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THE CONCORD DAILY TRIBUNE

Monday, November 17, 1924

HUNT'S DAILY LETTER

BY HARRY B. HUNT

ASHINGTON-With an to the future, when W to the future, when they hope to see a woman riding down Pennsylvania avenue at the head of an inaugural parada, mem-bers of the National League of Women Voters are hoping "Ma" Ferguson of Texas and "Our Nell" Ross of Wyonging will come to Washington to participate in the Couplidge inauguration on March 4

Although both are Democrats, as visiting chief executives of sover-eign states they would be accorded places in the inaugural parade.

And as the first women ever to be elected to such high office it is fell that their participation in the ceremonies would place the whole status of women, as pessible future contenders for the presidency, in a new and more favorable light.

THE journalistic classic of the campaign came the day after the election.

It disclosed once and for all the reat reason behind the Coolidge andslide

andfilde And it revealed as the prize picker of presidents, by his own confession, none other than Colone! George Brinton Harvey, ex.Demo crat. ex-ambussador to Great erat. Britain

Eritain. The Washington newspaper which Harvey now edits took no test than aibe columns of type to tell how George, when calamity faced the party of his adoption, and the Democrafic-Progressive essault seemed certain to sweep Coolidge trom power, plunged his per into the ink and saved the day with his battlery of "Coolidge or Chaos."

Chaos." "Colonel Harvey," says the ac-sount, "with one bold and illumina-ting stroke, disclosed to the dis-tracted people the sole, vital, para-mount usue that contronted

h" When George Harvey" - re-ber, George is saying it in

the paper he edits—"became the editor of the Washington Post," the Post avers, "the Republican party was in a state of demoraliza-tion, prepare to take its lickings where down tion, prepareu to take its licking lying down. "He made it stand up, light and win!"

That certainly ought to get George the prize plum on the presidential pie counter.

A NEW wrinkle in court proce-cure was demonstrated by Manuel Herrick, former "dare-devil of Congress" from Oklahoma, when he appeared in court as his own attorney in his suit asking \$50,000 damages the cause Miss Ethelyn Chrane, his former secretary, refused to marry him,

him. Technically, it was a breach of promise case, but the judge ruled only evidence could be admitted bearing on the extent, if any, to which Herrick' had been "dam seed"

which Herrick' had been "dam-aged." As attorney, Herrick propound-ed questions to himself. As client he answered them. Although enjoined as an indi-vidual from speaking to Miss Chrane, or in any way annoying her, as attorney for plaintiff Her-rick to ke was able to put her through cross-examination.

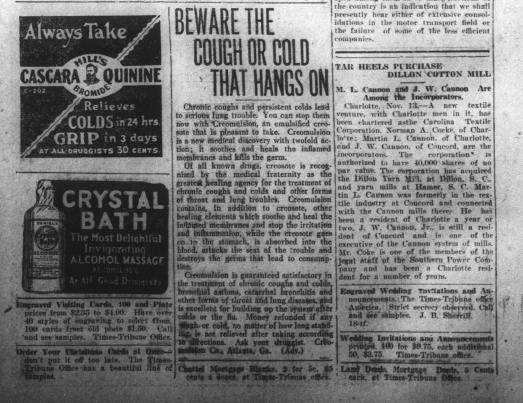
rick took his seat in the witness

chair "My name is Manuel Herrick and I am from Oklahoma," was

And I am from Oklahoma." was the reply. Herrick then proceeded to item-ize the amount of damages he had sustained. He included \$15,000 he would have received as salary had he been re-elected to Congress. Difficulties concerning his be-trothal, he said, were responsible for his losing the election. The other \$35,000, he said, was about a proper amount for the loss of the defendant's "love and affec-tion, and whatever home-making qualities she might have had."



Nell, here's a new footbail distinction. Freshman Gary of Minnesota laims to have the biggest pair of dogs, which is campus Latin for feet, in he entire football world. Gary wears a size 14. E width When Gary icks his immense book wows up and lavs them down the resultant clatter is strongly reminiscent of dre horses responding to a three-atirm blaze.



WHY AMERICAN SHIPS DO NOT PAY.

Part Anteriation Ships DO NOT PAT. Fourth's Comparison. Ne mean of course American ships in the foreign trade; our coastwise commerce is by law restricted to American ships, and some of them pay well; but in com-petition with other mercaritle marines-especially the British-American ships in the isonal state of the system of the ex-penses of the private shipowner must meet, rins the great facet of the Shipping Board at a deficit of almost \$50,000,000 a pear. Something like thirty-seven per-cent, of our foreign trade is now carried in American bottoms. We have or could easily supply cnough ships to double that percentage. We do not the it simply be-cluse, greneral systems in American ships in this country, and because the hav obligs shipowines to pay ways that at up all the profits. That is not true. It is doubful whether on the whole an American-built ship of the ordinary cargo-carrying kind need cost much more than a. British-built ship, but the wages form less than one-fifth of Farrell of the United States Steel Cor-poration says that the difference in wages does not amount to more than two per-son of the whole cost. Captain Double farrell of the United States Steel Cor-poration says that the difference in wages does not amount to more than two per-son of the whole cost. Captain Double farrell of the United States Steel Cor-poration says that the difference in the ordinary cargo-carrying ships to the whole the owned has the difference in the ordinary cargo-carrying ships to the shore than the difference in the provision says that the difference in the two per-son of the whole cost. Captain Double that the set of manung a ship. Tresident farrell of the United States Steel Cor-poration says that the difference in the provision says that the difference in the provision says that the difference in the ships of the set of the United States Steel Cor-poration says that the difference in the set of the set of

liver a cargo more quickly. There are, you see, enough reasons why American ships fail to make money. Some of them could be easily met by more lib-cral government regulations, but others could not. The only thing, that could make our commercial navy really pros-perous would be a general effort, intelli-gently begun and persistently carried on through the years by the government, the shipowners and the merchants acting to-gether. Whenever we are enough in car-nest about the task it will not be beyond our powers. ur powers

Bus Lines Overdone? Cleveland Plain Dealer. Nothing could better illustrate the prog-cess lutely made in the field of bus trans-bortation than the fact that nearly 1600 cew lines have spirted operation this cear. They have bought more than 5,400 busses at a most of approximately \$30,-000,060 and the end of the development is nowhere in sight. But it would be a mistake to assume

is nowhere in sight. But it would be a mistake to assume that all of the companies lately organized to engage in bus transportation will prove successful. They may be, but the his-tory of new transportation enterprises is against the assumption. If one may judge by the mistakes of the early canal and railroad promoters nearly a century ago, bus lines are now being established well in advance of the demand for their services, competing transportation agencies are establishing tennselves in fields where but a single service can profitably be maintained. The truck and bus doubless have es-tablished for themselves a permanent place as common cartiers, but it is not yet clear that they will be able to drive their competitors from the field, either in passenger or freight transportah. The number of new lines being established and the keen competition that as devel-oped among them in so many sections of the country is an indication that we shall presently hear either of extensive consol-idations in the motor transport field or the failure of same of the less efficient idations in the motor transport field or the failure of some of the less efficient



he is-Red Grange, the gridiron meteor on one of his remarkable runs against the Chicago Marcons. Chicago surprised the football world Hilnois, and without Grange the Illini would have been defeated Grange scored three rouchdowns. The picture gives you an idea of kable elusive gualities that make him the greatest of the great, sile has a trick of offering his legs to a tackler and then suddenly taking th away. Look and you'll see how be does it



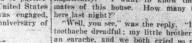
and his famous Concert Orchestra

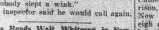
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To convert critics into enthu-siasts, whether for a new school of music or for a cigarette, p-quires something more than luck. There's sound reason for every big swing in popular taste. So, to account for Chesterfield's

swift rise, look to the cigarette itself, its tobaccos, its blending— in short, its taste. This one thing alone — its decidedly better taste — explains why thousands of smokers are changing from other cigarettes to Chesterfield,

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