

HALLET WARD WILL RETIRE FROM CONGRESS

Floating Concrete Road Is Slowly But Surely Sinking

And If Present Rate of Sinking Continues Before End of Next Winter Depth of Water on Roadbed Will be Sufficient to Stall Motor Cars and Block the Traffic

"Cap'n, I—I—just can't go to sea on no grindstone," explained an ancient Ethiopian sea-cook when they wanted him to make the trip on the maiden voyage of the Atlantis when they brought her up from Jacksonville to Wilmington to be finished up several years ago. The Atlantis was the first of a series of 3,500-ton concrete steamers built during the war.

"Inland editorial offices are not equipped with marine directories and off-hand it can't be stated just what became of the Atlantis. Some of her sister ships cracked up in the water and settled down to rest with Davy Jones. Steel floats all right, but floating a concrete ship is a problem that has not yet been adequately solved by the marine engineers."

The foregoing paragraphs were used by Ben Dixon MacNeill in way of introduction to a glowing description, in the News and Observer of Sunday, April 22, of Engineer George McNutt's feat in floating a concrete road across the three miles of quagmire on the Camden side of the Pasquotank between the arms of the ox bow bend of the river on which Elizabeth City is situated.

"But roads," wrote Mr. MacNeill, "are an entirely different matter since Frank Page sent George McNutt down to Pasquotank to build a concrete road across a three-mile swamp to which nobody has yet located a bottom. . . . The Pasquotank-Camden folks just had to have a road, and the only thing to do was to float one across the swamp. . . . McNutt was young enough to believe that this could be done, and he's done it."

Returning, for a moment, to the concrete ships, one might point out that it was no difficult job to build a concrete ship that would float when it was launched. The difficulty was in keeping it afloat under conditions of actual service. The question now is, will the same thing prove true of a floating concrete road? For slowly and almost imperceptibly, but surely nevertheless, Mr. McNutt's ribbon of concrete across Machelhes Island and the river swamp of the Camden mainland is sinking. Perhaps it is undertaking to see whether or not it can outdo the engineers whom Mr. MacNeill reported as unable to find a bottom to the quagmire.

Up-State folks, who never saw this road before paving was begun on it, will probably never understand the conditions under which it was built. From illustrations in the News and Observer that ran along with Mr. MacNeill's story, the impression was most probably made that here was a road, inundated for the most part the greater part of the time by water, which Engineer McNutt, after raising it above the water by corduroy cross-logging, covered over with dirt and then paved.

As a matter of fact, when the State took over this road, only one segment of 600 or 700 feet was subject to inundation by tide, and this inundation was a matter of comparatively recent development permitted because the State was about to take over the road and the private interests which had owned and operated it naturally were slow to spend any large amount of money on it under such circumstances. This inundation, it should be understood, was not a periodic inundation, occurring twice daily with the ebb and flow of the ocean tides, which are not perceptible this far up the Pasquotank River; but a permanent inundation, the depth and length of which varied with prevailing winds. The remainder of the road, except under excessive rainfall or record high tides, was high and dry.

Mr. McNutt cross-logged the inundated segment and 300 or 400 feet on each end of it, until he had raised the roadbed well above the high water level. He then covered the cross-logging with dirt to a substantial depth. The entire remainder of the roadbed was also raised with dirt by several inches, more cross-logging being used in the lowest places, but the entire additional cross-logging done probably was less than, and certainly did not exceed, the length of that placed over the inundated portion of the road on the Elizabeth City side of Glovers Cut. And yet, as matter of fact, despite elevation of the roadbed by Mr. McNutt, folks who have used this road continually, ever since it was first built a little more than 20 years ago, say that there is more water on it today than they have ever seen in their lives. Before Mr. McNutt finished his job, that part of the concrete paving laid over the 1,400 foot segment which he had cross-logged had already sunk below the level of an ordinary tide and was inundated to a depth of two or three inches for a distance of something like 100 feet practically all the time. But today it is inundated to a depth of more

SENDS MESSAGE TO THE FARMERS

President Coolidge Urges That Every Encouragement be Given Co-operative Marketing Movement.

Washington, Feb. 7.—Hope that "every encouragement" will be given the co-operative marketing movement was expressed today by President Coolidge to the National Council of Farmers' Co-operative Associations, at the opening of the three days meeting here.

The President added that there was also need for organization of urban consumers "to give like benefits" and declared that close working arrangement between the two groups is the ideal toward which present economic efforts should be directed.

ABANDON EFFORTS TO QUESTION FALL

Washington, Feb. 7.—Further efforts to question Albert B. Fall, central figure in the Senate oil investigation, were abandoned today by the committee.

This decision was reached upon advice of special Government counsel, Silas Strawn, and Alee Pomerene. They recommended against permitting Fall to testify unless he waived immunity.

MacDONALD WRITES PREMIER POINCARÉ

(By The Associated Press.)
Paris, February 7.—Prime Minister MacDonald of Great Britain has written to Premier Poincaré expressing regret for the incident caused by the Lloyd George interview asserting the discovery of agreement at the Paris peace Conference between Woodrow Wilson and Premier Clemenceau regarding occupation of the Rhineland, says a dispatch to a semi-official Havas agency.

than a foot at the deepest point and the inundation has spread so as to cover 900 feet of the roadway.

In addition to this segment which is on Machelhes Island, or between Pasquotank River and Glovers Cut—or Stinking Gut Creek as Mr. MacNeill called it—another portion of the road had sunk slightly before Mr. McNutt completed the job, and this also was inundated to a depth of two or three inches for a distance, more or less, of 100 feet. This inundation has now spread to a distance of 700 feet, with water more than a foot deep where this segment was first inundated.

In addition to this a third sink has developed this winter and on this segment the water is already fully as deep as on either of the other two and the length of road inundated is about 300 feet.

Thus, in all 2,000 feet of this 2.7 miles roadway is inundated practically all the time.

More portentous still, however, is the fact that now when there is a high tide water can be seen trickling up along the roadbed at points where nobody remembers the road as ever having been inundated before. In fact on Wednesday of this week came a tide that brought the water almost to the level on the roadway for about half its length, and motor car drivers passing over the sunken portions of the roadway which are inundated all the time found the water flushing their running boards. It would not take a record tide today to stop all motor traffic between Elizabeth City and Camden over this road.

Before the road was paved it was used to a considerable extent by pedestrians from Camden coming into Elizabeth City. Today a pedestrian would have to take off his shoes and stockings and roll his trousers above his knees to get across the segments of the road most deeply inundated, unless a passing motorist should give him a friendly lift.

To remedy the situation as to pedestrians, the State is preparing to build a footway along the inundated segments of the road. But how the State is going to meet the situation when the water on the inundated portions rises, under normal tide conditions, to a height that will stall a motor car is a question that is interesting the folks of this section just now.

A NEW STATION FOR BODY ISLAND

Coast Guard Building Will be of Most Modern Type, With Commodious Quarters and Every Convenience.

Bids have been asked for on the construction of a new up-to-date Coast Guard station at Body Island. The building will be constructed on a new site which will include the present one but will extend from sea to sound. It will be of the most modern design, four stories in height and of concrete and wood construction.

Included in the contract will be the construction of a causeway from the sound to the station, designed to make for better efficiency in the operation of the station.

The building will be as complete as a city structure. It will have its own electric light plant, sewerage system, plumbing, and water. The estimated cost is around \$30,000.

Commodious quarters for the crew are called for in the plans and bath rooms and every comfort of home will be provided.

Construction will likely be started in the middle of April if a satisfactory bid is received and the building will, in that event, be completed by about September 15.

HUERTA HAS MOVED CAPITAL TO TUXPAM

Brownsville, Texas, Feb. 7.—General Adolfo de la Huerta has moved the capital of the revolutionary government to Tuxpam, going to that port accompanied by his staff on an Aquila Oil Company boat, according to a radiogram to the Associated Press. All revolutionary forces left Vera Cruz Monday going by way of the Isthmus railway.

COUZENS WRITES TO SECRETARY MELLON

Washington, Feb. 7.—Lack of enforcement and faulty administrative provisions in the tax law were charged by Senator Couzens, Republican, of Michigan today in a letter to Secretary Mellon, with the responsibility for cutting down Federal Government revenues.

Nation's Capital Now Has Two Presidential Shrines

Tomb of Wilson at Cathedral in Years to Come May be Equally Honored With That of Father of His Country at Mount Vernon

(By JOHN J. W. NEVIN
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Washington, Feb. 7.—The capital which he loved so well has said farewell to Woodrow Wilson.

Through a section of the city strange to ceremonial action his mortal remains were carried to their final resting place.

The broad reaches of Pennsylvania Avenue, which saw the passing of Harding, McKinley, Garfield, Lincoln, Taylor and Harrison played no part in this last journey. Instead the funeral cortege passed slowly and solemnly through massed ranks of sorrowing fellow-citizens from the home on S street, exclusively a residential section, along Massachusetts Avenue, likewise a roadway of homes, to the entrance to the cathedral grounds on the latter thoroughfare. From there the body was carried into Bethlehem Chapel through the door on the south of the crypt over which is inscribed "The Way of Peace."

Thus the passing of the War President of the nation was in accordance with his last expressed wish for the utmost simplicity. The days of pomp at home and abroad, of vast crowds and stately ceremonies, never appealed to the intimate nature of the man. So it was that he expressed his wish for the funeral of a simple American and the devoted wife who had cheered him in his long illness, saw that this suggestion was carried through to the letter.

While the leaders of state, diplomatic representatives and high and low officials all were represented at the final services a little group of individuals to whose names no title was attached were conspicuous among the mourners both at the house and the chapel. They were there because the man to whom they were devoted aides while he was in his official position had expressed the hope that places should be found for them if they desired to come.

These men probably knew the dead chief executive better than any of the others there outside of the immediate family. There was Rudolph Forster, permanent secretary in the executive offices whose knowledge of detail has made him inval-

JAPAN IS WORRIED AT RESTRICTIONS

(By The Associated Press.)
Tokio, Feb. 7.—Viewing with apparent anxiety "increasing restrictions upon Japanese residents in the United States and the proposal now before Congress for further exclusion of the Japanese" Foreign Minister Matsui in an exclusive statement to the Associated Press today appealed to the United States to heed Japan's cherished desire to be treated on the same footing with other independent nations.

BASKETBALL SERIES BEGINS FRIDAY NIGHT

Friday night at 7:45 marks the opening of the girls' and boys' pre-championship basketball series.

The local high school girls' basketball team will open the new schedule with a battle on the new high school court Friday night.

This will be followed by a game on Saturday night when the high school boys' basketball team will play Winton high school team.

Practice games have already started on the new court and the boys and girls have expressed themselves as being much pleased with what they believe to be the best basketball court in Northeastern North Carolina.

Announcement will be made within the next few days of future games that are now being arranged for with Hertford, Edenton, Plymouth and Washington.

CHIEF JUSTICE TAFT ILL FROM OVERWORK

Washington, Feb. 7.—Chief Justice Taft who was prevented from attending the funeral of Woodrow Wilson by an attack of gastric indigestion has been advised by his physicians to remain quietly at home for several days but is not confined to his bed. The reason for his illness is said to be overwork.

It was said at the Taft residence this morning that he was much improved and had passed a restful night but decided as a matter of precaution to remain in bed during the day.

Is Not A Candidate In The Next Primary

Increase of Demands of Personal Matters on Time of Law Partner and Pressing Necessity of His Personal Presence at Law Office Given as Reasons

Congressman Hallet S. Ward does not seek re-election as member of the House of Representatives from the First North Carolina Congressional District and will not be a candidate for the Democratic nomination in the next primary.

This information reached Elizabeth City Thursday in the form of a statement signed by Mr. Ward announcing that he would not be a candidate in the next primary.

The fact that his law partner, Mr. Grimes, "has had an increase in personal affairs that take much of his time from the office," and that other conditions have arisen that demand return to exclusive attention, on his part, to duties at his law office that cannot be abandoned, Mr. Ward says, are the reasons for his resignation.

Mr. Ward expresses disappointment that he was not permitted to serve in a Democratic Congress, which would, of course, have opened up to him larger opportunities to serve his District, and warmly thanks his friends for the support which elevated him to his position of trust and honor. His statement follows:

February 6, 1924.
To the Democrats of the First Congressional District of North Carolina:—

I cannot be a candidate for Congress before the next primary. I know I have friends in the District that will be disappointed, and I share the disappointment to the extent of having hoped to be in a Democratic Congress, guided by a Democratic administration, where larger opportunities would be presented, to be of particular service to many of them and general service to their public interests, but conditions, changed to a considerable extent since I left, compel me to go home. My partner, Mr. Grimes, has an increase of personal affairs that take much of his time from the office, and that and other conditions demand my return to exclusive attention to duties there that cannot be abandoned.

My most intense concern and desire now, is to make everyone whose preference and confidence promoted me to this position, believe that I sincerely thank them and hope that private life will afford just as much opportunity as public life to give assurances and prove worthy of that confidence in the future.

Faithfully yours,
H. S. WARD.

Two of the bandits escaped but the third was caught and nearly beaten to death before the police arrived. He admitted his identity as Anthony Kissane, a beer runner for Terry Druggan, millionaire post-Volstead dealer in breweries.

There have been a dozen other shootings equally sensational in the last few months, and the authorities have decided that it is time to call a halt.

NEW REVENUE BILL REPORTED TO HOUSE

Washington, Feb. 7.—A new revenue bill providing for a complete revision of Federal taxes and for a 25 per cent reduction in 1923 income taxes was voted on favorably today and reported to the House by the ways and means committee. The vote was 15 to 3, eight of the 11 Democrats voting present.

DOHENY REDUCES QUARTER MILLION

Washington, Feb. 7.—E. L. Doheny, California oil operator, today notified the Senate oil committee that instead of a quarter of a million dollars which he recently estimated his interests had paid William G. McAdoo's law firm, the amount actually paid so far is \$150,000, including the annual fee of \$25,000 to McAdoo himself.

BRINGS CHARGES AGAINST TREASURY

Washington, Feb. 7.—Charles Brewer, Department of Justice Agent, in a report to Coolidge and Attorney General Daugherty, copy of which was filed today in the District of Columbia Supreme Court, said he expected to prove that knowledge of duplicated Government bonds had been suppressed by the Treasury and the evidence of duplication destroyed there.

COTTON MARKET

New York, Feb. 7.—Spot cotton closed quiet today, declining 70 points. Middling 33.65.
New York, Feb. 7.—Cotton futures opened this morning at the following levels: March 33.99; May 34.20; July 32.73; October 36.31; December 37.85.

WHEN HE GOT UP HIS TIN LIZZIE WAS GONE

When G. F. Riggs of South Mills got up Thursday morning and went to his garage, left unlocked as was his custom, his Ford touring car was missing. There was no clue as to the identity of the thief or thieves nor was it even possible to tell which way the car had gone on leaving the yard.

"I had the key to the car," said Mr. Riggs over long distance telephone to an Advance reporter Thursday morning, "and there was evidence that whoever took it had considerable difficulty in getting the car off. But it was started in some way and I never had a suspicion of what had happened until I went out to the garage at about 6 o'clock this morning."

Mr. Riggs's Ford was a 1921 model and when it left his garage had no cushion on the back seat. The license number was 171577.

DENBY AGAIN MAKES DEFENSE STATEMENT

Washington, Feb. 7.—On the eve of the consideration by the Senate of a resolution demanding his resignation, Secretary of the Navy Denby last night issued a statement defending his course in leasing the naval oil reserves and declaring that he acted for the best interests of the country and in response to the wishes of Congress.

BAD LOANS MADE TO LASSITER AND COOPER

Wilmington, Feb. 7.—The Cooper trial proceeded here yesterday with the State setting up evidence that most of the bad loans were made to Clyde Lassiter and T. E. Cooper and that the Coopers were aware of the bank's poor condition when they sold the stock in it, the evidence tending to show conspiracy and fraud.