

Hundred Thousand People Looking for Elizabeth City Highway Official Avers

Tell 'Em What You've Got and You'll Get 'Em, Fred Ward Predicts, Pointing to Florida

ROAD SESSION BEGINS
Visitors From Along Route of Atlantic Coastal Highway Discuss Plans to Advertise Route

"One hundred thousand people are looking for Elizabeth City," declared Fred Ward, secretary-manager of the South Atlantic Coastal Highway Association, this morning in discussing the future of this city. "They'll find you, when you tell 'em what you've got. You've just got to keep pounding it into 'em—and you'll get 'em."

"What made Florida? Good roads and advertising; and the same is true of North Carolina. You have the good roads. Now you must do the advertising. With what you've got, you'll have no trouble bringing all the tourists you want, if you'll go after 'em."

"My home city, Brunswick, Georgia, spent \$25,000 in advertising last summer—and got 25,000 tourists. They cost us a dollar apiece, and they spent anywhere from \$10 to \$25 apiece with us. We didn't consider it a bad investment."

Mr. Ward began one of the early arrivals for the South Atlantic Coastal Highway conference which opened at the Elizabeth City Country Club at 11 o'clock this morning. Others early on hand included delegates from New Bern and Wilson, and from other points along the southern sweep of the great seaboard highway.

HERE'S WHY ADVANCE MISSED RIDDLE MAIL

Hold up in a line of 50 automobiles, early comers among which were delayed for 30 minutes by the blocking of the Pasquotank River State Bridge Highway, so called floating road, connecting all Carrick and Lower Camden with Elizabeth City, The Advance flivver delivering mail to Camden, Belcross, Shawboro and Silgo was delayed for thirty minutes at Grovers cut bridge, failed to reach Shawboro Tuesday in time to catch the mail carrier serving Indian town and Riddle postoffice and subscribers along the road between Riddle and Shawboro.

Blocking of the road was due to preparations for the installation of pile driver to drive additional piling alongside the sunken section of the road between Pasquotank River and Grovers Cut bridge. The driving of these piles is the first step in the direction of the bridging of this segment of the road.

Had The Advance had notice that the road would be blocked, a way would have been found to get the mail over the bridge on time and subscribers at Indian town would not have failed to get the big news of the death of two members of the crew in the crash of the B-35 yesterday 24 hours ahead of the other newspaper reaching those postoffices.

LICENSES PAST DUE
Due taxes, along with automobile driving permits and a variety of city licenses of one sort or another, are past due and should be paid once, warns Chief of Police...

TAKE BIG CHANCE IF DO NOT ACCEPT MODIFICATIONS

Nations May Find That America May Never Enter Its Opinion in Administration Headquarters

WILL RE-OPEN DEBATE

By DAVID LAWRENCE
Washington, Sept. 22.—The nations which have been considering the American reservations to the World Court protocol, will take a big chance if they do not literally accept the modifications suggested by the American Senate—a chance that the United States may never enter the World Court.

This is the consensus of opinion in official quarters. And word to this effect is going forth now so that the various governments will not present a modified acceptance which would be tantamount to a reopening of the debate in the Senate with the prospect that two thirds vote hardly could be mustered to support the foreign governments' interpretations.

The United States Government asks for the veto power so that no advisory opinions may be rendered by the permanent court on purely American questions. The other governments must have faith that the American Government would never abuse her veto power. If the conference of members of the World Court objects to the veto power being possessed by all nations it is reasoned here that the majority vote system can still be operative as between the European and other members of the League.

The purpose of the fifth reservation which is causing the discussion is to prevent member nations from Central and South America asking for advisory opinions on such questions as whether American Marines have been landed in violation of international law or whether steps taken to protect American interests are in conflict with treaties or diplomatic understandings. The opportunities for interference in the policy pursued by the Washington Government in this hemisphere are too numerous to permit advisory opinions from the World Court to be asked as a means of muddying the waters on this hemisphere.

At least that is the motive which prompted the fifth reservation and the American Government is not yet ready to submit to a World Court an assessment of what happens on this side of the Atlantic. Thus the famous controversy between Columbia and the United States over the part taken by the Roosevelt administration in the separation of Panama from Colombia was never submitted to arbitration despite the requests of Columbia. It took a generation for the United States to make amends and this came about through the pressure of public opinion throughout Latin America which came to believe that the stories of American imperialism were not ill-founded.

So it is with the advisory opinions of the World Court. While they will be known as "advisory" they will have a strength with public opinion throughout the world that will make it difficult for any nation to disregard. The American Government, however, considers itself well able to take care of controversies in the Western hemisphere without having them submitted to a court composed of the representatives of other nations.

As for American interests in European disputes, it is taken for granted here that the United States will never veto the request for an advisory opinion on a question in which America has an incidental interest and in which American interests are virtually identical with those of European powers which may have even been more at stake. The United States will not impede the course of justice by the use of the veto power. That's the feeling here and if the other governments will accept America on those terms, the United States will become a member. Otherwise, the question will drag out for years in diplomatic correspondence—something that some reservationists believed would happen, in fact have hoped would happen, as they do not want the United States in the court at all.

COTTON MARKET
New York, Sept. 22.—Cotton futures opened today at the following levels: Oct. 15.80, Dec. 15.92, Jan. 16.14, Mar. 16.40, May 15.65.

Two Are Taken And The Others Left



The great Sikorsky plane on its attempted non-stop flight from New York to Paris, was manned by these four experts. Left to right, Charles Clavier, radio operator; Captain Rene Fonck, pilot; Lieut. Lawrence W. Curtin, navigating officer and alternate pilot, and Jacob Islamoff, mechanic. Clavier and Islamoff were killed as the plane prepared to take off and crashed in flames.

Astounding Development Is Awaiting Completion Of Great Coastal Road, Ward Declares, Citing Many Reasons

An amazing number of people in the North, East and West are looking longingly to the South Atlantic Seaboard, and are coming to make their homes along it as soon as they can find a way, Fred G. Ward, of Brunswick, Georgia, secretary-manager of the South Atlantic Coastal Highway Association, declared here today in an address before an assemblage of road enthusiasts from along the route of the highway in Tidewater Virginia and North Carolina.

In proof of his assertion, the speaker cited the results of a survey undertaken through the offices of the association, in which 10,000 farmers in the West and Middle West were asked by letter if they contemplated moving to another part of the country. Seven thousand replies were received, he said, and of these, at least 75 per cent of the writers stated they hoped to move to the Southeastern Seaboard, from Norfolk to Jacksonville.

A similar query addressed to 13,000 industrial concerns in other sections of the country, Mr. Ward continued, brought the surprising information that more than 50 per cent of them contemplated moving their plants into the South. Three-fourths of the situation as their main reason. "They want to get away from the thrall of the foreign hordes that is pouring into the country on every ship," he added.

"Our people in other parts of the country wish to come here so they may bring up their children amid the best of the Anglo-Saxon ideals and traditions," he continued. "In a section that should become veritably the garden-land of the United States; where the climate is pleasant the year around; where there will be developed a coastal playground surpassing anything that Florida or California can offer; and where there is richer and more varied opportunities than any other section can offer."

"In telling the world of what we have, we can put on the most delightful, sensible and reasonable publicity the nation has ever seen. We've got more to sell than Florida or California. I know them both."

Nation's Greatest Project
Mr. Ward stated that the Atlantic Coastal Highway was recognized already as the greatest project under way in the United States at present, linking Canada and Cuba across the seaboard area of the United States. "You can get into an automobile in Montreal," he declared, "and you don't have to get out of it until you land in Havana."

beautiful scenery and a boundless wealth of historic associations," he went on, "the South Atlantic Coastal Highway offers an element of safety which other similar routes do not. It passes almost entirely through level country, devoid of the hazard of hill and mountain travel, and touches few large cities, with their resultant traffic congestion."

To Tell Half Million
Mr. Ward cited the fact that half a million motorists would become acquainted with the Atlantic Coastal Highway through publicity to appear in the October number of the American Motorist, official organ of the American Automobile Association, which will carry a special section devoted to the highway and the section it traverses. "That publication is not for profit," he commented. "It is run for the benefit of motorists—to tell them the truth. And it does."

The speaker expressed disappointment over the inability of Frank O. Miller, of Jacksonville, president of the South Atlantic Highway Association, to be present at the meeting, explaining that Mr. Miller, then in Chicago, had wired him he intended to attend, but doubtless had hurried back to Florida to assist in relief measures in the wake of the terrific storm.

After the singing of "America" and an invocation by Dr. R. B. Drane, rector of Old St. Paul's Church, Edenton, the visitors were welcomed by J. C. B. Ehringhaus, of this city, who was introduced as "one of the greatest men in North Carolina, and soon to be Governor." Mr. Ehringhaus spoke in characteristically appropriate vein, and then hastened back to Elizabeth City, where he was engaged on a case in Superior Court.

Mayor A. G. McCabe, the next

speaker, briefly reviewed municipal and other construction projects under way here, welcomed the visitors on behalf of the city, and invited them to come again six months hence, when the city would be "all dressed up."

Social Value Stressed
State Senator P. H. Williams discussed the social side of the State's great highway program, declaring the chief value of good roads was to be found in the closer contacts afforded between people of various sections, and the compounding of separate viewpoints in a greater conception of what was best for all.

Speaking for the Norfolk delegation, which included the young woman present at the session, Frank C. Miller, attorney, touched upon the greatness of the Old North State and expressed pleasure in the opportunity for closer acquaintance between North Carolinians and Virginians. The feminine member of the Norfolk party was Mrs. A. F. Ellis, secretary of the Tidewater Automobile Association. She was given a warm ovation upon being introduced to the crowd.

Charles Wheethe, of Hertford, president of the Route 39 Association, a link in the Coastal Highway organization, next was called upon to speak. He stated he had been asked to introduce State Senator John A. Lesner, of Norfolk, president of the Tidewater Automobile Association, and would be glad to do so, if someone would produce him. Otherwise, he said, he had no speech and could go no farther than to express the hope that the Coastal Highway construction program would go forward unimpeded.

The importance of keeping alive that enthusiasm which animated the Coastal Highway organization three years ago, and which had brought splendid results, was emphasized by C. R. Pugh, of this city, in a brief address in which he introduced Secretary Ward to the assemblage. Mr. Pugh described the latter as one of the liveliest men he knew in the entire South.

Street Improvements Causing Unusual Prevalence of Colds By Reason of Clouds of Dust

A somewhat unseasonable prevalence of colds and bronchial troubles in evidence here these days is ascribed by Dr. C. B. Williams, County health officer, to the unusual quantity of dust blowing about in the atmosphere on account of the street improvements now under way here.

"The streets should be sprinkled better than they are," Dr. Williams declared yesterday, in discussing the general health situation here. "The dust settles upon the mucous membrane of the nose and bronchial passages and sets up an irritation, providing a ready field for disease germs. You can ride in the dust for two or three hours, and catch a cold which may lead to tuberculosis or other serious complications."

"People should protect themselves from dust as far as possible, and when they catch cold, they should take prompt measures to cure it," he warned.

Health conditions both in Elizabeth City and Pasquotank County are unusually good, according to Dr. Williams. He stated that was shown especially in the low number of cases of typhoid fever, there having been but five in the city during the month, and one in the County.

In this latter connection, Dr. Williams stated that the good effects of the anti-typhoid inoculation campaigns in recent years were being shown emphatically. "It was not at all unusual to have 75 to 100 cases of typhoid in the city and County at this time of the year, before we started inoculating against it," he recalled, "and although inoculation is not an absolute guarantee against typhoid, we have never had a case reported here, in which the victim had taken that preventive treatment."

Alive with Fonck



Lieutenant William Curtin got his chance to go on the transatlantic flight with Captain Rene Fonck when Lieutenant Allen P. Snody was taken ill. He and Capt. Fonck narrowly escaped death when the plane crashed in flames in its attempted flight. The other two members of the crew were killed.

PANGALOS TELLS HOW HE PLANNED WAR ON TURKEY

Former Dictator of Greece Declares He Counted on Swiftness to Paralyze Ancient Enemy

CREATES SENSATION

Athens, Sept. 22.—Former Dictator Pangalos, who is being detained at Fort Issendi, Crete, until his trial, has made an astounding declaration to the press. He boldly and concretely declared he had planned a declaration of war against Turkey by attacking oriental Thrace where he considered resistance least likely.

Then he planned a march on Constantinople, restoring the old Byzantine capital to Greece. He counted on the swiftness of the action to paralyze Turkey and this hoped to restore Greece's lost prestige.

As to the attitude of neighboring states, General Pangalos declared the neutrality of Bulgaria would have been assured by an offensive alliance between Greece and Serbia, which would have been ratified shortly.

Mme. Pangalos seems to have hinted to her entourage the bellicose intentions of "old Pango," expressing the hope that she would shortly be crowned Empress of Byzantium.

The declaration of General Pangalos has created a sensation in Athens. Had circumstances permitted fulfillment of his plans, one shudders at the inevitable catastrophe which would have plunged not only Greece, but the whole of the Balkans into war.

Meantime, the trials of the chiefs of the Republican guard, Colonel Zervas and Deritis, and 12 other officers responsible for riots of September 9, which followed General Pangalos' ousting, were placed on trial Monday before a military court on charges of high treason.

Early in the morning the streets were crowded with civilians and soldiers with rifles. The crowd hissed its hatred as the accused stepped from a motor lorry and walked upstairs between soldiers to the trial chamber. The court room was dimly furnished and was large enough to accommodate barely fifty persons. It presented a disorderly appearance, the air being thick with tobacco smoke, while officers, civilians, photographers and journalists talked and drank Turkish coffee.

Workers Center Efforts On Caring For Injured And Seeking Out Dead

The Red Cross Officially Takes Over Task, Reporting That Fund for Relief Has Reached the \$800,000 Mark With Contributions Coming in Daily

With rescue and relief work systematized under the State and National Red Cross authorities, Florida's stricken cities were emerging slowly today from chaos caused by the tropical hurricane as it roared its way from the Bahamas almost to the Mississippi River.

Belated reports from more remote sections of the storm torn area added to the death toll as well as property damage which probably will aggregate nearly \$100,000,000 when final surveys of cities and towns as well as in trucking and farming sections are completed.

The hurricane that cost lower Florida's East Coast upward of 100 lives, 4,000 or more injured and property damage of \$50,000,000 or more, having passed, workers today centered their efforts on trying to ascertain the exact casualty lists restoring interrupted communications and repairing property damage.

The Miami area, hardest hit of all, was going about the work of rehabilitation, caring for injured and seeking out dead in a systematic manner.

Pensacola and Mobile suffered some property damage but little if any loss of life. The injured in Hollywood, Miami suburb, have been ordered removed to points north of the city and persons unable to secure aid in relief and rehabilitation work have been instructed by military authorities to evacuate the city.

At Moorehaven, an agricultural city on the western bank of Lake Okeechobee, martial law went into effect early today and an effort was being made to check up the death list already known to be around 100. Approximately 70 bodies had been recovered.

In some places final surveys have brought down the original death lists, some persons previously reported dead having been found alive.

AMERICAN RED CROSS IN CHARGE
Jacksonville, Fla., Sept. 22.—The American Red Cross today officially took over the direction of the work of relieving suffering and of rehabilitating the stormwrecked sections of Florida, with announcements from Washington that the relief fund being raised by the Red Cross had aggregated nearly \$800,000.

Mobile, Sept. 22.—The American schooner Delta, owned here, sank in the hurricane between Palm Beach and Miami, it was reported today. Captain George Sherman was drowned but other members of the crew landed safely at Delray, Florida.

RELIEF SHIPS CARRY FOOD
Miami, Sept. 22.—Five relief ships came into Miami today and their cargoes of food and medical supplies were being quickly unloaded and distributed among the various relief agencies and hospitals.

Miami, Sept. 22.—Property losses in greater Miami as a result of the hurricane amounted to more than \$60,000,000, it was announced here today by C. C. Stembler, general agent for 15 insurance companies, who said the concerns would pay out between six and ten million dollars to clients.

REFUGEES AT JACKSONVILLE
Jacksonville, Sept. 22.—Five hundred refugees from the storm swept area of Southern Florida arrived here today on the first special refuge train operated into Jacksonville.

WIRE SERVICE IN MIAMI RESTORED
Atlanta, Sept. 22.—Leased wire communication with Miami was restored at 7:40 o'clock this morning when the Miami News office was cut in to the Associated Press Florida circuit.

This was the first direct communication with Miami since Saturday.

LOCAL CHAPTER URGED SEND FLORIDA RELIEF

From National Headquarters of the American Red Cross at Washington Chairman John H. Hall of this city has received a telegram authorizing the local chapter to join in with all Red Cross organizations in sending help to stricken Florida.

Elizabeth City has never failed to respond in some measure to an appeal of this sort, and it is believed that the very real and acute distress in Florida will prompt a liberal response here.

FEARING PROPERTY BRINGS GOOD PRICE

A total of \$107,484.50 was realized in the sale of the bulk of the J. B. Fearing estate, conducted Monday and Tuesday by the Walter & Gurley Auction Company, of Winston, it was announced Wednesday by Martin B. Simpson, one of the trustees appointed to administer the affairs of the estate.

Four vacant lots on Martin street, back of Colonial avenue, brought a total of \$5,725. Three were bid in by W. T. Culpeper for \$4,400 and the other by Bart Fearing, one of the heirs, for \$1,325.

EXPRESS COMPANY TO HELP FLORIDA RELIEF

Free transportation of food, clothing, medicine and other emergency supplies consigned to the Red Cross or other authorized relief organizations was announced by William Eggleston, superintendent of the Norfolk division of the American Railway Express Company, today.

The lost automobile was discovered yesterday morning by Peter Sampson, colored who reported it to Deputy Sheriff Flora as soon as he learned that a car had been stolen.