

NEW DISCUSSION OF SIZE OF ARMY

PRESIDENT HARDING AND SECRETARY WEEKS EXCHANGE LETTERS.

ARMY SMALL ENOUGH NOW

President, While Not Supporting Increase, Will Not Favor Reduction of Forces.

Washington.—President Harding's belief that the regular army at its present strength—12,000 officers and 195,000 men—is "as small as should be contemplated unless there should be a decided change in military conditions throughout the world," is stated in a letter to Secretary Weeks made public by the war department in order to correct any misapprehension as to the size of the army asked for in budget estimates for 1923.

The letter was written in reply to a communication from Secretary Weeks, September 21, explaining to the President that while estimates for 12,000 officers and 125,000 men were being submitted, the opinion of military leaders, regular, national guard or reserve was unchanged and that the minimum force to carry out the national defense act of 1920 was 13,000 officers and 150,000 men.

In reply the President said that while he did not believe the government would be justified in exceeding its resources for the coming year, "there are limits in reduction beyond which we cannot go, even in the praiseworthy cause of economy, without destroying the excellent foundation now laid for our national defense and forfeiting the accrued benefits of World war experience."

Allied Invitation Delayed.

Washington.—Delay on the part of one of the three embassies in the receipt of formal instructions from its government to extend to the United States an invitation to participate in the approaching conference of the allies at Lusanne, Switzerland, to consider conditions for peace in the Near East, prevented the carrying out of plans to deliver the invitation to Secretary Hughes at the state department.

The British ambassador, Sir Auckland Geddes, had received instructions from Downing street, and Count de Chamberlain, in charge of the French embassy, also had heard from Quay d'Orsay. Charge Russo, however, had not heard from the Italian government probably on account of the disturbed state of the cables from Italy.

It was the wish of the allied governments that the invitation to the Washington government should be presented jointly through their diplomatic representatives here, but it was decided that the diplomats would wait overnight for the missing instructions from Rome. It is the understanding of the three embassies, however, that the desire of their home governments in this instance would permit of no great delay in the matter of presentation and it was understood the British and French officials would present the invitation to Secretary Hughes even though the Italian communication had not been received at that time.

It is understood the three embassies, which have kept in close touch with policies of the Washington government believe that an unqualified acceptance of the invitation cannot be expected. At the same time, however, they are said to hold that the presentation is necessary to give this government an opportunity to participate in the joint consultations of the allies upon losses growing out of the war.

Freight Claim Officials Meet.

Winston-Salem, N. C.—The Virginia Freight Claim conference, including freight claim officials in North and South Carolina, Virginia and West Virginia, Maryland and Pennsylvania, met here and adjourned after consideration of plans for reducing freight claims and thereby offering greater protection to shippers.

Co-operation from the public was emphasized and a uniform method was discussed for handling excess and stray freight. Other points discussed were thefts from cars of special construction, co-operation with special agents to prevent freight claims and elimination of freight overcharges and undercharges.

Railroads represented at the meeting were the Norfolk and Western, the Norfolk Southern, Southern, Winston-Salem Southbound, Merchants and Miners Transportation company, the Chesapeake and Ohio, Pennsylvania and Western Maryland.

Death For Aviator.

Okechobee, Fla.—Wilford A. Rettig was killed and Charles Douglas was seriously injured when an airplane in which they were flying fell in the streets of this town. Rettig is said to have been a former army aviator. Douglas lives at Garrett, Ind.

The men were passing over this city when the plane went into a nose dive at a height of several hundred feet and fell in front of a local bank. Several hundred people witnessed the fall. The plane was a total wreck.

MRS. VANDERBILT ASSISTS IN LAYING CORNERSTONE

Columbia, S. C.—Laying of the cornerstone of the proposed woman's building at the fairground by Mrs. Edith Vanderbilt, president of the North Carolina State Fair Society, featured the opening of South Carolina's fall festival.

Governor Harvey R. A. Cooper, Jr., president of the South Carolina Agricultural and Mechanical Society, Mrs. Vanderbilt, Mrs. Harvey, chairman of the women building committee, accentuated the growing importance of women in the present day scheme of things and the part a fair plays in the life of the people.

The cornerstone was mortised in by Mrs. Vanderbilt and she welded the trowel with delicate but expert touches, after which she posed for her photograph with her hand on the stone.

TO GO BEFORE LEGISLATURE

THE STATE STEAMSHIP LINE PROPOSAL HAILED WITH MUCH ENTHUSIASM IN BOSTON.

Governor Morrison's Plan For State-Owned Ship Line Commended By Boston City Officials.

Boston, Mass.—Considerable interest is being taken in this vicinity in the plans for the organization of a company, with the State of North Carolina as the principal stockholder, to operate a fleet of steamships between North Carolina and the North Atlantic ports, as proposed by Governor Morrison, of the southern commonwealth.

The plan, which it is reported, will be laid before the North Carolina legislature after it convenes in January, was highly praised by officials of the Boston government, the chamber of commerce, the New England Maritime association, and distinguished men who not only have the interests of New England at heart, but who have fought long and incessantly against freight differentials and "extortionate" rates.

The proposition of Governor Morrison is of special interest to Massachusetts just at this time. Ex-Mayor John F. Fitzgerald, democratic candidate for governor, is basing his campaign on just this issue. The republican administration in this state, as well as Senator Lodge, have been bitterly criticized for the present deplorable condition of the port of Boston. The White Star line as well as the Cunard are preparing to abandon this port after fifty years of service.

"Extortionate freight rates have ruined not only the port of Boston but New England as well," stated Mayor Curley. "Only recently I was forced to go into the South to purchase coke for our municipal coal yards. Freight rates were such that we could not even attempt to haul 50,000 tons over the road."

"I spent two days in search of ships and two days more arguing with the secretary of the navy before I could get government ships to bring the coke here."

"Philadelphia, Baltimore and southern rates are impossible and it is high time that some action was taken. Governor Morrison of North Carolina, can depend on Massachusetts and Boston for any possible assistance and co-operation."

"Governor Morrison is to be commended most highly for advancing this plan," declared ex-Mayor Fitzgerald. "For years and years I have fought these miserable freight rates. We have just completed weeks of hearings before a commission from Washington in an attempt to secure some reasonable adjustment, some justice, but what was accomplished? Nothing."

"New England business and shipping have long been crucified by unjust freight rates until the port of Boston as a trade center has been commercially ruined."

"This is the one issue I am basing my campaign for governor upon and naturally the plans of Governor Morrison interests me very much. New England interests will greet North Carolina's plan with much satisfaction. There is not the slightest doubt of that."

"No section of the United States has suffered more through extortionate freight rates than has New England," stated an official of the chamber of commerce.

"Long have we sought some solution without success. The North Carolina plan will meet with instance approval here, and hearty co-operation whenever and wherever possible."

Two Children Die When Home Burns.

Salisbury, N. C.—A boy aged four and a girl aged two years, children of Grantley McCulloch, were burned to death when the McCulloch home between Cooleseme and Mocksville was destroyed by fire, according to parties coming here from Davie county.

The children were alone in the house when the fire started from some unknown cause, and the mother, who was some distance away, was unable to get to the house or to summon aid in time to save them from the flames.

TWO KILLED IN AIRPLANE CRASH

BODIES OF ERISCON AND ARMSTRONG CRUSHED AND MANGLED.

FALL EIGHT HUNDRED FEET

Loss Their Lives in Fall at Hampton Roads Naval Air Station; Net "Stunting."

Norfolk Va.—Lieutenant Edward Lewis Ericson, of New York city, and Lieutenant Robert Franklin Armstrong, of Rochester, N. Y., and Norfolk, naval aviators, were killed instantly when a plane crashed to earth with them near No. 1 hangar at the Hampton Roads naval air station.

The badly crushed bodies were dragged from the plane's wreckage by a dozen men who witnessed the fall. The shoes and leggings of one of the men had been unlaced and removed, apparently as if he expected his plane to fall in the water nearby and had made ready to jump for safety.

The fliers, both of whom were regarded as first class pilots, had themselves constructed, or rebuilt, the plane in which they took their last flight. It was of the JN-4 type and a land machine, and they were making a test of its strength.

They were not "stunting," according to men at the air station who witnessed the fall. The plane had been in the air only about ten minutes when the crash came.

Men who saw the fall said that the "flippers" were out of control. The naval board of inquiry called to investigate the accident had little to work upon, because the plane was so thoroughly wrecked that investigation of causes of the tragedy were doomed to futility.

As well as they could estimate witnesses said the machine went into a nose dive for 800 feet and struck the earth with a terrific impact, which shattered it.

Lieutenant Ericson was in command of the squadron of seaplanes which "attacked" ships of the Atlantic fleet last month with torpedoes hurled from the air.

The accident cast gloom over the air station on the eve of the big navy day celebration. Both the victims were popular and recognized as intrepid fliers.

Prohibition Moves to Wait for Court.

Washington.—Enforcement of the national prohibition law with respect to foreign shipping within American territorial waters will await a final interpretation of that section of the statute by the supreme court. It was indicated by high administration officials. This interpretation is expected by government officers late next month or in December.

Decision of the executive department to withhold enforcement of the law as construed by Attorney General Daugherty, in his opinion of October 6, was formally communicated to Associate Justice Brandies of the supreme court, who, subsequently refused to grant various steamship lines a stay against the enforcement of Federal Judge Hand's decision at New York dismissing their application for a permanent injunction restraining federal agents from applying the Volstead act.

Justice Brandies, who was sitting in chambers, was understood to have agreed with counsel for the government and the steamship lines that the decision to withhold enforcement had removed any necessity for a legal stay through a writ of supersedeas, which had been requested by the lines and acquiesced in by the department of justice. The decision as to the enforcement was incorporated in a formal order issued by Secretary Mellon to the customs officers and prohibition agents which was drafted after Mr. Mellon had conferred at length with Attorney General Daugherty.

Textile Exposition Brought to Close.

Greenville, S. C.—With an attendance of over 3,000, the last day, the fifth Southern Textile Exposition came to an end, the total attendance during the show being estimated at approximately 25,000.

Exhibitors and visitors have united in declaring that the exposition has been the best ever held here, and the work of preparing for the next exposition, to be held in the fall of 1924, is already under way. Already three blocks of spaces of 25 each, and in addition 175 other spaces, had been sold for the 1924 exposition, according to a statement made by W. G. Siggins, president of the Textile Hall corporation.

Cruiser Raleigh Slides Off Ways.

Quincy, Mass.—The scout cruiser Raleigh, a sister ship of the Detroit, was launched at the Fore River Yards of the Bethlehem Shipbuilding Corporation, Miss Jennie Proctor, of Raleigh, N. C., broke a bottle of water over the vessel's bows.

The Raleigh, which has a displacement of 7,100 tons, is 550 feet long with a 50-foot beam and a depth of 35 feet.

Several residents of Raleigh, headed by Mayor T. B. Eldridge, were present.

U. S. DESTROYER FLOTILLA ARRIVES AT CONSTANTINOPLE

Constantinople.—The American destroyer flotilla which sailed from Norfolk October 2 to protect American interests in the Near East, arrived here under command of Capt. C. M. Toser.

The 12 ships steamed up at 8:00 o'clock in the morning, but owing to the congestion at the Bosphorus naval anchorage, were unable to anchor together. Six of them, therefore, took up their station at the usual American anchorage at the foot of Yildiz Palace hill, while the others continued on their course, were reviewed by Rear Admiral Bristol from the Scorpion and anchored off Beikos, five miles above the city.

Four hundred sailors had shore leave and Constantinople was delighted to find many old friends among them, as four of the 12 destroyers were here a few months ago.

PLAN FLIGHT AROUND WORLD

TENTATIVE PLANS HAVE BEEN UNDER CONSIDERATION FOR MANY MONTHS.

In Line With Reasons Which Prompted Roosevelt to Send a Fleet Around the World.

Washington.—Tentative plans for an attempted flight of army airplanes around the world have been under consideration for some months by air service officials. It was learned, but the project has not as yet passed the preliminary survey stage.

Valuable data on available routes in both directions has been obtained, however, and ultimately it is hoped to send a considerable aerial squadron on the voyage. The project will not be laid before Secretary Weeks for approval, until it takes much more definite form.

Two of the routes considered are that from the Atlantic coast via Iceland and Ireland and that from the Pacific coast via Alaska, the Aleutian islands, Siberia and home via Ireland and Iceland. Air service officials said the route offering the most favorable conditions as to prevailing winds would be selected should the flight be ordered, and it would then become necessary to obtain permission of each of the countries to be traversed before the squadron could start.

The question of air navigation by pilots of one country over the territory of another nation has been considered by the council of the league of nations in order to establish uniformity of practice. So far as the United States and Canada are concerned a recent agreement fixes reciprocal rights for the pilots of the two nations.

Army fliers conceived the world-circling flight plan in line with the reasons which prompted President Roosevelt to send the fleet around the world in 1903, it was said. It would have value both as a step in providing aerial defense through training and in giving the world a better understanding of American post-war developments. Fliers of other nations have undertaken, up to this time without success, world-girdling flights but only with a single plane, while the American air service project would call for a fleet of air craft and careful preparation involving considerable expenditures. Possibly a special act of congress to authorize a flight and make necessary appropriations would be required should the administration officials approve the scheme. For this reason it is not expected that any definite step will be taken for a year or more.

Heaviest Rainfall in 34 Years.

West Palm Beach, Fla.—The heaviest annual rainfall in 34 years and the incomplete stage of the state's reclamation program is responsible for the present flood in the Florida Everglades, according to a statement given the Associated Press by F. C. Elliott, chief drainage engineer of the state.

Mr. Elliott's statement in describing conditions in the affected territory said "there exists a strip of land around Lake Okechobee, some of which is entirely free from water, while other portions in this locality have from one inch to several inches of water on the ground." In this section are located by far the largest percentage of farms and other improvements, according to the statement. His statement continues:

Mr. Elliott's statement added that the work which will be completed in the next two years in the Everglades will have more effect on drainage than all the work done "in ten years since the project of reclamation was started."

To Prison For Life.

Atlanta, Ga.—Mrs. Cora Lou Vinson will begin serving a term of life imprisonment at the state prison farm within the next few days. It was stated at the Fulton county jail.

The statement came after Mrs. Vinson had entered a plea of guilty soon after Judge John D. Humphries had signed an order granting her a new trial on the charge of murdering her husband, Dr. W. D. Vinson, an Atlanta physician, several months ago. Mrs. Vinson was convicted of first degree murder at her first trial.

NATIONS ACCEPT WASHINGTON BID

FIVE CENTRAL AMERICAN GOVERNMENTS TO SEND REPRESENTATIVES.

TO DISCUSS ARMS LIMITATION

Informal Communications Reach United States From All Five of the Interested Countries.

Washington.—Informal communications from the five Central American governments invited by the United States to meet in conference in December for discussion of arms limitation projects and other matters, indicate early acceptance of the invitations and appointment of five delegations. There is no doubt that Secretary Hughes' action, taken as it was, virtually at the request of the five governments, has been received in Central America with gratification. Formal acceptance in some cases may be delayed through the necessity of obtaining approval of either cabinet or congress. The American invitation occupied attention in Pan-American diplomatic circles to the exclusion of other topics. Both among the diplomats and in government circles the feeling prevails that a step has been taken which may bring results of far-reaching nature with respect to international relations in the entire western hemisphere. Whether the Central American Conference will prove a stepping-stone to subsequent treatment of all Pan-American problems in a similar way, it was said, must rest upon the work of the Central American delegations when they gather in Washington in December.

From the American viewpoint the forthcoming conference is expected to have immediate and decisive reaction toward the solution of many vexing problems now troubling the relations of the Central American group—Salvador, Honduras, Nicaragua, Guatemala and Costa Rica. There is no question that the Washington administration seized eagerly upon the formal suggestion that reached it from Central American capitals indicating the desire of those governments that the United States sponsor a Central American conference, where a formula for peace and adjustment of all Central American problems might be arrived at. Lacking some such step, it is an open secret that Washington officials have been gravely concerned lest serious disturbances arise in Central America.

Supreme Court Loses Member.

Washington.—Associate Justice William R. Day, of the supreme court, placed his resignation in the hands of President Harding, to take effect November 14, and it was accepted. By resigning Justice Day will be able to devote his undivided attention to his duties as umpire of the American-German claims commission. His action will have the effect of placing him upon the retired list of the court in full pay.

By delaying the date upon which his resignation will become operative, Justice Day will be eligible to participate with the other members of the court during the three weeks' recess preceding the next meeting of the court on November 13, in conference for the decision of cases which have been argued at this term.

Cotton Ginned For Year.

Washington.—Cotton ginned prior to October 18 amounted to 6,696,034 running bales, counting 128,487 round bales as half bales and including 8,391 bales of American-Egyptian and 3,152 bales of sea island, the census bureau announced in its third ginning report of the season.

Ginnings prior to October 18 last year amounted to 5,497,364 running bales, counting 98,460 round bales as half bales and including 7,530 bales of American-Egyptian and 1,335 bales of sea island. To that date in 1920 ginnings were 5,754,582 running bales, counting 140,099 round bales as half bales, and including 14,312 bales of American-Egyptian and 324 bales of sea island.

Ginnings prior to October 18 this year and last year by states were: Alabama, 608,732 and 427,023. Arizona, 10,338 and 8,679. Arkansas, 649,630 and 467,968. California, 4,722 and 3,922. Florida, 18,563 and 8,187. Georgia, 568,917 and 336,630. Louisiana, 276,995 and 194,983. Mississippi, 686,625 and 510,675. Missouri, 63,921 and 40,462. North Carolina, 449,019 and 443,857. Oklahoma, 458,822 and 352,493. South Carolina, 338,270 and 498,304.

Prisoner For Fifty Years.

Waukon, Wis.—A strange golden anniversary will be celebrated here with the guests tagged by numbers, the younger ones ranging up to 16,000 and the honor guest, No. 1,727, Bill Maxwell. The guests and honor guest and convicts at the state penitentiary and the anniversary marks the termination of 50 years' imprisonment for Maxwell, now 33.

Maxwell has never seen the outside of the prison since he entered at the age of 23 on a life sentence for murder.

Get Back Your Health!

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A North Carolina Case

F. B. West, contractor, 25 Alexander St., Statesville, N. C., says: "My kidneys were weak and I often had a sharp pain in the small of my back. I had such a soreness and a dull ache across my kidneys I could hardly bend for days. The kidney secretions passed too frequently. Doan's Kidney Pills relieved the soreness and pains and put my kidneys in good shape."

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