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The rain came just in time to settle the election.

All roads are now leading to Chicago, which will next week make good its claim of "Windy City."

We can almost see stuff beginning to grow on the Eastern North Carolina farms after the refreshing showers.

Republicans are grand little demagogues of their shortcomings, as is evidenced in this steam roller talk in connection with Wood delegates.

A number of people could not believe their own eyes when they saw the rain this morning and refused to come in out of the wet.

GLAD SOME FAREWELL TO CONGRESSIONAL RECORD

Senator Smoot, of Utah, who has for some time had the right idea in regard to the propriety of issuing a good newspaper and the postal service with the extension remarks of congressmen, has finally announced to a joint congressional commission on revising that the circulation of the Congressional Record will for the present be limited to members of Congress. At the same time he stated that, also because of the paper shortage, the number of speeches to be printed for any one senator will be limited.

As former King Constantine, of Greece, has just wired the British Greeks on the occasion of their repatriation, "remerciment." Not that we ever read the Congressional Record, but the thing is rolled so tightly that it will not stick in the rest of the discarded papers.

With the curtailing of the mail to members of congress, there will not be such a rush to get speeches into print. Not that the public will lose anything, for the most speeches out of Washington will carry every pertinent word uttered publicly by the last man of the bunch. The hunching will simply be curtailed to a minimum.

And that's something to be downright grateful for. Therefore, here's where we pay our very best respects to Senator Smoot, and every single one of his views, if he has, like many orators, gone in for quantity instead of quality.

HAMP RICH COMES TO SURFACE

Cap'n J. Hamp Rich, whom we can say to have almost forgotten, has, according to his wont, rediscovered himself in a most unexpected quarter. As usual, he sees that his home—barring, perhaps, Mrs. Rich, who has sued him for support—hears of his doings.

If he has not returned to London, to his European headquarters in Victoria street, or gone farther into the interior of Scotland, he is still at Edinburg, where, we have his authority for it, he has been feted and dined by divers of the civic organizations and tendered an audience by the philosophy department of Edinburg university.

It was the class in psychology that Cap'n Rich addressed. His subject, if he has not changed it along with his residence, was either "Mob Control—A Psychological Problem," or "The Dan'l Boone Trail." In all probability he referred to the latter, since that gives him an excuse to take up a collection.

It's a far cry from North Carolina and scenes of Hamp's childhood to the home of Robert Burns, Thomas Carlyle, Jannie Stuart, Flora McDonald and Haig & Haig; but Cap'n Rich made the journey safely. He always lends; those who know him best have the hardest time in explaining how. Ah, well, 'tis a sma' world after all. We trust that the Scot will enjoy him and that he will not outstay his welcome.

But we do trust that before he starts on his return voyage he will drop in at Doorn and give Kaiser Bill the benefit of his lecture on "Mob Control." A case of the mental hives might lift up Bill's drooping spirits, and as for Hamp, we are confident that he will some way muddle through and reach home again in time to take pictures of the inauguration of our next governor.

RESPONSIBILITY LIES WITH THE PEOPLE

Papers all over the state are becoming aroused over the prevalence of deaths and injury from automobile accidents on the public highways. There appears to be a universal and steadily growing demand for drastic action. The law provides a penalty, but the law is not enforced. There appears to be a tendency among officials to evade the law and among officers to wink at its violation. What is needed is an aroused public conscience. The people alone can abate the evil. No law can be made to work except it expresses the sentiment of a majority of the people affected. The fault lies with the people rather than with the law.

The Raleigh News and Observer discusses the question as follows:

It is not only in Raleigh that fatal automobile accidents are recorded in the State. From all sections the tidings come, and the responsible factors are all of us. The law is explicit. Section 16 of the Act of March 1919, says a speed of more than 18 miles per hour in the residence portion of any city, town or village, or more than ten miles in the business portion, or more than 25 miles an hour on any public highway outside of the corporate limits of any incorporated town or city shall be a violation of the law. Yet it is hardly possible to drive any distance on any road in the State without seeing frequent violations of the law, and it is few drivers who have not at some time exceeded the legal speed.

With the improvement of the roads the speed is going to grow worse and the danger to everybody who travels the roads is certain to be more extreme. The man who drives at excessive speed is not dangerous to himself alone. He is a constant danger to everybody else. We all know how we have had to dodge out of the way in a hurry to escape some of these speed maniacs, and also how disagreeable it is to travel on some of the best roads of the State because of their utter indifference to any fair rules of action.

The law may not be good enough, but it is not bad. It is that the violator of any provision of the act shall be fined not more than \$50, nor imprisoned more than thirty days, and the duty of the officers of the town, county or village is to arrest offenders, and they are liable on their official bond for failure to carry out the law. But the people do not do much to encourage the enforcement of the law.

MAKING HAY WHILE THE SUN SHINES

The condition of the farmer does not appear to be as bad as it looks on the surface. Short crops and backward seasons is offset by the steadily increasing prices of his products. The general crop in this section is reported to be about sixty five per cent. of normal, but indications are that cotton is going to sell for the highest price on record. The money return to the farmer will probably be increased rather than diminished. It is conceded on every hand that the food supply is going to be short. Farmers and others are therefore urged to plant all the foodstuffs they can. No matter how much is raised there cannot possibly be enough. To raise foodstuffs at this time is a patriotic duty as well as a good financial investment. People must be fed somehow, and the world is looking to the American farmer to do his share.

Farmers in this immediate section are praying for rain. The land is parched and dry. Young tobacco is lying dormant in the hills, unable to take root for lack of moisture in the soil. Young corn is shriveling up and dying from the same cause. In other sections too much rain has delayed planting in the cotton fields. Every indication tends to a short crop. A short crop means higher prices.

It is solemnly suggested that cotton is likely to climb into the neighborhood of a dollar a pound this fall. Dollar cotton does not indicate bankruptcy for the southern farmer. It does not take much cotton at that price to repay a farmer for the trouble of raising it. Several years ago they were begging us to buy a bale at ten cents that was worth only six cents or less on the open market.

The position of the farmer in this country is pretty well entrenched. His place in the scheme of things right now is to raise enough food for himself and his neighbors and to help feed the inhabitants of the town or city which is his market. A food shortage will militate against the farmer as well as others, because the demand for food will be so great that there will be little money with which to pay for the products the farmer will desire to sell.

The national budget bill has been repassed and sent to the senate after being amended to meet the objections offered by president Wilson in his veto.

Another disastrous automobile accident is reported from Winston-Salem. Too much Virginia liquor appears to have been the cause. If the two men killed had stuck to the home product they might have fared better.

THE PAPER SHORTAGE AND SCHOOL CHILDREN

The achievement of the St. Louis public schools is a good example of what can be accomplished in the conservation of paper. The collection and sale of waste paper in these schools is rapidly assuming the aspects of "Big Business." The movement had its inception several years ago. Its purpose was to have the pupils in the schools bring old books, papers and magazines to the schools to be turned over to firms dealing in waste paper. The proceeds of all sales were to go to the credit of the Teacher's Benevolent Annuity Association.

The movement gradually gained impetus as its purpose became better known. Increased interest was given the movement because of the growing scarcity of white paper and the importance of aiding in the conservation of the existing supply. Over 100,000 pupils in 135 schools now participate in this work. The schools are not only doing an important work in raising money for a worthy cause, but also are of material assistance in helping to conserve the constantly lessening supply of white paper.

For the year 1919 the schools collected 901 tons of paper. Since the start of the paper saving movement a grand total of \$37,813.34 has been realized from its sale. An auto truck has been purchased in order to facilitate collection and delivery of paper. Collection of paper has become a regular part of a well planned system of education for thrift in the public schools of St. Louis.

What St. Louis is doing can be done by any other city. Think what it would mean to the paper situation of the majority of our cities would contribute their quotas of waste paper and think how much money could be earned for some worthy cause.

ROAD BUILDING AND ROAD PROTECTION

The North Carolina Good Roads Association, which will meet in annual convention in Asheville June 16, has taken cognizance of the necessity for adequate maintenance and the rigid enforcement of regulations for the protection of the roads and the lives of the traveling public, and will issue a call for immediate and drastic action.

It is only by the progressive people of the state getting together with a co-operative spirit and a common purpose that we can solve these problems that so vitally link our interests together. We North Carolinians have been too prone to consider only the needs of our own doorstep or our own town or county. The time has now come when we must think in terms of the state if we are to realize the great destiny which can come only through united and unselfish effort.

Few of us realize, perhaps, that there are twenty four counties in North Carolina, representing 8,798 square miles, or 6,830,720 acres in area, with approximately 375,000 population, whose economic interests are rapidly becoming identified either wholly or in part with those of neighboring states just because they are cut off from North Carolina by a physical barrier in the form of bad roads which they are unable to overcome by themselves. Is not the loyalty and trade of such a vast area worth retaining for North Carolina?

We are just beginning to realize what the motor truck means in our economic life. With the growing inability of the railroads to handle our traffic, the truck will play an increasingly important part in our agricultural and industrial development. Important questions regarding the standardization of the construction of roads and bridges to meet this growing need and of proper restrictions in the use of the truck to prevent undue damage to our investments in the public roads calls for immediate solution.

MILITARY COLLEGE FOR CAPITAL OF BRAZIL

(By Associated Press) RIO DE JANEIRO, June 5.—Results of a French military mission which has been in Brazil for several months are shown here by inauguration of a military staff college in this city and opening of a finishing course for officers. President Pessoa, attended the opening ceremonies. General Mamelin is head of the French mission.

FOURTH ESTATES FORMER RESIDENT ON FLYING VISIT

Thinks New Bern is Livest Town for Size in The United States

L. A. Nixon, special correspondent on the staff of the Lighter Publishing Corporation, publishers of the Gulf Marine Register and Shipbuilding Review and several other business journals, is in the city in the interest of his publications. Mr. Nixon is securing data for an article for publication in an early issue of the Register covering the growth of the shipbuilding industry in the southern states since the war. Prior to entering the service Mr. Nixon was advertising manager of the SUN-JOURNAL, and has many friends in the city.

"I am truly surprised at the progress NEW BERN is making," Mr. Nixon stated this morning. "I had heard that NEW BERN was growing and developing, but the greatest improvement I can see is not in growth, which is marked, but the booster spirit the people of the town seem to be imbued with. "Every one I have talked to has tried to impress me with the fact that NEW BERN is growing and progressing as she has never before done, and I have only to glance at the shop windows and look at the people on the streets to realize they are making no idle boast. NEW

KEPT HER AWAKE

The Terrible Pains in Back and Side. Cardui Gave Relief.

Marksville, La.—Mrs. Alice Johnson, of this place, writes: "For one year I suffered with an awful misery in my back and sides. My left side was hurting me all the time. The misery was something awful.

I could not do anything, not even sleep at night. It kept me awake most of the night... I took different medicines, but nothing did me any good or relieved me until I took Cardui...

I was not able to do any of my work for one year and I got worse all the time, was confined to my bed off and on. I got so bad with my back that when I stooped down I was not able to straighten up again... I decided I would try Cardui... By time I had taken the entire bottle I was feeling pretty good and could straighten up and my pains were nearly all gone.

I shall always praise Cardui. I continued taking it until I was strong and well." If you suffer from pains due to female complaints, Cardui may be just what you need. Thousands of women who once suffered in this way now praise Cardui for their present good health. Give it a trial. 142-150

BERN is certainly progressing and growing in a business way.

Mr. Nixon for the past three months has been visiting the cities in the leading southern states in the interests of the ten publications owned by his company and expects to spend another month in the eastern states before he returns to St. Louis, where he makes headquarters. "While I think I have visited only

one or two cities as small as NEW BERN since I left Chicago in February

NEW BERN certainly stacks up with a lot of the towns I have been in on this trip. Many a larger city, coastal towns at that, fails to show the improvement and energetic hustling business that I see in NEW BERN now. For its size, I believe I can truthfully say this is the liveliest town I have been in a long time."

INTERESTING SERVICES

Regular services will be held at Ryman's Hall Sunday afternoon at 3:30 o'clock. An interesting speaker will be secured for the service.

Pamlico Visitors Return Miss Stella McLea and Miss Vera Bennett, of Oriental, have returned home after a short visit in the city.

USED CARS! We have the following used cars on our floors for sale: One 7-Passenger 6-Cylinder Willys Overland, 1918 Model. One 7-Passenger 6-Cylinder Buick, 1919 Model. One 5-Passenger 4-Cylinder Buick, 1916 Model. One Paige Speedster, 1919 Model. One 7-Passenger 6-Cylinder Studebaker, 1918 Model. One 5-Passenger Dodge. One 4-Passenger Cadillac, 1920 Model—Driven about 175 Miles. One Essex Roadster. Good as new. The prices on these cars are right and all are in first-class running shape. Come in and look them over. Blades Motor Co. 84 Pollock Street NEW BERN, N. C.

Ford THE UNIVERSAL CAR FULL AND RUNNING OVER Our stock rooms are full of Genuine Ford Parts. We have an assortment of parts that would enable us to build either a Ford passenger car or a Ford One Ton Truck from the ground up. Then too, those parts are Ford-made—each according to its use—so that they are exact duplicates of the original parts now in your car, and will give the same constant, hard wear. Our shop sare equipped with up-to-the-minute tools and machinery, specially designed, so that we can properly and promptly take care of your repair work—from a minor adjustment to a complete overhaul. And the mechanics who will do the work for you are men who understand the Ford mechanism and who know the Ford way to do the work. We are Authorized Ford Dealers; we not only give Ford service but we sell Ford cars and Ford One Ton Trucks as well. So, it is easy to understand that we have more than a passing interest in your car. Drive to our garage for Ford parts, Ford Service or Ford Cars—Come to authorized Ford headquarters and be on the safe side of dependable repairs. WILLIS MOTOR COMPANY Authorized Agents NEW BERN, N. C. 104 South Front St.

A Breakfast Dish of that sustaining food— Grape-Nuts provides full strength for the mornings work. Trial proves— "There's a Reason"