

# The Roanoke Beacon

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## PROTEST CAPTURE OF U. S. CITIZENS

SOLDIERS MAY JOIN CHINESE  
IN AN EFFORT TO ROUND UP  
BANDITS.

## SITUATION VERY SERIOUS

Other Nations May Also Take Action  
as Result of the Capture of For-  
eigners By Bandits.

Washington.—Action of Chinese bandits of Spantung province in holding up an express train and capturing a number of foreigners, including 19 Americans, has created a situation regarded as seriously affecting the continuance of friendly relations between the United States and China. The situation is held by some officials as containing elements of still broader scope, possibly entailing other government in a similar entanglement with China.

Minister Schurmann at Peking, in an official report to Secretary Hughes openly characterized the developments as serious and was immediately instructed by the state department to press his inquiry, and make strong representations to the Chinese government.

Still other steps were said to be in progress, but officials here declined to throw any further light on the course taken by Minister Schurman. It was indicated many phases of the situation which could not be the subject of detailed instructions from Washington were left in the hands of Mr. Schurman for execution.

One of these was understood to be the question of initiating a concerted military action against the bandits, in co-operation with the Peking government in the event the Chinese authorities proved impotent and no other effective way of attaining the release of the prisoners was found.

The council of the ministers of the various governments represented in Peking is expected to meet to discuss a course of action.

Acting Secretary of War Davis, after a conference with Secretary Hughes, announced that the war department was being informed of the situation and was ready to "back up" any plan approved by the council of ministers and the state department.

Under the final protocol signed in September 1901 by the governments which participated in the Boxer expedition an international military force has been maintained in China for the purpose of keeping open communication between the capital (Peking) and the sea.

In accordance with this agreement the United States has at present a force of 35 officers and 888 men stationed at Tientsin under command of Brig. General William D. Connor. Official government statistics show Belgium maintains one officer and 14 men at Peking. The British 31 officers and 944 men; the French 24 officers and 1,050 men; Italy one officer and 15 men; Japan 59 officers and 1,082 men, an the Netherlands, one officer and 76 men. There is also at Peking one battalion of United States marines stationed as legation guard.

### Increase Shown in Grain Export.

Washington.—Exports of grain from the United States during the last week were 4,601,000 bushels compared to 4,083,000 the week before.

Four shipments from the United States amounted to 276,000 barrels, compared to 179,300 barrels the week before. European countries were the largest takers of American grain.

Figures as made public by the commerce department, comparing shipments for last week with the week before follows: Barley, 297,000 bushels against 219,000; corn, 1,394,000 against 1,403,000; oats 273,000 against 226,000; rye 596,000 against 790,000; wheat 2,041,000 against 2,448,000.

### Vessel Manifests Can Be Demanded.

Washington.—The United States can compel masters of arriving vessels to submit manifests showing the articles aboard, including those whose importation is prohibited, the Supreme Court held in a case brought by the Government from the State of Washington against Wesley L. Sischo.

The ninth court of appeals had held that Sischo could not be compelled to report smoking opium he had aboard the vessel because its importation was prohibited. Because of the importance of the case in the enforcement of prohibition and anti-narcotic laws, the Supreme Court reheard the case after it had, by an evenly divided court, sustained the lower court.

## HEAD-ON COLLISION IN CUBA KILLS TWENTY-FIVE

Havana.—Twenty-five persons are reported to have been killed and more than fifty injured in a head-on collision between Hershey electric trains near Camal, province of Montanzas.

No Americans are reported as being among the casualties.

The trains were rounding a curve at high speed when they crashed. Fire broke out immediately in the wreckage and a number of the victims were burned to death in the blazing coaches. Most of the injured have been taken to Mantanzas on a special train.

## COAST TO COAST ONLY HOP

AVIATOR FLY FROM NEW YORK  
TO SAN DIEGO WITHOUT A  
STOP.

Lieutenants MacReady and Kelly  
Complete Flight of More Than  
2,700 MILES.

San Diego, Calif.—Today it is but a single span across the continent. From New York to San Diego is only a hop. The Atlantic and Pacific are terminals in American's air lanes—and if one wishes—there are NO stops between.

With the arrival at Rockwell Field, near here, of the army monoplane T-2, piloted by Lieutenants Oakley G. Kelly and John A. MacReady, the first non-stop flight across the United States was completed. The time from Hempstead, N. Y., to San Diego was 26 hours and 50 minutes and 48 25 seconds.

The distance is estimated at between 2,700 and 2,800 miles.

The airmen received a warm greeting when they were sighted over the city a few minutes before they landed at Rockwell Field. Airplanes from the field and naval planes from North Island escorted the two lieutenants to the landing field. Whistles of factories and from warships in the harbor also joined in the greeting.

Both aviators were in good physical condition when they landed and after being greeted by army officials were taken to the officers' quarters. The historic flight began at Hempstead with Kelly in the pit. The T-2 cleared the hangers at the end of the flying field by inches, nosed up for elevation and turned its nose toward Rockwell Field. It did not stop an inch short of its goal.

Spectators at the take-off were held in horrid suspense for a moment, when it appeared that the huge plane would not rise in time to clear the building at the end of the field. It was the second start. Lieutenant Kelly having turned back after the first attempt when it was apparent the T-2 would be unable to clear the buildings.

Roaring westward hour after hour in the supreme attempt of its historic career, the T-2 was awaited in every city, town and village throughout the long line of flight and telegraph instruments during the afternoon and night told of the passing point hours ahead of the tentative schedule announced.

An average speed of more than 100 miles an hour was maintained for the trip.

### Seven Killed in Train Wreck.

Salt Lake City.—Seven persons were killed, one is missing and 30 were injured in the wreck of Denver and Rio Grande Western passenger train Number 2, east bound, at Woodside, Utah, according to official advices received at the offices here.

The dead: Arthur Hookey, attached to the naval training station, Great Lakes, Illinois; Mrs. E. C. White, Soldiers Summit, Utah; E. C. Partridge, Provo, Utah; F. R. Rader, locomotive engineer, Grand Junction, Colo.; Albert Anderson, fireman, Grand Junction.

The train baggage man, according to advices, is missing.

A list of those injured, according to railroad officials, will not be available until the arrival her of a special train from the wreck.

Most of the passengers were said to have been from Pacific Coast points.

Two engines pulling the train of 11 cars were overturned, killing one engineer and one fireman and the baggage car and smoking coach crashed into the wreckage. The eight passengers killed were occupants of the smoking car, it was reported.

Meager reports were received and officials of the road said the cause of the wreck was unknown. One report said the two locomotives were swept from the tracks by a landslide.

## PRODUCTION IS AT HIGH LEVEL

PRONOUNCED WEAKNESS SHOWN  
BY THE CHIEF SPECULATIVE  
MARKETS.

## INDUSTRIAL SHARES DROP

Cotton Lost Nearly Two Cents and  
Wheat Reacted Approximately  
Four Cents.

New York.—With production still holding at high levels, interest in financial and business circles centered during the past week in the rather pronounced weakness shown by the chief speculative markets.

The average of industrial shares listed on the New York stock exchange declined four points, cotton lost nearly two cents and wheat reacted approximately four cents. Among other commodities which show a tendency to decline were copper, lead, rubber and sugar. Meanwhile publications of the prices indicates compiled by Dun and Bradstreet brought out the point that the movement was a continuation of the heavier tendency in prices which became evident in April.

Diverse explanations were offered for the declines and various interpretations were placed on their significance. In some quarters it was held that the reactions were a natural accompaniment of the slackening of the buying movements which have been so strongly maintained during the early spring. According to this view business seldom continues in a steady stream, but comes rather in waves. One such wave admittedly has ended and a new one would not be expected to start immediately. Those who explain the situation in this fashion also point out that the season of the year is at hand at which buying naturally would slacken.

Another group of observers maintain, however, that other forces are at work. They point to what they describe and claim that the output of labor is now diminishing. Production costs they aver are being inflated.

In spite of this view conditions in the cotton industry are cited. Manufacturers are reported to have acquired substantial stocks of cotton at the 30-cent level in addition they have since been enforced to increase wages. Jobbers and retailers meanwhile, are not confident of their ability to command higher prices and their buying has fallen off. Under these circumstances the manufacturers are reducing their rate of operation and are buying less cotton which naturally affects the price of commodity. With the latter some three or four cents below the price at which manufacturers are carrying their inventories the question of profits, is of course, very much to the fore.

### Sioux Nation Wants Big Sum.

Washington.—A gavel in the hands of a judge has been substituted for a tomahawk in the hands of a brave by the great Sioux nation in its fight to recover about \$750,000,000 from the federal government as payment with interest for lands and property taken from them by the pale-face years ago. Of this total demand more than half billion dollars represents interest.

The suit of the Sioux, said to involve the largest sum ever sought through judicial action, will be filed in the United States court of claims, counsel announced and will specify 40 separate counts.

The claim dates back to the days of the gold rush in the Black Hills of South Dakota, the Deadwood coach, Sitting Bull, General Custer, the Little Big Horn, Old Fort Laramie, Wounded Knee, Red Cloud, Spotted Tail, Chief Gaul, the White River train, and other historic persons and points of interest.

The Sioux contended that the United States has left undone many things provided for in the treaties of 1851 and 1868, that millions of acres of their tribal lands were taken from them, their game slaughtered and their ponies and tepees seized and their funds spent improperly by the government. They demand \$156,000,000 and interest for the Black Hills and surrounding territory, charging that the United States, aware of that area's wealth in gold, connived in its seizure by armed force in 1874 and 1875.

Killed By Heavily Charged Wire.  
Raleigh.—Ben Ellis, 9-year-old son of W. J. Ellis was instantly killed when he touched a heavily charged electric power line at the State school for the blind that had been broken by blasting operations at the school.

## NEW STATE OFFICE WRECKED IN BLAST.

Raleigh, N. C.—Four members of the staff of the State chemist, occupying offices on the fourth floor of the west wing of the new Agricultural building narrowly escaped death when the office was wrecked and the entire building shaken by an explosion of gas from a leaking pipe in the ceiling of the room. Damage estimated at \$1,000 was done the building.

Heavy steel laths and plaster were ripped from a wide area of the ceiling, steel windows with heavy plate glass were blown outward and the furniture of the office was tumbled about in wild confusion by the blast. H. T. Allen, State chemist, F. T. Ward, C. R. Warlick and Miss Sallie Palmer, who were working in the office, escaped without a scratch, although steel and glass and plaster rained about their heads.

## OPENS WAR ON RUM SHIPS

NO VESSEL CAN COME INTO  
AMERICAN WATERS WITH  
LIQUOR.

Notice of the Decision Will Be Com-  
municated to All Foreign Coun-  
tries.

Washington.—The American government, taking a positive position with regard to the transportation of liquor into territorial waters of the United States, decreed that the rigorous interpretation of the prohibition law given by the supreme court shall become effective June 10.

Secretary Hughes was requested by the treasury to communicate notice of the decision to all foreign governments. The treasury which has jurisdiction over all prohibition enforcement suggested that the state department advise foreign governments that all ships entering the three mile limit will be subject to the new application of the law without exception and that no further pronouncement may be expected from this government regarding the effective date.

While the position adopted by the administration appeared to leave no room for a backward step, it seemed certain that representations will come from some foreign governments who may regard the court's interpretation of the law as an infringement of their rights. Secretary Hughes was said to regard the position of the American government as sound and with plenty of precedents establishing the rights which it has assumed. There were, on the other hand, some government officials who believed the United States could not fail, in the interest of international comity, to take notice of protests by foreign governments, if any are made.

Washington embassies and legations of practically all of the maritime powers of the world already have advised their home governments of the court decision. It was indicated that the attitude taken by the United States government as to application likewise would be made known to the foreign offices of all nations probably before the state department's communication is received through American diplomatic representative abroad.

While state department officials are of the opinion that the decision has in no way infringed upon treaties with foreign governments, it is not certain that the foreign powers will accept that view. In fact, some diplomatic quarters already have let it be known that limitations imposed by the decision are in direct conflict with treaty provisions, particularly in trade agreements guaranteeing equality of treatment to shipping.

### Great Increase in Total Imports.

Washington.—Analysis of the swelling totals of imports into the United States for January, as made by the Commerce Department, indicated an increased flow of goods into the nation from all parts of the world. From European territory January imports were more than \$35,000,000 greater than for the same month a year ago. South American imports were almost double, and the African figure were nearly four times higher.

Detailed figures as given out by the department show the following imports by grand divisions, during January, this year, as compared with those of January, 1922:

Europe \$103,642,554 and \$68,113,397; North America \$72,104,624 and \$56,528,785; South America \$41,412,535 and \$22,793,043; Asia \$92,208,448 and \$68,780,681; Oceania \$2,804,620 and \$2,456,256; Africa \$17,730,099 and \$4,513,234.

## THREATENS TO CAUSE COLLAPSE

UNITED STATES IS DRAGGED  
INTO CONTROVERSY AT  
LAUSANNE.

## TURKS ARE STANDING FIRM

Legal Guarantee to Be Accorded For-  
eigners is the Cause of  
Hitch.

Lausanne.—The United States has been dragged into a controversy that threatens to cause the collapse of the second near east peace conference. The delegates are desperately seeking a solution of the situation to prevent the rupture feared in consequence of radical differences between the Turks and the allies and the Americans over the special legal guarantees to be accorded to foreigners, instead of the former consular courts abolished by Turkey as part of the capitulations.

The controversy hinges on the authority to be granted the foreign legal advisers Turkey agreed to employ, and also upon the possible obligations insured by the allies in their feverish activities at the last conference, when the French and Italians, aided by the American representative, intervened at the last minute in an unsuccessful attempt to prevent the collapse of the conference.

Ismet Pasha again offered to sign the Italian formula which was accepted then, but which the allies have now withdrawn, the British never having ratified it. Ismet declared, during the proceedings, that the Americans has distinctly approved the Italian draft.

Sir Horace Rubold, the British high commissioner at Constantinople, said the compromise had been effected after Lord Curzon left Lausanne. Therefore, it was after the close of the conference and was not binding. He read a somewhat revised version of the original demands under which arrests, searches and seizures of foreigners in Constantinople and Smyrna and others of the allies, who said it consent of the legal advisers, but arrests elsewhere in Turkey should simply be brought to the attention of the advisers. Sir Horace was supported by General Pelle, the French high commissioner at Constantinople, and others of the allies, who said it was only reasonable that foreigners should ask for special guarantees for some years after the abolition of capitulations.

Ismet accused the allies of bad faith. He declared vigorously that Turkey regarded the legal advisers question as closed, and said she must refuse to discuss it again.

### Liquor Runners Use Seaplanes.

New York.—Cut off from surface communication with the Atlantic rum fleet by a concerted drive of prohibition enforcement arms, the liquor running fraternity have returned to air and submarine channels in an effort to get contraband ashore. Lieutenant Commander Camden of the coast guard cutter Seneca, disclosed when he came in off the rum patrol.

Instead of fleeing this port as had been reported, the rum fleet had merely moved a little farther south of Sandy Hook and taken up more open formation, and efforts to get their cargoes ashore were redoubled.

The Seneca had just located the British yacht Istar off Jones inlet. Commander Camden said, when a big gray seaplane swooped down beside the rum runner and two of the fliers clambered aboard. The Seneca put on full speed toward the seaplane but before she arrived a smaller plane which had been circling high overhead, swooped down signalling the other. The gray planes occupants tumbled back aboard and took the air before the Seneca arrived.

A short time later the Seneca sighted two boats, ostensibly lobster fishermen, alongside another unit of the rum fleet. She sped toward them and the lobster boats fled leaving behind submerged boxes, which were believed to be cases of liquor which were to be towed ashore under water.

The Seneca dropped a shot across the lobster main's bow and drew alongside as the craft came to a sudden halt. The five occupants were brought to the customs house here and arraigned on charges of being alongside, and boarding a foreign vessel, the Independence. This it was declared, was the equivalent of entering into foreign trade without clearance papers.

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