

# League Nations Plank In Democratic Platform

### Woodrow Wilson's Death Makes It Sure That His Followers Will Demand Support of League Before Giving Their Support to Any Candidate

By DAVID LAWRENCE  
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Washington, Feb. 5.—The death of Woodrow Wilson will have one important effect on the political situation of 1924—it will mean the certain inclusion in the Democratic national platform of a plank declaring for American membership in the League of Nations.

There will be enough Wilson men in the Democratic convention to assure the adoption of such a plank. Instead of being regarded as a closed incident the League will be brought into the political discussion by the candidate nominated, in fact the price of support from the Wilson men to any candidate who comes before the convention will be a pledge to uphold the Wilson foreign policies.

Four years ago the Wilson stamp was a liability. One of the first signs of disapproval of James M. Cox's acts after his nomination came from those Democrats who thought he should not have visited Wilson or embraced the League of Nations idea even though he made it clear he favored reservations. One of the objections entered at San Francisco against the candidacy of William Gibbs McAdoo was that he would inherit all the opposition to Wilson. The "son-in-law" argument did impress many delegates.

Today the relationship between Mr. McAdoo and his distinguished father-in-law, and particularly the fact that Mr. Wilson made Mr. McAdoo Secretary of the Treasury during the war and also director general of the railroads, may prove an asset to the McAdoo campaign.

At the moment the former Secretary of the Treasury is the center of discussion because of the statement by E. L. Doheny, oil magnate, that he hired Mr. McAdoo and paid him a large fee after he left the Wilson administration. Many of those with whom the wish is father to the thought consider that the McAdoo candidacy has been killed by that statement. Not so with the McAdoo supporters, who feel confident the average American citizen can distinguish between a fee given while a public official is in a position of responsibility and a fee given for legal services when a former official has gone back to his profession.

Mr. McAdoo has asked for a chance to testify and in all probability will have some caustic things to say about his critics who have been so ready to drag him into a controversy in which he feels he had no part. He had no connection, he insists, with the oil leases; but gave his legal advice on Mexican matters.

The incident may prove a boomerang in favor of McAdoo, who always has exhibited a resiliency in politics. Again and again, he has seemed to be disqualified by one circumstance or another but the McAdoo followers have some of the faithful crusading spirit which they gave Woodrow Wilson—they will not quit him because of an unverified statement of a man who deserted the Democratic party in 1920 and contributed to the Republican campaign fund and whose leases have been annulled largely through the efforts of Democratic members of the United States Senate.

The Teapot Dome scandal has for the moment been crowded off the stage by the halt of public activities incident to the death of Woodrow Wilson. Mr. McAdoo is coming here to attend the funeral ceremonies after which he will go before the Senate committee and face his critics as boldly as he has in the past.

## PAYS OFF DEBT

Statesville, Feb. 6.—Iredell County Treasurer R. F. Rivers has paid of the last three thousand dollars bonded indebtedness on the county home which was issued in 1913 for \$30,000. The payment was made through the Commercial National Bank, it was announced. The bonds were retired in annual installments and bore interest of five and one half per cent. The county home is now estimated to be worth more than \$100,000. It is claimed that the plant and in the grounds which cover 200 acres of land are worth upward of \$125,000.

Mr. and Mrs. Harold Foreman, Miss Laura Rodney, Mrs. Thorburn Bennett and Mrs. J. E. Hughes motored to Norfolk Tuesday morning for a day's shopping.

## ALONG THE WATERFRONT

The schooner Flossie M. Muir is in from Manns Harbor. This vessel is in the fish trade for the Globe Fish Company.

The tug Arm and Hammer operated by D. E. Williams of South Mills was hauled out on the railway at the Elizabeth City Iron Works on Monday for repairs.

## Vessels in Port.

Schooner Mark Stevens and schooner Alabama, foot Main street with oysters.

Schooner Flossie M. Muir, Woodley's wharf, loading.

Steamer Texas, at Elizabeth City Iron Works, waiting for charter.

Steam tug Viente y Tres, at Elizabeth City Iron Works, tied up.

Steamer Hertford at Elizabeth City Iron Works, waiting.

Schooner Lorena at R. C. Abbott's wharf loading for Little River.

## North River Line.

Steamer Annie L. Vansciver sails Tuesdays, Thursday and Saturdays at 2:30 p. m. for Cowells wharf, Old Trap, Newberns Landing, Jarvisburg, Barnetts Creek, Coinjock, Indian Island, Long Point and Norfolk.

Gas boat Eva sails Tuesdays and Fridays at 11 a. m. for Point Harbor, Halls Harbor, Hog Quarter, and Kitty Hawk.

Gas boat Jones sails Thursdays at 2 a. m. for East Lake, Gum Neck, Kilkenny and Fairfield.

Elizabeth City Boat Line Steamers Harby and Virginia Dare—daily at 3 p. m. for Jarvisburg, Indian Island, Coinjock, Long Point and Norfolk.

## BUSINESS GOOD FOR AUTO TRADE

### Predictions That 1924 Sales Would Not Equal Last Year's Shaken by Unprecedented January Demand.

By J. C. ROYLE  
Copyright, 1924, By The Advance

New York, Feb. 6.—Executives of the larger automobile companies are returning to their factories from the Chicago show with their optimism increased as to the prospect for sales this year. The number of cars disposed of at Chicago was heavy, and the interest manifested by dealers was impressive.

One leading producer said today the ranks of those who had predicted that 1924 sales would not equal those of last year, were being deserted. Ford, Chevrolet and Overland sales in January exceeded expectations. These three companies expect between them to turn out four million cars before next New Year, and it is now estimated the remaining manufacturers will turn out at least an additional million. This will be an increase of 20 per cent over 1923 production. The Ford sales last month exceeded 150,000 cars. Chevrolet disposed of 40,000 and Overland 20,000.

Chevrolet sold 483,310 cars last year, and the main factory at Flint, the Detroit plants were forgings, gears, axles and differentials are made, the small parts at Bay City and the transmission factory at Toledo have capacity for production this year of from 750,000 to 800,000 cars. The Fisher Body Company has or will have plants at all the Chevrolet assembly plants at Flint, St. Louis, Janesville, Tarrytown, Buffalo, Cincinnati and Oakland for building closed cars.

The Olds factory at Lansing reported a gain of 400 per cent in January as compared with the first month of 1923. More than 8,000 cars were turned out as compared with 1,804 last year. The increase in the sale of closed cars still continues to astonish even the men in the trade. For the last two months the closed models sold constituted somewhere between 35 and 40 per cent of the total.

C. S. Mott, director and vice president of General Motors, predicted today that motor sales would be at least as high as those of 1923, but added that prices might go higher. Recent advances in the prices of tires, steel and aluminum, he said, were adding to production costs.

Steel interests report a quickening of orders, due largely to the purchases of the automobile manufacturers. President Bartol of the Otis Steel Company of Cleveland, the products of which are used extensively by motor manufacturers, said today the plant of his company was operating as near capacity as possible, and that indications for good business, at least for the next six months were excellent.

The production of tires at Akron shows little change from the sche-

dules put into effect in December, but practically every plant is making progress in the reduction of overhead costs. The net gain of one company through economies in several departments has been of very considerable proportions. It is understood the Goodyear Company has been able to effect a reduction of expense in its accounting department. Since the close of the Chicago show, it has become known that another strong effort was made to do away with the two great annual auto shows at New York and Chicago, and substitute only dealer shows, with a permanent exhibit at Detroit or Cleveland. The expense of the present show was the chief argument brought forward, but not sufficient sentiment was aroused to assure the change.

The effect of the automobile activity is being felt widely in other industries. Five large mills at La Grange, Georgia, were forced to go on a 24-hour production schedule today to fill orders for fabric used in seats and tops.

Bennett's N. C. Line  
Emma K. sails Tuesdays, Thursdays and Saturdays at 2 p. m. for South Mills, and Pasquotank River landings.

Guthrie Line  
Rebecca sails Wednesdays for Englehard, Middleton, and Lake Landing.

Cooper Line  
Mamie G. sails Thursdays at 10 a. m. for Columbia and Creswell.

Alligator River Line  
Isle of Surry sails Wednesdays and Saturdays for Fairfield, Gum Neck and East Lake and Kilkenny. Eastern Carolina Transportation Co. Steamer Trenton sails daily at 1:30 p. m. for Nags Head and Manteo.

Wanchese Line  
Motor vessels Hattie Creef and Pompano sail Tuesdays, Thursdays and Saturdays for Wanchese, Stumpy Point, and Mann's Harbor.

Matthews Line  
Gas boat Ray sails daily at 2 p. m. for South Mills.

## TODAY'S BARGAINS IN USED CARS

FORD—  
1922 Coupe; Excellent Running Condition for \$200.00.

FORD ROADSTER—  
1921 Make, in good shape, \$100.00.

FORD TOURING—  
Self-Starter; good motor; \$135.00.

FORD—  
5-Passenger Touring; "Stem Winder," Demountable Rims, and Goodyear Tires — All for \$150.00.

Terms if Desired.  
REMEMBER—Every car you see on the road is a USED CAR.

## AUTO & GAS ENGINE WORKS, INC.

105 N. Water St.

# GREAT REDUCTIONS

—in—

## Watches, Diamonds and Jewelry

ALL THIS WEEK AT

# H. C. BRIGHT CO.

Largest Jewelers in Eastern North Carolina

# A Well-Known New York Banker

Says:

"The place of advertising in the present economic system is thoroughly well established."

Goodwill has come to be a vital factor in the success of any business, and goodwill can only be created by right and persistent advertising.

A manufacturer who advertises honestly the stability and quality of his goods sets for himself a standard of production. He makes a treaty of faith with the buying public which he must uphold at any cost.

Frequently, for the purpose of promotion, the manufacturer needs financial assistance.

The time is fast approaching when bankers, having carefully investigated the standing of a manufacturer desiring a loan, will ask this leading question:

"What is his advertising appropriation?"

## THE OLD HOME TOWN BY STANLEY



RUMMAGE SALE NEWS - SEVENTH DAY

CAL POTTS SAYS HE HASN'T HAD A HOT SUPPER ANY NIGHT SINCE HIS WIFE VOLUNTEERED TO CLERK AT THE SALE

## FRECKLES AND HIS FRIENDS He Ought to Get A-Plus BY BLOSSER



## EVERETT TRUE, BY CONDO



## Get Full Value

When You Buy Here

The housewife who markets here knows that every time her groceries are placed on the scale they register "full weight" in quality and satisfaction. Here's the place to buy good Groceries and Fresh Fruits in season at low cost.

Phones 256 and 396

Morgan & Parker