

# The Daily Advance

## Says Port Plan To Pass If People Are Informed

**Beasley Argues Port Development Worth Taking a Chance on and That People Will Endorse It if It Is Properly Presented to Them**

By R. F. BEASLEY  
Monroe, Sept. 30.—Whether or not the port construction bill is endorsed by the voters in November depends upon how thoroughly its advocates succeed in getting it to the minds of the people. It is a herculean task to put any positive proposition fully before the people in so short a time. It is natural for the voter to put in a negative ballot. It is about the same going up a hill and going down a hill. It's harder to go up than to come down.

Governor Morrison thinks, and no doubt correctly, that if he could get a majority of the people within a range of his voice when he discusses the matter, the public would be convinced beyond a doubt. While the governor has so far been the leading champion of the measure, he rightly regards it not as his particular position, but rather that he is the agent favored by time and circumstance, in bringing before the state the possibility of the fulfillment of a great dream which has from time to time floated across the vision of our seers for more than a hundred years. The growing wealth of our state, the imperative need for juster freight rates, the desire to save the solidarity and homogeneity of our people as a great social and economic unit, by developing east and west contact among ourselves rather than maintaining overgrown north and south currents continually draining our resources to other states, and finally, the need to secure additional transportation facilities to keep pace with a rapidly increasing demand—all these so synchronize that for the first time in our history this great vision of the fathers is possible of realization.

If we get the governor right, he has come to feel so strongly, not only the logic and the practicality of the idea, but the timeliness for its realization, that he has not been able to keep himself from going his whole strength for it. There was neither personal or political reason why he should do so, nothing to gain for himself in any way by taking the risk of failure, nor anything to gain personally by succeeding. It was a great effort that should be made. Nobody else was making it, therefore he had to. And like Nehemiah, who was doing a great work in rebuilding the walls of Jerusalem and just could not be ignored to come down, he is permitting nothing to stand in his way of getting the great thought before the people and trusting them to translate it into reality. It is a constructive idea, substantial in fact, romantic in implications and vast in scope. It is of the higher order of statesmanship, and any man who whistles it out of his mind has simply never grasped its appeal.

Why it is not a Political Question  
Some of the friends of the measure seem to feel aggrieved that it has not been made a party measure by Chairman Dawson and other leaders. This complaint is not well founded from the standpoint of the supporters of the proposition. It would appear upon consideration that questions become party issues only when it becomes manifest that at least a majority of the party membership has made up its mind for them. The Democratic party has been and will continue to be in charge of the state government, but on questions of widespread interest its officials and leaders cannot commit the party until there has been a reasonable expression of the minds of the people. Legislators were perfectly willing to express themselves on the subject, and the popular vote is for that very purpose. If it had been known in advance that a majority of even Democratic sentiment was for the measure, Democratic legislators would no doubt have been willing to pass it without a referendum. But this is not known, had not had time to crystallize. Make a question like this a Democratic measure and possible support by all Republicans automatically is cut off. Make it a Republican measure and Democratic voters shy from it. Make it neither, but submit it to the judgment of all, and it has a chance upon its merits. This is not only good political philosophy, but is in fact the course that all questions take before the public in their formative period. All majority parties must necessarily act in this way towards questions upon which public opinion has not taken form and substance. Third parties and blocs shiver ideas, but they do not administer government. It is no discredit to either of the parties in this state that they have not endorsed the port plan as a party measure, nor is it an indication that the plan is not absolutely sound, feasible and desirable.

The action of the legislature in passing the road bond bill without a referendum has been cited in this connection. The two cases are not on all fours. Road im-

provement was in an advanced stage of evolution; public highways and private citizens had been for years declaring for more and more improvement; every political platform had contained a good road plank for a long time; sentiment for more improvement was widespread, pronounced, and unmistakable. Specific measures had been discussed through several legislatures; the leadership of both parties was groping thru these legislatures for ways and means of carrying out what was already a widespread public demand. Nothing was required but the mere mechanism of doing what everybody wanted done. The bond issue was the result. No such condition exists regarding the port plan. It is essentially in its educational stage.

As a corrective of freight rates, unless everybody has been grossly deceived for many years and still is so, there is a burden of discrimination in freight rates upon this state that is staggering. Some seek to explain or to extenuate it, but none deny it. Of course the railroads have no hostility towards this state as such. There has been but one primary principle in the laying of freight rates, the principle of putting on all that the traffic would bear. The trouble in this state has arisen from the fact that competitive rates elsewhere were too low, and where a low rate was established in one place or section, a too high one had to be put on elsewhere to offset it, and with this fundamental error at the beginning, neither the law making bodies nor the regulatory commissions, nor even the railroads themselves have been able to change it. But unless all reasoning on this point is at fault, the creation of water transportation, will correct it automatically so far as this state is concerned. This article cannot go into the intricacies of freight rates. There is neither rhyme nor reason in the whole subject, but since they are arbitrary from start to finish, it is time for any state that has the power to do so to take care of itself with equally arbitrary measures. We may not be able to put any sense or logic into existing rates, but we may throw the fear of the Lord into their heart if they have any heart. The state crumination against this state exists because the railroads have followed the line of least resistance and no power has arisen strong enough to stop them. Water transportation and a western connection will be that power, unless everything that we have heard in the past years on the subject is false.

Supplementary Transportation  
The volume of traffic is so rapidly increasing with railroad facilities standing still, that it is but a question of a few years when the development of the state will be handicapped for lack of facilities in addition to the burden of exorbitant rates, unless east and west lines of railroads are developed with supplementary water transportation. It is quite absurd that the Seaboard from Wilmington to Rutherfordton, the State built road from Beaufort to Charlotte and Asheville, the C. P. and Y. V. and the Coast Line out of Wilmington should mean nothing more than a little local business fed into and from the north and south divisions of these roads, when there is at the end of them all a water connection which needs only to be opened to connect us with the whole world, to bring into our service a cheaper north and south freight route than the railroads can ever offer, and in- volve, and most certainly bring to our state a great volume of the ocean going commerce of the world.

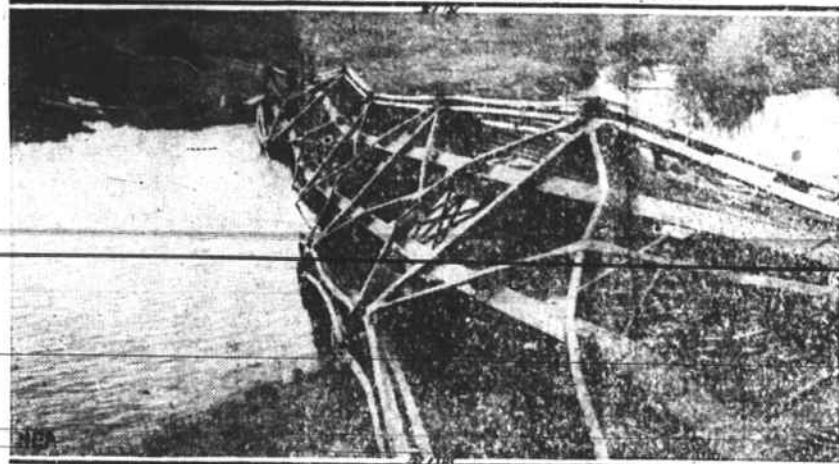
Why has not this commerce come before? It is often asked, if there had been ships to come in there would have been ports to receive them. The answer is that no concentrated effort has been made to develop water borne commerce, that the railroads have been inimical to it, that the State has never been in a position to fight for it, and that there has not been enough interior business to develop it in spite of unfavorable conditions. But all this is changed now. The opening of the Panama canal, the construction of the inland waterway, the increasing volume of business in the State, the legal possibility of chocking off the railroad opposition, the construction of highways, and the development of truck transportation have made a new world in the last ten years. But such water transportation as we had before that time had been killed and no correlation of the forces and conditions now in existence has heretofore been possible so as to again bring about the shipping of which we stand so badly in need. In ten years the width of our highways will have to be increased and without the addition of water transportation the railroads will be utterly inadequate to take care of the business. For we may look for no further railroad development in this State unless it is forced in an east and west direction.

Yearly the local business goes more and more to motor transportation, with the railroads paying more and more attention to the long haul. The north and south roads now have their terminals in distant states. Their truckage will be devoted more and more to the long haul. As the long haul becomes more and more important on account of the competition of motor vehicles for local business their great traffic north and south will be a kind of here she comes and yonder she goes affair. More and more we will be at the mercy of their convenience. Every shipper knows that railroad service is now but poor. What will it be in ten years with things going as they now are?

What would a city be with streets running only one way, with no cross traffic, no squares, no right angle currents of life? Why should not rail and motor transportation meet water transportation bearing commerce to and from all parts of the world and distribute it in cross currents to the north and south lines that we now have? Why be content to have streets running only one way when we can have them checkerboarding the whole State?

Unifying And Diversifying Forces  
But there is even a broader aspect to this subject than one of mere freight rates and transpor-

## What Tornado Did to Steel Trestle



This was a 120-foot steel bridge before the tornado came. But it might have been so much carload for all the wind cared. It was a railroad trestle on the Saa line, near Wilkes, Wis. Fully were killed in the storm.

## The Van Sweringens' Latest Deal



The greatest railroad merger in years was completed with the unification of the Nickel Plate, Chesapeake & Ohio, Hocking Valley, Erie and Per Marquette lines and their subsidiaries. All are controlled by O. P. and M. J. Van Sweringen of Cleveland. Here is official map showing the extent of the consolidation.

into our service a cheaper north and south freight route than the railroads can ever offer, and involve, and most certainly bring to our state a great volume of the ocean going commerce of the world.

Why has not this commerce come before? It is often asked, if there had been ships to come in there would have been ports to receive them. The answer is that no concentrated effort has been made to develop water borne commerce, that the railroads have been inimical to it, that the State has never been in a position to fight for it, and that there has not been enough interior business to develop it in spite of unfavorable conditions. But all this is changed now.

Yearly the local business goes more and more to motor transportation, with the railroads paying more and more attention to the long haul. The north and south roads now have their terminals in distant states. Their truckage will be devoted more and more to the long haul. As the long haul becomes more and more important on account of the competition of motor vehicles for local business their great traffic north and south will be a kind of here she comes and yonder she goes affair. More and more we will be at the mercy of their convenience. Every shipper knows that railroad service is now but poor. What will it be in ten years with things going as they now are?

What would a city be with streets running only one way, with no cross traffic, no squares, no right angle currents of life? Why should not rail and motor transportation meet water transportation bearing commerce to and from all parts of the world and distribute it in cross currents to the north and south lines that we now have? Why be content to have streets running only one way when we can have them checkerboarding the whole State?

Unifying And Diversifying Forces  
But there is even a broader aspect to this subject than one of mere freight rates and transpor-

## New One



Dr. Albert Abrams of Chicago, started the American Association of Medical-Physical Research with a new theory of prolonging life. He maintains that "cholin" is "radio" with a poison called "cholin" and that if a new serum which he calls "Cholin Splitter," made from the glands of steers, is injected, it will turn the trick, so to speak. One can live to 150, he says.

Suppose the east could buy apples and cabbages from Western North Carolina instead of northern New York, suppose the truck and early products of the east could be sold to the Piedmont and the west suppose in short, that our people could trade with themselves in the products which some have to ship into and others have to ship out of the state, what a vast contribution this alone would be toward maintaining our unity as a state and developing an internal commerce which does not exist today. This internal and unified development was the dream which the fathers had, when before the days of railroads they sought to open the streams, to build plank roads, to connect the river by canal, the same dream which later existed in the minds of the men who laid the rails from Morehead to Asheville, from Wilmington to Rutherfordton and from Wilmington to Greensboro and Mt. Airy. They failed not because their idea was not sound but because circumstances arose over which they had no control. The building of transcontinental lines to New York and Philadelphia and the fixing of railroad rates to these ports so cheap that normal lines of development were cut off produced a trail of direful effects that could not be coped with. But the time has come when they may be met. Let the commercial trains again turn and the truck run along the lines of the old trails and we shall no longer be a state of blighted possibilities but one of ten fold more activity and prosperity.

The Practisability of the Plan  
But, it may be objected, all this

## Kidnaped



Los Angeles citizens and church organizations have offered rewards totaling thousands of dollars for the discovery of May Martin, 12 (above) and her younger sister, Nina, 3, who are believed to have been spirited away by degenerates. Police were suspected of laxity in the case because of the poverty and obscurity of the mother, Mrs. Paul Buus.

## FORD MAY ABANDON PURPOSES EXPORT PLANT

Philadelphia, Sept. 30.—(Special).—Although there has been no formal announcement, there are indications that the Ford Motor Company has abandoned its plan for erection of a large assembling plant for the export trade on the Schuylkill River, the site bought recently for \$450,000. It is said the cost of concrete work necessary to make the low site available has been found too high. Large building operations, based on an expectation of demand for dwelling near the plant, already are under way.

It is well enough provided the plan works. Will it work? It will not work itself. But it can be made to work if physical fact and logical deduction are worth anything. This idea of making a basing point on our coast is not new. It was worked out some years ago and considerable interest was aroused. It needs only a little rail connection to link our port as the shortest route from the middle west for all the products which go to the sea. Every one of these states some years ago in some way showed an interest in the idea and expressed a desire to see it carried out. Not only would this be the shortest route to portions of Europe but the shortest route from middle west to the Pacific coast through the Panama canal too. An 80 per cent of the ships which go through the Panama canal could now come to the Cape Fear to Wilmington so far as draft is concerned. With port facilities it is not unreasonable to suppose that the coal of Tennessee and Kentucky would not soon seek the sea by this route. Ships of the world ply to ports where freight is offered. The rehabilitation of the C. P. & Y. V. and its connection with the west would offer a connection that would attract ships in the north and south lines would be compelled to develop their east and west lines as a result. The Seaboard would force a connection at Beaufort with the Clinchfield. The sounds and rivers would swarm with light draft de-

veloped that they gave off different radio active vibrations. He then shaped a machine to detect these differing vibrations, which serves as the basis for his method of diagnosis of disease. Then came the oscilloclast, devised to give off such emanations as would feed sick atoms in diseased tissue upon such electrons as they need, and thus restore radio orbit already has been accepted by several practitioners. It is being used, they declared at their well attended meetings, in the treatment of almost any kind of disease. The thing that got the operators of the oscilloclasts excited was the demonstration of Mr. Hallberg, of the Burnett Tinkler Research Laboratory, New Jersey, in an address before the newly formed American Electronic Research Association, in convention here. This inventor reported that the "oscilloclast" which looks for all the world like a radio outfit, gives off measurable and controllable energy just what that has to do with the health of the nation is a matter over which physical and electronic practitioners disagree. The whole fight hinges upon the theory of the late Dr. Albert Abrams of San Francisco that all living matter possesses radio-activity. His idea was that, just as with the household radio, the body through vibrating electrons throws off radio activity which he claimed is measurable. These electrons are supposed to make up atoms composing the structure of the body. As atoms have a differing electronic makeup, according to his theory, Dr. Abrams con-

## California For Coolidge In Opinion Of Lawrence

Would be for Davis if He Were Asking Second Term but State Becoming Conservative and Is Opposed to Change

By DAVID LAWRENCE  
Copyright, 1924, By The Author  
Los Angeles, Sept. 29.—California is not as close a state as the various polls and straw votes being taken would seem to indicate.

Having investigated the situation in Northern California where unquestionably Senator LaFollette has his greatest strength, the writer came away with the impression that the Wisconsin leader would perhaps carry the Bay counties by a narrow vote but if that turns out to be true Mr. LaFollette will be snowed under just the same by the unusually heavy vote to be given President Coolidge this year in Southern California.

The race here is between Coolidge and LaFollette with Davis third. Little is heard about the Democratic candidate. Had McAdoo been nominated there might have been a different story to tell for this state was strong for McAdoo. Are the Democratic votes going to LaFollette? Undoubtedly many thousands will support the third party ticket, but President Coolidge will get a host of what might otherwise be Democratic votes. The Democratic nominee is always well spoken of but he does not seem to have any vote-getting strength in this section. President Coolidge, on the other hand, is held in Southern California in almost as much regard as he is in Maine. It will be recalled that even when President Harding's popularity began to wane in the East he could count on California. This state of course is predominantly Republican but in the last two years it has also been growing conservative. California, for instance, gave President Coolidge a majority of 50,000 votes over its own favorite son in the Presidential primaries this year. A state which will do that can hardly be counted as easy for LaFollette or as even tending in his direction.

Without endeavoring to explain some of the polls that are being made it is a strange aspect of the whole thing that not a single man whose judgment on political affairs in past years has always been found by the writer to be accurate so far as California is concerned is saying this time that LaFollette will carry the state. They all say just the opposite and some go so far as to indicate that President Coolidge may run as high as 100,000 majority in California. LaFollette's strength in certain sections of the state may be conceded but any one who knows California will recognize at once that what the northern part of the state may do can easily be counterbalanced by the south. From this it should not be inferred that the writer believes LaFollette will sweep Northern California. What seems probable is that the Wisconsin leader will run neck and neck with President Coolidge in and around San Francisco. This, however, isn't strong enough position for any one who is trying to carry the electoral votes of the state and as for Southern California, LaFollette hasn't a chance. The vote that will be rolled up on this section on election day will be amazing.

There are a dozen reasons for the strength of President Coolidge in this region but there are many more reasons why LaFollette is weak. For one thing a campaign has been begun which paints LaFollette as an enemy of California. A member of Congress has looked back into the record and found that Senator LaFollette voted against every one of the tariff schedules in which California was interested. That makes the battle against LaFollette very concrete. For even the redoubtable Hiram Johnson in his most progressive hours never dared to turn down California once on certain of her native products and industries.

LaFollette of course is not without some strong and influential supporters. The Hearst papers are favoring him above all other candidates. Rudolph Spreckels of San Francisco is helping to finance the LaFollette campaign. Some of the newspapers which were closest to Hiram Johnson are shouting for LaFollette. He is running on the Socialist ticket so organized labor is making a good deal of noise about its advocacy of the old man from Wisconsin. But taken all together the vote of California will be a conservative majority and President Coolidge will get it just as John W. Davis would get it if he had been President seeking another term. The outstanding characteristic of the electorate that there is no very change.

## CAMDEN WOMEN MEET AT SHILOH

Missionary Union Held There Proves Inspiration for Next Meeting at Pleasant Grove.

Shiloh, Sept. 30.—The Missionary Union of Camden County met Sept. 25 at Shiloh church. The devotional services were led by Mrs. S. F. Hudson, followed by prayer by Mrs. C. L. Ferrell. The address of welcome was made by Mrs. W. R. Sawyer and the response by Mrs. J. W. Astings. In the roll call of churches 73 ladies responded. Standard and missions was the subject of Fred H. Right, Standard of Excellence of Mrs. P. W. Stevens and a talk on circle meetings was made by Mrs. S. F. Hudson. A committee named to organize a woman's Missionary Society at Oak Ridge consisted of Mrs. S. F. Hudson, Mrs. C. L. Ferrell and Miss Alice Barco. In the afternoon the devotional service, "Give our Best to Christ," was led by Miss Essie Ferebee, the pageant, "What God would have to happen," was presented by Shiloh Woman's Missionary Society. A Sunbeam program was given by the Shiloh band.

Officers re-elected were Miss Essie Ferebee, president; Mrs. S. F. Hudson, vice president; Mrs. P. W. Stevens, secretary and treasurer. The meeting adjourned with prayer by Mrs. George Wilder. Next year the meeting will take place at Pleasant Grove on September 17. The following committees were named: Mrs. Frank Riggs, Mrs. C. B. Brown, Miss Harriet Stevens, committee on roll and place. Mrs. W. S. Bartlett, Mrs. J. D. Hastings, Mrs. A. W. Wallis, committee on resolutions. The ladies of Shiloh church served a bountiful dinner and gave the visitors a cordial welcome. The church was decorated with lovely fall flowers and each visitor went home resolved to do more work for her church during the coming year.

Living commerce from the large port to the smaller one, there to be taken up by an ever increasing fleet of trucks supplying contiguous territory and the east and west railroads coming to the Piedmont and west. The game is too large not to be pursued, the responsibility is too great to be ignored, the advantage is too apparent that the risk becomes insignificant.

## Brand New Panacea Is Found For Human Ills

It Looks Like a Radio and Is Called the Oscilloclast but the Regular Doctors and the Scientific American Don't Think Much of It

Chicago, Sept. 30.—A full sized controversy, with all the verbal pyrotechnics that accompanied the fight between doctors and chiropractic now looms between the exponents of electromagnetic vibrations as a cure for most of humanity's ills, and the older school of medicine. The train for battle was sounded by J. H. Hallberg, of the Burnett Tinkler Research Laboratory, Alpine, New Jersey, in an address before the newly formed American Electronic Research Association, in convention here. This inventor reported that the "oscilloclast" which looks for all the world like a radio outfit, gives off measurable and controllable energy just what that has to do with the health of the nation is a matter over which physical and electronic practitioners disagree. The whole fight hinges upon the theory of the late Dr. Albert Abrams of San Francisco that all living matter possesses radio-activity. His idea was that, just as with the household radio, the body through vibrating electrons throws off radio activity which he claimed is measurable. These electrons are supposed to make up atoms composing the structure of the body. As atoms have a differing electronic makeup, according to his theory, Dr. Abrams con-

## Can Percy Make the Grade?



Here we have Percy Haughton, one of the most celebrated coaches in football and now mentor of Columbia University's team. Haughton was bred to take Columbia out of the athletic slough in which it has been submerged for so long. He made a good showing last year and expects to do better this fall.