direction. But there is no danger so great as the difference of the great body of native-born Americans who are seemingly incapable of realizing that national defense means the defense of their homes.

FEDERAL INQUIRY IN WAGE DISPUTE

Railroad Managers Submit Plans to Avoid Great Strike.

ARBITRATION IS OFFERED.

Agree to Refer Demands of Men For More Pay to the Interstate Commerce Commission or to Accept Settlement Under Newlands Act.

New York.—The announcement that the strike vote which has been in progress among the train service employees of American railroads for the past several weeks has been completed, and that the final demands by the union leaders are soon to be presented to the railroad managers here, indicates that the public will soon know whether the controversy between the railroad workers and their employers is to be settled peaceably, or whether a nation-wide strike is to be inflicted upon the country.

Thus far the leaders of the four unions—the Brotherhood of Locomotive Engineers, the Brotherhood of Locomotive Firemen and Engineers, the Order of Railway Conductors and the Brotherhood of Railroad Trainmen—have refused to consider any proposal for an arbitration of the questions in dispute, or for settlement of the controversy by the Interstate Commerce Commission.

Would Cost \$100,000,000.
The demands of the train service men for an increase in wages, which, it is estimated, would cost the railroads of the country \$100,000,000 a year, were originally presented last March. At that time the representatives of the unions asked for a conference with a committee of railroad managers representing the various railroad lines of the country.

This conference began here in New York on June 1st, and continued for two weeks. The railroads were represented by a committee of eleven managers, and the brotherhoods by the heads of their various national and local organizations—some eight hundred men in all.

Chances of Methods Offered.
The conference failed to reach a decision owing to the refusal of the union leaders to consider any modification of their demands, or any proposal for arbitration. At the conclusion of the meetings the railroad managers submitted a proposal to refer the whole question to the Interstate Commerce Commission, or to arbitration under the provision of the federal statute covering this matter.

The alternative suggestions which they advanced for adjusting the controversy were as follows:
"1. Preferably by submission to the Interstate Commerce Commission, the only tribunal which, by reason of its accumulated information bearing on railway conditions and its control of the revenues of the railways, is in a position to consider and protect the rights and equities of all the interests affected, and to provide additional revenue necessary to meet the added cost of operation in case your proposals are found by the Commission to be just and reasonable; or, in the event the Interstate Commerce Commission cannot, under existing laws, act in the premises, that we jointly request Congress to take such action as may be necessary to enable the Commission to consider and promptly dispose of the questions involved; or

"2. By arbitration in accordance with the provisions of the Federal law, entitled, 'An Act Providing for Mediation, Conciliation and Arbitration in Controversies between Certain Employers and their Employees,' approved July 18, 1913, and commonly known as the Newlands Act."

Unions Refuse Offer.
The union leaders declined to consider the suggestion of the railroad managers, and announced that they would seek a vote of the members of the unions asking that they be given authority to declare a strike on all the railroad lines of the country. This strike vote has been in progress for the past six weeks, and, according to reports which have been received here from time to time, will result in giving the four union leaders the authority which they asked for to halt every railroad train from one end of the country to the other.

Meanwhile a resolution has been introduced into Congress at the request of the Chamber of Commerce of the United States directing the Interstate Commerce Commission to investigate the whole question of railway wages and their relation to railway earnings. The commercial interests, the newspapers, and public men of the nation have gone on record as demanding that the dispute be settled peaceably.

What the Public Pays.
Out of every dollar the public pays the railroads for transportation the railroad employes receive 44 cents. The traveler who spends \$100 a year for his tickets is paying \$44 for railroad labor. The merchant whose freight bill amounts to \$1,000 contributes \$440 to the railroad payroll. The merchant gets the money from his customers in the prices he charges for his wares. The public pays every dollar of the railroad bill.