

HUNT'S DAILY LETTER

BY HARRY B. HUNT
NBA Service Writer

WASHINGTON—With an eye to the future, when they hope to see a woman riding down Pennsylvania avenue at the head of an inaugural parade, members of the National Woman's Party and the National League of Women Voters are hoping "Ma" Ferguson of Texas and "Our Nell" Ross of Wyoming will come to Washington to participate in the Coolidge inauguration on March 4.

Although both are Democrats, as visiting chief executives of government 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 felt that their participation in the ceremonies would place the whole status of women, as possible 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 real reason behind the Coolidge landslide.

And it revealed as the prize winner of presidents, by his own confession, none other than Colonel George Brinton Harvey ex-Democrat, as ambassador to Great Britain.

The Washington newspaper which Harvey now edits took no less than nine columns of type to tell how George, when calamity faced the party of his adoption, and the Democratic-Progressive assault seemed certain to sweep Coolidge from power, planned his pen into the ink and saved the day with his battery of "Coolidge or Chaos."

"Colonel Harvey," says the account, "with one bold and illuminating stroke, disclosed to the distracted people the sole, vital, paramount issue that confronted them."

"When George Harvey," remember, 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 demoralization, prepared 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 procedure 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 because Miss Ethelyn Crane, his former secretary, refused to marry 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 "damaged."

As attorney, Herrick propounded questions to himself. As client he answered them.

Although enjoined as an individual from speaking to Miss Crane, or in any way annoying her, as attorney for plaintiff Herrick he was able to put her through cross-examination.

"WHAT is your name?" Attorney Herrick asked himself as Plaintiff Herrick took his seat in the witness chair.

"My name is Manuel Herrick and I am from Oklahoma," was the reply.

Herrick then proceeded to itemize 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 betrothal, 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 affection, and whatever home-making qualities she might have had."

WHY AMERICAN SHIPS DO NOT PAY.

Youth's Companion. We 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 competition with other mercantile marines—especially the British—American ships do not usually pay. Even the government, which is relieved from some of the expenses of the private shipowner must meet, runs the great fleet of the Shipping Board at a deficit of almost \$50,000,000 a year. Something like thirty-seven per cent. of our foreign trade is now carried in American bottoms. We have or could easily supply enough ships to double that percentage. We do not do it simply because, generally speaking, American ship property is not remunerative.

Why is that so? Most persons will tell you that it is because it costs so much more to build ships in this country, and because the law obliges shipowners to pay wages that eat up all the profits. That is not true. It is doubtful whether on the whole an American-built ship of the ordinary cargo-carrying kind need cost much more than a British-built ship; certainly the difference is not prohibitive. Wages are higher on American ships, but the wages form less than one-fifth of the cost of running a ship.

President Farrell of the United States Steel Corporation says that the difference in wages does not amount to more than two per cent. of the whole cost. Captain Dollar, one of the few Americans who have made money in shipping, says it isn't wages that makes it hard to build up a successful merchant navy. Certain regulations that govern the measure of the tonnage and the consequent dues and canal tolls collected thereon, certain expensive requirements in the boiler inspection law and the clause in the tariff bill that obliges the ship-owner to pay a fifty-per cent. duty on all repairs made in foreign ports are probably even more burdensome than the higher scale of wages for fore-caste hands.

Finally, there are silent influences that are all the time working to the disadvantage of the American shipowner as compared with his British rival. The widespread British Empire and the still more widespread British commercial organization furnish the British shipowner with trade relations and personal friendships in all parts of the world. Our own shipowners have nothing like such support. British capital has long been invested in ship property, and British bankers and investors are always ready to put money into shipping at moderate rates of interest. American bankers and investors emphatically are not. British merchants and manufacturers are trained to stipulate—when they have the power—that the commodities in which they deal shall be shipped in British bottoms. Few American shippers ever think of insisting that their goods come or go in American ships. Then too the British ships are more numerous, so that they can offer more frequent sailings, and usually they are faster and consequently can deliver 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 liberal government regulations, but others could not. The only thing that could make our commercial navy really prosperous would be a general effort, intelligently begun and persistently carried on through the years by the government, the shipowners and the merchants acting together. Whenever we are enough in earnest about the task it will not be beyond our powers.

Bus Lines Overdone?

Cleveland Plain Dealer. Nothing could better illustrate the progress lately made in the field of bus transportation than the fact that nearly 1000 new lines have started operation this year. They have bought more than 5,400 busses at a cost of approximately \$30,000,000 and the end of the development 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 history 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 themselves in fields where but a single service can profitably be maintained.

TAR HEELS PURCHASE DILLON COTTON MILL

M. L. Cannon and J. W. Cannon Are Among the Incorporators. Charlotte, Nov. 13.—A new textile venture with Charlotte men in it, has been chartered as the Carolina Textile Corporation. Norman A. Cooke, of Charlotte; Martin L. Cannon, of Charlotte, and J. W. Cannon, of Concord, are the incorporators. The corporation is authorized to have 40,000 shares of no par value. The corporation has acquired the Dillon Yarn Mill, at Dillon, S. C., and yarn mills at Hamer, S. C. Martin L. Cannon was formerly in the textile industry at Concord and connected with the Cannon mills there. He has been a resident of Charlotte a year or two. J. W. Cannon, Jr., is still a resident of Concord and is one of the executive of the Cannon system of mills. Mr. Cooke is one of the members of the legal staff of the Southern Power Company and has been a Charlotte resident for a number of years.

Engraved Wedding Invitations and Announcements. The Times-Tribune office America. Strict secrecy observed. Call and see samples. J. B. Sherrill. 18-1f.

Wedding Invitations and Announcements priced, 100 for \$6.75, each additional 50, \$3.75. Times-Tribune office.

Land Deeds, Mortgage Deeds, 3 Cents each, at Times-Tribune Office.

The "Red Wraith" Is on His Way



Here he is—Red Grange, the gridiron meteor on one of his remarkable runs against the Chicago Maroons. Chicago surprised the football world by tying Illinois, and without Grange the Illinois would have been defeated. Grange scored three touchdowns. The picture gives you an idea of the remarkable elusive qualities that make him the greatest of the great. He has a trick of offering his legs to a tackler and then suddenly taking them away. Look and you'll see how he does it.

TODAY'S EVENTS.

Monday, November 17, 1924.

The observance of National Education Week begins today.

Fiftieth anniversary of the organization of the National W. C. T. U.

The American Federation of Labor opens its 49th annual convention today at El Paso.

The Supreme Court of the United States reconvenes today after a recess of three weeks.

The ninth National Hotel Exposition will be opened today in the Grand Central Palace, New York city.

The international conference for the control of narcotics meets at Geneva today under the auspices of the League of Nations.

Mrs. Walburga Oesterreich faces trial at Los Angeles today on a charge of having murdered her husband, a wealthy garment manufacturer.

Large silver foxes valued at \$1,500,000 are to be exhibited at the annual conven-

tion of the American National Fox Breeders' Association, opening today at Minneapolis.

Methods to conserve the natural resources is to be the principal subject of discussion at the annual conference of the Governors of States, which meets today at Jacksonville, Fla.

The First Troop, Philadelphia City Cavalry, which has a record of participating in every war of the United States where volunteer cavalry was engaged, today celebrates the 150th anniversary of its organization.

Boating Around the Bush. It ought to be possible to get a plain answer to a plain question, but sometimes it seems that it is hard to make the question plain enough. There had been complaints of overcrowding at Mudcombe, says the Argonaut, and so an official of the local council was sent to make inquiries. Approaching one dwelling, he knocked sharply. A young girl opened the door.

"How many people live here?" he asked. "Nobody lives here," answered the girl. "We're only staying for a short time."

"But how many are here?" persisted the man.

"I'm here. Father's gone for a walk, and mother is—"

"Stop! Stop!" exclaimed the official impatiently. "I want to know the inmates of this house. How many slept here last night?"

"Well, you see," was the reply. "I had toothache dreadful; my little brother had an earache, and we both cried so much that nobody slept a wink."

The inspector said he would call again.

Actress Reads Walt Whitman in Famous London Church. London, Nov. 17.—Cinema shows and religious operas have occasionally been performed in churches, but probably for the first time a well-known actress has given a recital in Christ Church, Westminster.

The church was crowded. The actress mounted the lectern and read a number of poems, the first being the hymn to the American people written by Walt Whitman, beginning "As a strong bird on pinions free." Then followed a prayer by Sir Rabindranath Tagore, the Indian poet, and recitations from Shelley's "Hymn to Intellectual Beauty" and the "Ode to the West Wind."

Governor Morrison to Return Wednesday (By the Associated Press.)

Raleigh, N. C., Nov. 17.—Governor Cameron Morrison, who with Mrs. Morrison, has been spending a vacation in New York, is expected to return to Raleigh about November 19. The governor left shortly after the general election for a rest after his strenuous campaign in behalf of the Port Terminal Development bill.

Our objection to a cut-rate barber shop is the rate is usually about two cents per minutes.

Speaking of Puppies—



Well, here's a new football distinction. Froehman Gary of Minnesota claims to have the biggest pair of dogs, which is campus Latin for feet, in the entire football world. Gary wears a size 14 E width. When Gary kicks his immense box-kicks up and lays them down the resultant clatter is strongly reminiscent of fire horses responding to a three-alarm blaze.

Always Take HILL'S CASCARA QUININE BROMIDE. Relieves COLDS in 24 hrs. GRIP in 3 days. AT ALL DRUGGISTS 30 CENTS.

CRYSTAL BATH. The Most Delightful Invigorating ALCOHOL MASSAGE. At All Good Drugists.

Engraved Visiting Cards, 100 and Plate prices from \$2.35 to \$4.00. Have over 40 styles of engraving to select from, 100 cards from old plate \$1.50. Call and see samples. Times-Tribune Office.

BEWARE THE COUGH OR COLD THAT HANGS ON

Chronic coughs and persistent colds lead to serious lung trouble. You can stop them now with Creomulsion, an emulsified creosote that is pleasant to take. Creomulsion is a new medical discovery with twofold action; it soothes and heals the inflamed membranes and kills the germ.

Of all known drugs, creosote is recognized by the medical fraternity as the greatest healing agency for the treatment of chronic coughs and colds and other forms of throat and lung troubles. Creomulsion contains, in addition to creosote, other healing elements which soothe and heal the inflamed membranes and stop the irritation and inflammation, while the creosote goes on to the stomach, is absorbed into the blood, attacks the seat of the trouble and destroys the germs that lead to consumption.

Creomulsion is guaranteed satisfactory in the treatment of chronic coughs and colds, bronchial asthma, catarrhal bronchitis and other forms of throat and lung diseases, and is excellent for building up the system after colds or the flu. Money refunded if any cough or cold, no matter of how long standing, is not relieved after taking according to directions. Ask your druggist. Creomulsion Co., Atlanta, Ga. (Adv.)

Chattel Mortgage Blank, 2 for 5c, 35 cents a dozen, at Times-Tribune office.



Paul Whiteman and his famous Concert Orchestra

Such popularity must be deserved

To convert critics into enthusiasts, whether for a new school of music or for a cigarette, requires 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.

Chesterfield CIGARETTES They Satisfy—millions!