

THE SOUTHERNER

Weekly Established 1824

Daily Established 1889

Published every afternoon in
the year, except Sundays, by
THE SOUTHERNER,
at Tarboro, North Carolina.Member of The Associated
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Address all communications
to THE SOUTHERNER, and
not to individuals.Telephone 75
P. O. Box 907
Entered at the Post Office at
Tarboro, N. C., as second-
class matter under the act of
Congress of March 3, 1879.SUBSCRIPTION RATES
1 year \$5.00
6 months 2.50
3 months 1.25
1 month .60
1 week .15Foreign Advertising Re-
presentative, THE AMERICAN
PRESS ASSOCIATION,
New York, N. Y.

FRIDAY, JULY 23, 1920.

NOTICE TO READERS.
The Southerner is always anxious
to improve its reading value and
make its columns more valuable, both
to its readers and advertisers, and,
in view of a rapidly increasing circulation,
it desires to extend its local news.All subscribers, or readers who
have any personal items that would
be of general interest are asked to
send them in daily, especially from
the adjoining towns of Pineytop, Mac-
clesfield, Farmville, Hookerton, Leg-
getts, Speeds and Whitakers.It must be remembered that the Southerner
is the county organ, the only
means of disseminating the news of
the surrounding territory which adds
greatly in drawing the people together
and in making the social life more attractive. None can live unto
himself alone.

THE CAR SHORTAGE

There is no disguising the fact that the car shortage is occasioning serious interruptions to the normal industrial output of the country. The association of Railway Executives have issued an appeal to the public, in which they state that the cars and locomotives at their command are inadequate to handle the unusually large business offered, and they add that it will be impossible to overcome immediately this deficiency. The executives state that "conditions require the most intensive use of the existing facilities." To that end they have outlined a plan for securing the greatest possible efficiency in the distribution and use of cars, and with the support and cooperation of the shippers they are in hopes to prevent a repetition of the condition of congestion which marked the operation of the lines under Government control. During that historic epoch the theory was quite similar to that used by Oliver Wandal Holmes in describing his "wonderful one horse shay," and had not private ownership been restored to its managerial rights we would doubtless have seen the lines soon reduced to the condition of the "shay," which took the appearance of a "general flavor of mild decay." But, in reality, upon the release of the carriers from the Federal control, not only were the cars and locomotives as a whole in adequate and in an impaired state, but also the distribution of the cars as to ownership was in such a condition as to prevent the greatest efficiency in their use. Imagine what would have been the dilemma had the Government in carrying out some of its war-eccentricities, scrambled all the farm machinery of the country wherever they happened to find binders, reapers, or other machinery. That is practically what happened to the railroads; and even today the first impression anyone has who reads the names of the owners on the cars of a passing freight train is that, "I didn't realize that there were so many different railroads in the country." The constant labor troubles have hindered to a large extent, the return of the equipment to their original owners; but the new wage award is expected to help settle wage conditions and assist in the relocation of cars.

With the harvest season at hand the only relief from the difficult condition will reference to the car shortage rests in the more intensive use of the existing equipment. The railroad program, for which public cooperation is sought, contemplates the following: An average daily minimum movement of freight cars of not less than thirty miles a day

to a maximum of four per cent of total owned; early and substantial reduction in the number of locomotives now unfit for service; more effective efforts to bring about the return of cars to the owner roads. While the car performance proposed has never before been attained, it is believed that it can be acquired, and that the whole remedial plan

can be carried out, if the full cooperation of the public can be secured.

The Interstate Commerce Commission is in close touch with the railroad plan, and Washington is rather optimistic since it has found that there is a stern determination among railroad operators throughout the country to meet the difficulties

that confront them.

FAVORITES COMING AGAIN

The Ollie Hamilton Vaudeville show under its own enormous waterproof canvas theater, with all of its many features, singers, dancers, entertainers and musicians, will pay its annual prices.

In New York city, according to estimates, there are half a million workers who collectively accept 100

In Siam, during the whole period of the engagement, from the first mention of marriage until the ceremony itself is actually accomplished, the betrothed pair are supposed never to meet.

Big workers from everywhere and the same work clothes every time



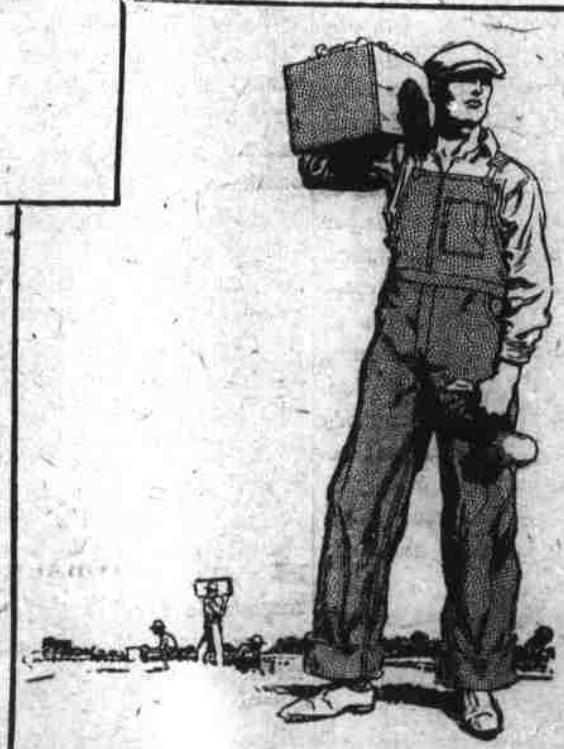
"Plowing—reaping—no matter what the farm work—Blue Buckles are the overalls to wear."

(Signed) Fred McCulloch
Leading corn grower of Hardwick, Ia., who raised an 88-bushel-per-acre crop.



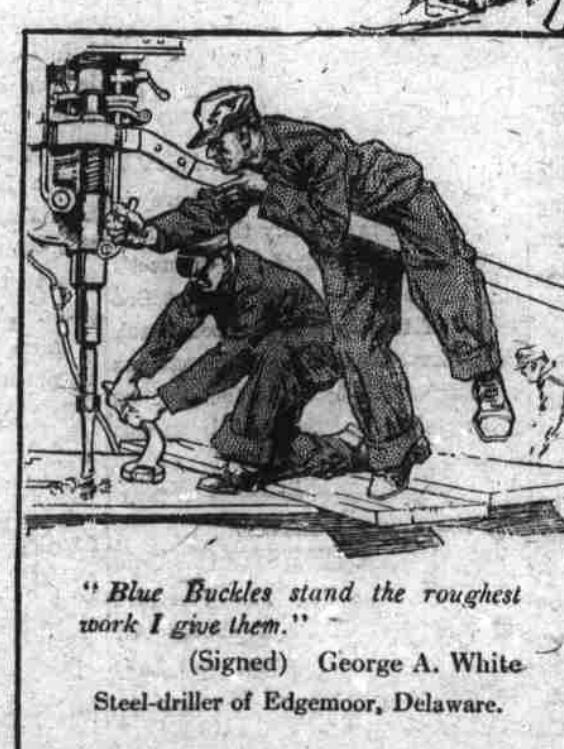
"Tough as rawhide, big, roomy and comfortable—that's what I know about Blue Buckles."

(Signed) Fred Signor
Engineer of the Twentieth Century Limited.



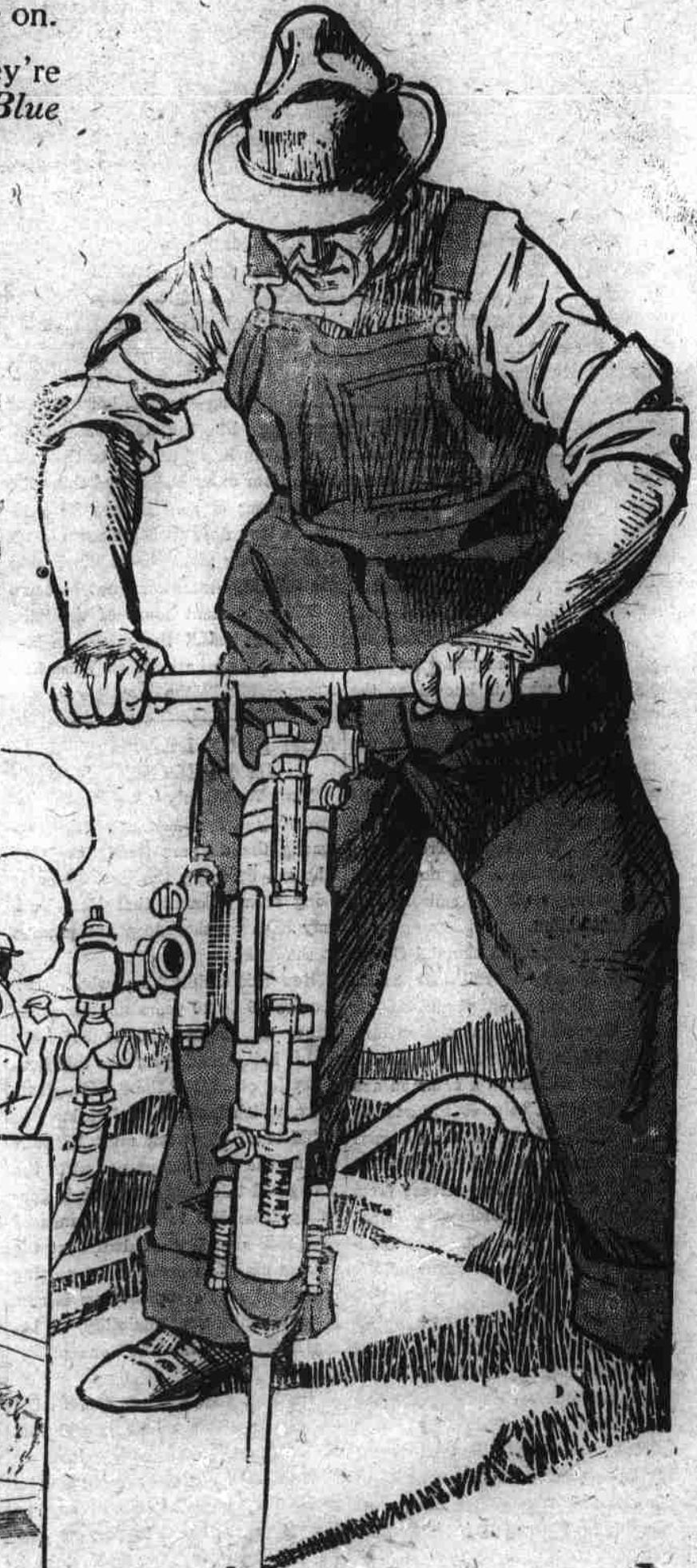
"Every pair of Blue Buckles is always big, strong and comfortable."

(Signed) H. H. Moeller
Noted truck farmer of St. Ansar, Ia., who makes his land net \$250 to the acre.



"Blue Buckles stand the roughest work I give them."

(Signed) George A. White
Steel-driller of Edgemoor, Delaware.



To DEALERS: If you want to know where to get Blue Buckles, write to Blue Buckle Overalls, Lynchburg, Va., and we will give you the name of your nearest jobber.

Blue Buckle Overalls

Union Made

BIGGEST SELLING OVERALL IN THE WORLD