

"JOKE NIGHT" TO BE FEATURE

Cape Fear Camp, Knights of Maccabees, To Hold Celebration Friday Night

Cape Fear Tent, No. 15, Knights of Maccabees will Friday night entertain in the Odd Fellows' Hall. "Joke Night" is the title of the evening's entertainment and numbers of jokes will be told by those present. To the one who is the most successful in this line will be awarded a handsome prize. A "booby" prize will be given to the one who pulls the stalest joke on record. Much enjoyment is always gotten out of these "joke nights" and the members are looking forward to the night's entertainment with much expectancy. A musical program has also been arranged in which a number of violin and vocal solos will be rendered by some of the most talented artists of the city. Refreshments will be served after the jokes and the musical programs have been finished.

BOOKS TOO GOOD TO BE USEFUL

Like The Horschair Furniture In the Curtain Dimmed Parlor, Some Bibles Were Hardly Touched.

It wasn't so long ago that Sunday savored of stiff, starchy, puritanical linen, a long drawn out, monotonous sermon on the damnation of everything, a torturous penance spent sitting on those old horsehair chairs in the "parlor," family prayers, then to bed whether one wanted to go or not—and the Bible of that day, a solemn, mysterious affair, wherein births, and deaths were sacredly recorded and a verse of deep and heavy import laboriously read and literally believed. How different the modern day Sunday and the modern day Bible—the same Bible, but presented to readers more in the manner that lessons should be presented, arranged by the greatest authorities to give clear meanings, real instruction and interest, a volume more worth while. The New Illustrated Bible now being presented to Dispatch readers is, superbly complete with limp leather binding having overlapping edges, amply protecting the wealth of information and illustration contained therein. This exceptional five dollar work has more than 600 illustrations which cost more than \$50,000 to produce, full page color plates, marginal references, help, charts, and maps and best of all is within the reach of everyone. It is easy to secure this book. Merely clip the certificate printed elsewhere in this issue and present it with five others at this office together with small amount named therein and receive a Bible that you can read understandingly, and enjoy, one that is not too good to read, yet better than the old ones that were.

FUNERAL OF MRS. GRIFFITH.

Services Held at Fifth Avenue Church—Interment in Bellevue. The funeral services of Mrs. Sarah Griffith, who died Wednesday morning at the home of her daughter, Mrs. W. H. Corbett, No. 2 Queen street, were conducted Thursday afternoon at 3 o'clock from the Fifth Avenue Methodist church. Rev. J. H. Shore, assisted by Rev. Caldwell, of the Immanuel Presbyterian church, conducted the service. Interment was made in Bellevue cemetery. Six of the grandsons of the deceased acted as pallbearers. They were Messrs. Joseph Sallings, Baxter Ozment, Lester Page, John Griffith, Harry Corbett and Mack Griffith. Many beautiful floral offerings were received.

MISS MORSE DEAD.

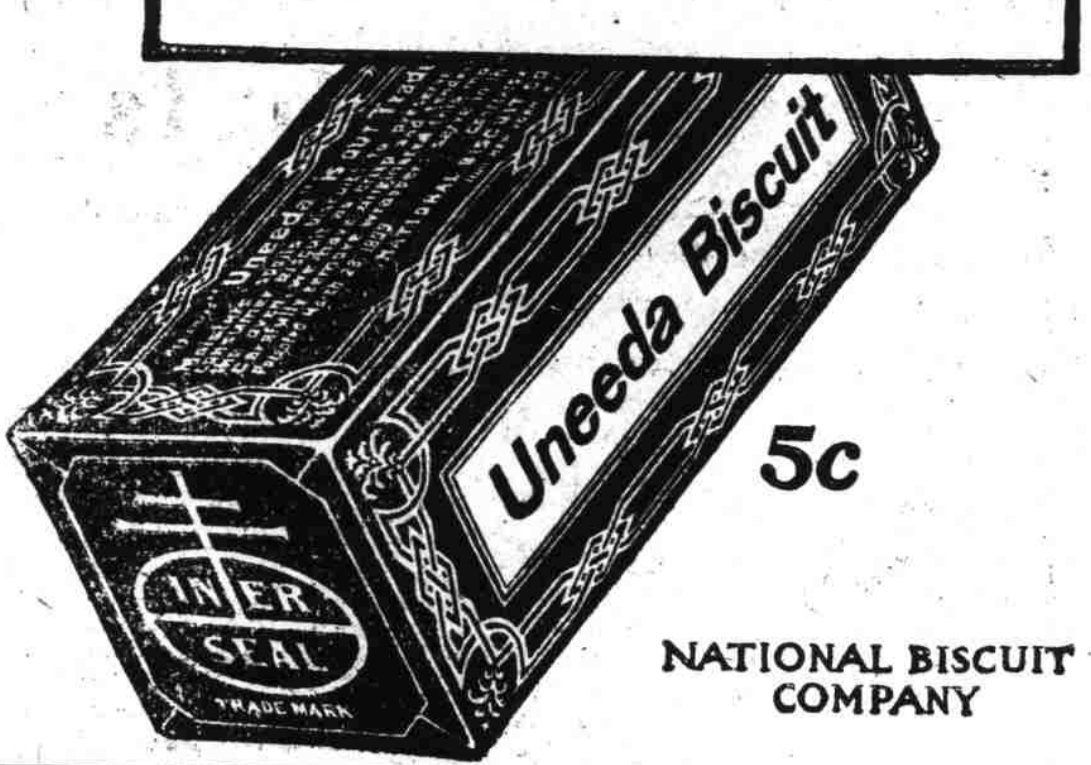
Died at Home of Her Sister on South Third Street Thursday. Miss Hattie K. Morse, died Thursday afternoon at 2 o'clock at the home of her sister, Mrs. Walter Roderick, No. 1120 South Third street. Funeral services will be held Friday afternoon at 3 o'clock from the residence. Interment will be in Oakdale cemetery Friday afternoon. Miss Morse, who was 66 years old, is survived by a brother, Mr. C. C. Morse, of Charleston, S. C., and a sister, Mrs. Walter Roderick, at whose home she died.

SOIL SURVEY OF WAYNE COUNTY

Montana Masonic Jubilee. Butte Mont., Sept. 1.—Hundreds of prominent members of the Masonic fraternity in Montana joined today in a pilgrimage to Virginia City, where a celebration was held in honor of the fiftieth anniversary of the Montana Grand Lodge, which was organized at Virginia City in 1866. The anniversary exercises were presided over by Sol Star of Deadwood, S. D., who was the first grand master of the Montana lodge.

YOU men and you women who work with your heads—this hot weather the food for you is Uneeda Biscuit.

Eat them for lunch in milk or cream. Then the afternoons will find you with hunger satisfied, bright, keen, alert, in fine working fettle. For Uneeda Biscuits are crisp and flaky, full of nutriment, baked to a turn. They digest with utmost ease.



NEW RAILROAD NOW BEING BUILT

Wilmington Will Be Deep Water Terminal—Trains Operated Today.

It seems practically certain that Wilmington is to be the deep water terminal of a line from Kinston, connecting at the Lenoir county seat with the Norfolk-Southern, which has a direct line to Norfolk, Va., as reports from Kinston are to the effect that the Duplin County Railroad will be in operation in a short while as the result of \$15,000 bond issue in Limestone township, Duplin county. Construction is now progressing on the new road which is to connect with the line that is now operated from Kinston to Pink Hill, Duplin county, and as nearly all of the stock in the new road has been subscribed it is stated that line will be pushed to the Pender county line and thence to Wilmington at the earliest practicable time. Passenger and freight service was inaugurated today on the road from Kinston to Beulaville, via Pink Hill. Construction of this line to Chinquapin is now in progress and it will be opened in a few months. Yesterday's Mount Olive Tribune says the following in regard to the new railroad: "Central and Southern Duplin county, a section of Eastern Carolina that has heretofore been very greatly handicapped in its efforts at self-development because of its lack of transportation facilities, will now, if newspaper reports be true, be much longer held down. A log road, extending from Kinston into Duplin as far as Beulaville, is, according to these reports, soon to be converted into a common carrier, as a result of which the richest part of the county, and one of the richest sections of the State, according to the following Kinston dispatch: "Kinston, N. C.—The Duplin County Railroad will be in operation in a very few months as the result of the carrying of a bond issue for \$15,000 in Limestone township, Duplin county, Tuesday, Cypress Creek township, south of Limestone, turned down the proposition. It is assured, according to unquestioned authority, that the line will be carried into the latter, however, and that passenger and freight service will be had in a short time. "A large amount of stock in the railroad is known to have been taken, and there is practically nothing to hinder the completion of the road to the edge of Cypress Creek township. That township may vote bonds later and it is reported that the promoters are bent on carrying the line into Pender county and ultimately to deep water at Wilmington. The Duplin railroad will tap the richest part of the county, and one of the sections of the State richest in possibilities. It will open up a large area for settlement and promote the development of an extraordinarily fertile agricultural country, with an ideal climate and average rainfall. "Passenger and freight service on the Duplin county railroad as far as Beulaville will be inaugurated by September 1, if possible, William Hayes, superintendent of the Kinston-Carolina Railroad, announced today. A line which comprises a link of the new road has been constructed to Beulaville, for some time, and a semi-weekly freight service maintained. The new service will be daily. Construction of the line to Chinquapin, some miles farther south, is in progress and service to that point will be opened up in a few months. The construction of the line to Maple Hill in Pender county, in the near future, is probable, Mr. Hayes stated. There will be only one train daily to Beulaville for the present. That train now runs as far as Pink Hill. The same schedule will be observed."

LAST WRESTLING MATCH AT LUMINA

Fritz Hanson Takes On "Bumps" Turner Friday Night—Large Crowd

All is in readiness for the big wrestling match to be held tonight at Lumina, Wrightsville Beach, when Fritz Hanson will meet "Bumps" Turner of Washington, D. C. The event will start promptly at 8:45 and immediately thereafter dancing will be in order for the balance of the evening. It is expected that a crowd much larger in number than was present last Friday night, will be in attendance to witness the fast event scheduled for this evening. Ample provision has been made by the Tidewater Power Company to handle a large crowd from the city and it is certain that hundreds of gentlemen and ladies will go down to witness the match. Gunner McGurley, of Fort Caswell, will serve as referee. He has acted in this capacity in a number of instances and has given perfect satisfaction. His announcements are always a feature and added interest will be lent the occasion by his presence. Turner comes with a well earned reputation as a fast, aggressive wrestler. Hanson states that his opponent for this evening is much speedier and more scientific in his work than Schmidt. Whichever wins will certainly know that he has been in a hard fought match before the winner of two falls in three has been determined. Turner has been after a match with Hanson for several months and has openly stated that he believed the Swede was trying to dodge him. Since he located in Wilmington Hanson's methods have never been such as to sustain a charge of this nature. It is certain that such an allegation will make him so on the mat determined to convince his opponent that the latter knew not whereof he spoke when he made such a statement. Hanson is convinced that he will be able to take care of himself in spite of the fact that Turner will probably outweigh him 25 pounds. Turner will probably hit the scales at 180 pounds or more, while Hanson will weigh in at 152, or thereabouts. The Swede's speed and skill will be a distinct asset to him, however, and it will be a great surprise to everyone. If Turner should win the match. This will be the last wrestling match of the season at Lumina, as the pavilion closes after Monday. For this reason it is expected that a large crowd will take advantage of the opportunity to see the athletic event. There will be a short preliminary and the main event will commence promptly at 8:45 o'clock.

CAMPAIGN PROGRESSING.

Many Persons Are Joining Chamber of Commerce Under New Plan. Local business men are very much in favor of the new plan of membership of the Chamber of Commerce as is shown in the manner which they are receiving the membership committee which is now canvassing the city to secure new and old members under the new \$20-a-year plan, which goes into effect October 1. The committee is spending much time calling on the old members and prospective ones, but they are meeting with fine success. It was stated by Secretary Branch today that the new traffic department will go into effect the same day that the new membership rate is effective. This will be a big feature for the Chamber.

Anniversary of Longest Game. Boston, Mass., Sept. 1.—Boston baseball fans, whose enthusiasm at the present time is close to the boiling point, recalled today as the tenth anniversary of the longest game ever played in the major leagues. It was on this date in 1906 that the Red Sox and the Athletics battled 24 innings before the Athletics finally won the contest by a score of 4 to 1.

ARCHDEACON NOE STATES POSITION

Makes Statement of His Relation With The Recent Strike of Carmen.

August 30, 1916. To the Public:—My attention has been called to the fact that my attitude in regard to the settlement of the recent street car strike in our city is misunderstood; and, therefore, I desire to make this statement, that there may be no reasonable ground for misunderstanding me or by attitude. I had no knowledge of the strike, or the cause leading up to the strike, until July 5th, when I unexpectedly found myself in the midst of it while trying to reach my home on the Beach, after attending a Brotherhood Meeting at the Church. I was unable to reach home at all, during that night, but had an excellent opportunity, while mingling with the crowd, to hear from a sympathetic standpoint what the car men regarded as their grievances. Early on the morning of July 6th I began to confer with a few friends, with a view to securing some adjustment of the difficulty, which I realized was very serious—much more serious than many of our citizens seem even now to realize. The chief difficulty that presented itself was how to reach a settlement that would secure positions for all the men, because the Tidewater Power Company, granting the men's right to quit, declined to take them back on any terms. After a committee of ten was authorized by Council, as requested by our committee, I was made chairman, and I can confidently appeal to the other members of the Committee, including two Union men, and to Mr. MacRae, with whom I conducted all the negotiations, to prove that I used every effort at my command to secure every advantage for the men on strike that seemed honorable and right, and I went from the men to Mr. MacRae, in every case asking for new concessions from the Company, until I felt embarrassed, because several times the concessions secured were repudiated after I had been given every reason to believe that they would be acceptable to the men. I was unable, with all the aid of a strong and remarkably faithful committee, to secure a recognition of the Union, because the Union was felt to have acted unwisely in calling the strike—a fact that was acknowledged by Mr. Commons before the committee and by the car men, in writing, when asking to be taken back. But while the committee failed to secure a recognition of the Union, I did secure from Mr. MacRae an agreement that he would not raise the question of the existence of the Union, unless it was used against the company, and this agreement was accepted by Mr. Commons and by the men, on his recommendation, as satisfactory; and in order to secure this concession I agreed to use my influence and the influence of the committee to carry out the terms of the agreement. It is very likely that less was secured for the men than they desired and felt that they had a right to expect, and really less than the Company had voluntarily granted before the strike; but I feel very sure that we secured for the men more than they would have secured or could have secured without our assistance, after the strike had created antagonism between the men and the Company; and those who have been following President Wilson's efforts to adjust the differences between the railroads and their employees, will at least appreciate fully the difficulty not only of any settlement, but especially of a settle-

ment that shall be mutually satisfactory. In our efforts to get all the men reinstated, and on the most favorable terms, we pledged our committee to see that the men gave loyal support, which they promised in writing, and we pledged the company to deal fairly with the men—a pledge which Mr. MacRae, endorsed by leaving all matters affecting the rights of the men in the hands of the Citizens' Committee or its chairman, for a period of two years, binding his company to abide by our decisions, and the men accepted this agreement when they asked to go back on the terms set forth in Mr. MacRae's letter to me, becoming thus morally bound with the company to submit all differences to the committee, for a period of two years. We promised Mr. MacRae, as one condition of the settlement, that we would give him an opportunity of discussing the policies of his company, with a representative committee of one hundred citizens, who might make a report to the public—the nature of the report being left entirely to the judgment of the committee, after investigating the facts. In keeping with this promise, which we made in good faith, a committee was selected, none of whom was named by me, as I was in conference with the men at the time, explaining the terms of the written agreement under which they were returning to work. This committee of one hundred appointed a sub-committee of nine, to investigate certain matters and report back to the committee, and I was chosen as chairman. One of the matters referred to this committee was the one-man car operation; and because we were making a thorough and, we believe, impartial investigation, and because the petition from the Trades Council seemed to violate the conditions of our settlement, inasmuch as they stated the ground of their petition to be, in part at least, the protection of the car men, and inasmuch as all differences between the company and the men were to be referred to our committee for adjustment, I appeared publicly and asked that action be deferred, before Council and stated this fact without prejudice, until we could investigate and make report upon the matters referred to us, especially in reference to the one-man operation of cars, leaving our facts with them for final action. When I learned that Council was anxious to take a vote, although our investigation was incomplete, since we had heard from only 34 of the 47 places to which letters have been sent, I wrote Mr. Jones, chairman of the councilmanic committee, and offered to lay all our information before his committee, in its incomplete state, but this offer was declined. When finally Council voted to take final action on August 28th, I called a meeting of our sub-committee to hear what we had learned and invited the councilmanic committee to be present and hear read all our correspondence, which we were reading for the first time before our own committee, and we left the entire correspondence with them for such use as they should wish to make of it. We decided not to make any further public statement regarding this information until the councilmanic committee had reported, feeling that our duty did not in any way involve our urging particular action by Council. We expect to make our full report as soon as it is ready. I may be pardoned for saying here that it has been a great disappointment to me, that my own action, and that of my colleagues, should be disturbed by those whom we tried hardest to serve, and for whom we accomplished everything within our power. I always regret being misunderstood, but it is even more painful, when those I strive to serve misunderstand. I have tried to act fairly, without prejudice, and I believe that my fellow citizens, and especially the members of

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the car men's union, who know how hard I worked in their behalf, when they examine carefully all the facts and the written record, will give me a fair judgment, though I may have failed to do what they wanted and what I could have been very glad to do for them, had I been able. In the light of all the information that has been gathered by our committee and from my own observation, I do not hesitate to say that I am personally not opposed to one-man operation, where the traffic is light and especially on the dead ends. It is the unanimous testimony of all our correspondence that one-man operation is as safe as the two-man car, if not safer, and where it is in use it makes possible a better and more satisfactory service, because more frequent. I did not understand that Mr. MacRae contemplated one-man operation on all the city lines, and for myself, I would be opposed to such change until a more complete trial of the system in Wilmington, if at all, but I see no objection to a fair trial of any system, if it gives promise of good results. I certainly cannot be fairly charged with lack of sympathy for the working man—I have spent my whole life working with him and for him, and I am not at all opposed to organized labor, for proper organization makes for greater efficiency and enables the organization to accomplish what the individuals are unable to do, and unquestionably many and great blessings have come from organized labor; but I believe that both capital and labor are necessary and that the best results can be attained only in a spirit of co-operation, mutual respect and understanding. I believe in the highest wages for labor in return for the best service that a good workman can give, and I feel very sure that these should be such adjustment between capital and labor, that a fair portion shall go to the men who labor, with hands or brains, to produce wealth; and that there should be time enough left from toil, for the cultivation of the worker's mind and soul and the enjoyment of his family and friends in an adequate social intercourse; and I believe that any social order is a failure, when any portion of the normal citizenship is unable to make a living wage from honest toil. Very sincerely,
(Signed) THOMAS P. NOE.

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