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Fellow Henry Again Henry Turlington, president of the Harnett County Agricultural Fair Association, reflects credit upon Harnett county and the Dunn District.

In the News and Observer of yesterday, this paragraph is carried: "Harnett county, next to Moore, had the headship of the county exhibit, with H. A. Turlington's prize-winning Durocs and Poland Chinas offered by the Midway Farms at Costa. While not so extensive as the Turtis exhibit, both these exhibitors had excellent showings."

How much better it would be if more of Harnett's farmers would get Henry's ideas concerning the breeding of hogs?

Henry Turlington probably has no better farm than that owned by the average farmer in the Dunn District. Still, by using the brain that God gave him, he has made that farm one of the most famous in all the South.

Fa-mer friends, get next to Henry. It is to him. He will be glad to tell you how he does it. If you follow his advice, you too will be exhibiting champion hogs in the Carolina fairs, having nice homes, riding in good automobiles and worrying none at all about the price of cotton.

See Henry. Follow his advice and emulate him.

RIDING THE GOVERNOR

Some of our more rabid brothers—some of them with axes to grind—are riding Governor Cameron Morrison for his failure to commute the sentence of the murderer Harris who was sentenced to death for killing a man at Ridge Crest. Judge Frank Carter, attorney for Harris, failing to induce the Governor to grant commutation, has flown into points with a bitter attack on Mr. Morrison, charging that he was influenced by church and politics and a lot of other selfishness.

The Dispatch was not a supporter of Mr. Morrison when he was opposing Robert N. Page and O. Max Gardner in the primaries held last year to determine who should be the Democratic nominee for Governor. It actively opposed him while Mr. Page was in the race and was passive after Mr. Page was eliminated. But, we had a high regard for Mr. Morrison. Since he has been Governor that regard has grown, although we know he has made some mistakes. The abuse that has been heaped upon him by some of his political enemies has done much to strengthen that regard.

In the Harris matter Mr. Morrison's vow, we take it, was that 12 good men and true had adjudged the man guilty of premeditated murder; a just judge has sentenced him to death. Why, then, should the Governor, solely because he had the power, prevent the carrying out of a judgment that thirteen men have determined to be just.

Always in cases of this kind there is a lot of mud and much spilled over those who are about to be punished for similar crimes. In time we have helped to spill a lot of it ourselves. It so happens that it has little effect upon the hard-headed Scot who now fills the office of Governor. We cannot see why he should be censured for not sparing the life of a man who had no mercy upon the better men he killed.

Capital punishment, of course, is in itself a crime. The State has no moral right to take life. But it has a law which permits it to do so. That law determined that Harris should die. The Governor refused to annul the work of that law.

HAS STATECRAFT BROKEN DOWN?

(Greensboro Daily News) It is perfectly evident that nobody in the country wants a railroad strike. Oh, there may be some youngsters in the ranks of the brotherhoods who would enjoy a little excitement, but the vast majority of the union men know that it is a dangerous business, and that even if they win, their victory will cost them a heavy price. Similarly, there may be a jerk water line here and there whose management would welcome a strike in the hope that it might break the unions; but most of the railroad executives are appalled by the prospect. Even in the ranks of the public there are extreme radicals who hope that general strikes may give them a chance to attack the foundations of the government; but the overwhelming majority of the people regard the menace with dismay. The exceptions are not numerous enough, nor important enough, to be worth consideration taken as a whole, labor, capital and public are united against a strike. Under such conditions it is inconceivable that the strike should actually take place. If it does, it will be the most overwhelming evidence that our statecraft is hopelessly incompetent. Yet nobody really wanted the last great war; nevertheless, it happened. The statecraft of Europe broke down,

and the gates of hell swung open.

This strike would be industrial war. No matter who won the technical victory, everybody concerned would lose. Even if the brotherhoods won, it would be at the price of a terrible struggle, in the course of which tens of millions in wages would be irreversibly lost, and in which hundreds of men who have climbed into positions of responsibility and trust through years of hard work would be trampled under foot, and finally be thrown out into the streets to begin all over again. If the railroads won, it would be at the price of an equally terrible struggle, in the course of which their carefully-built-up organizations would be absolutely wrecked, their credit swallowed up, and their business shot to rags and tatters. And no matter who won, a strike would mean to the public the loss of hundreds of millions, perhaps billions. All the ground gained by business within the past few months would be lost. The bottom would fall out of the cotton, grain and tobacco markets. An epidemic of bankruptcies would sweep the country. And if the strike were prolonged, in the great cities it might be attended by famine, disease and death. Nobody can hope to win from a strike anything that will begin to balance the losses that are inevitable.

What, then, is throwing us over the edge of this abyss? Nothing but our inability to organize the transportation system on a just and reasonable basis. There are in this country no less than 99 official bodies that tinker with the railroad business. Even in the federal government responsibility is divided. One organization, the railroad labor board, says what the roads shall expend and another, the Interstate Commerce Commission, says what they shall receive, and there is no connecting bond. This strike is a direct outgrowth of the lack of co-ordination there; the labor board reduced the men's wages, but the commerce commission did not reduce the road's income. Naturally, the men are sore. Indeed, without the impelling force of that indignation, the strike vote probably would have shown altogether a different result.

Now transportation is a single business, and its control cannot be divided like that without disastrous results. It is a complicated business, with intricate relations between its various parts that the general public knows nothing whatever about; and an adjustment cannot be made at one point without regard to other points except on pain of throwing all machinery out of gear. The Daily News does not believe in government ownership and operation, because that means operation by politicians—precisely as intelligent a proceeding as to call on a lawyer to perform an operation for appendicitis while a surgeon tries the salt that would inevitably result. The politician's business is politics, not railroad.

But the roads must be nationalized to the extent that all of their operations which are governmentally regulated must be regulated by one authority. There must be unity of control, if there is to be successful control.

If the President takes hold of this situation in person, as we hope he will do, there will be unity of control, and the chance for working out some method of averting the strike will be increased enormously. But why must we be dynamited into doing a thing that has been perfectly obviously needed these many years?

PROGRAMME

The Forty-sixth Session of the Lit-tle River Association Meets At Baptist Grove, October 25, 26, 27.

October 25 7:00 P. M.—Prayer and Song Service—Rev. S. A. Edgerton. 7:30 P. M.—Annual Sermon—J. A. Campbell. After sermon, enrollment of delegates and election of officers.

October 26 9:30 A. M.—Devotional—Dr. W. Y. Quisenberry. 10:00 A. M.—Temperance—J. A. Buchanan, Rev. J. E. Walker. 10:30 A. M.—Orphanage—C. W. Flowers, Dr. J. W. Balfour. 11:15 A. M.—Aged Ministers—J. A. Taylor, Rev. W. C. Dowd. Dinner. 1:15 P. M.—Devotional—Dr. W. Y. Quisenberry. 2:45 P. M.—Associational Missions—J. M. Byrd, Rev. S. A. Edgerton. 3:20 P. M.—State Missions—L. L. Levinson, C. C. Warren. 3:45 P. M.—Home Missions—Rev. A. H. Porter, B. P. Gentry. 7:00 P. M.—Devotional—Dr. W. Y. Quisenberry. 7:30 P. M.—Foreign Missions—A. M. Shaw, Rev. Wade D. Bostic. 8:30 P. M.—Baptist Papers—J. G. Layton, B. F. McLeod.

October 27 9:30 A. M.—Devotional—Dr. W. Y. Quisenberry. 10:00 A. M.—Sunday Schools—Rev. B. M. Shakteite, Rev. H. M. Stroup. 10:30 A. M.—Bible's Creek Academy—Rev. J. A. Campbell, J. C. Clifford. Dinner. 1:15 P. M.—Devotional—Dr. W. Y. Quisenberry. 1:45 P. M.—Woman's Work—Miss Mattie Bain, Rev. J. S. Farmer. 2:15 P. M.—Obituaries—H. Y. Smith, J. R. Baggett. 2:45 P. M.—Reports of Committees, locate time and place of next session, etc.

The first named on each subject is to write the report; the second one is to open the discussion; others will follow.

Dr. W. Y. Quisenberry, of Mississippi, representing the Foreign Mission Board, will deliver five addresses on Missions, as indicated. Rev. Wade D. Bostic, returned missionary from China, will deliver one or more addresses. Other representatives of our denominational work will be present. It has been the greatest year in our history in number of baptisms. Come and let us together return thanks unto the Lord and plan for larger things for the Kingdom in the year ahead.

J. C. CLIFFORD, J. A. CAMPBELL, Committee.

AUTRYVILLE ROUTE 1 NEWS

(By D. W. HALL) October 18.—Miss Martha Ann Hall, who has been an invalid during the summer continues very feeble. Garland Galsney and J. H. Faircloth from over in Cumberland were in this part of Sampson on Monday night on business. Also E. Strickland, of Cumberland was over here on the same night on a fox hunt. W. T. Norris, of Autryville, who has conducted a hardware store there for several years is now having a handsome brick store erected facing in the direction of Roseboro, Sealeburg and Clinton on the east, and Stedman and Fayetteville on the west.

When completed this will be one of the handsomest store buildings in the county. Dr. Olive, of Wade, has been making professional calls in this section recently. We understand that he is becoming very popular as a physician in this part of the county. Afternoon, October 16, the Baptist Sunday school choir in Fayetteville led by Lee McLaurin had three classes of Cumberland county composed the Magnolia, Oak Grove and Bethany choirs, which work together in Sunday school, and are led by E. Strickland, conformed with the two Clement choirs at Clement, J. W. Mathias leads the senior choir, and Frank Autry leads the Junior choir. They participated in singing that is hard to excel by any class. Surely all of the classes can be highly complimented for their good singing.

At the conclusion of the singing exercises by the classes mentioned above, fine quartettes were sung by John Warren, Charlie Strickland, Bobbie Royals and Eddie Hollingsworth from the Union Grove church which was also very pretty singing. This scribe attended the John Robinson circus which was in Fayetteville Tuesday, October 11th and was indeed a very good show and furnished much amusement. Our good friend A. B. Page of the Cooper section was among those from a distance who attended the singing at Clement Sunday afternoon the 16th. We are always glad to meet him.

RAIL HEADS PREPARE TO KEEP LINES OPEN

New York, Oct. 19.—Railway executives today took active steps to keep their lines running if the threatened rail strike materialized October 30. Railroad officials professed to be little concerned about their yard forces, upon announcement that 30 locals of the Railroad Yardmasters' association, claiming to have 2,500 members in the vicinity of New York, had voted to strike. Indications tonight were that further preparations would be made tomorrow by rail heads to meet the strike situation. The association of Railway Executives issued a statement asserting that the public, "the real paymaster, could not afford rates necessitated by present labor costs, and calling upon

Pains Were Terrific. Read how Mrs. Albert Gregory, of R. F. D. No. 1, Shofor, N. C., got rid of her ills. "During... I was awfully weak... My pains were terrific... I thought I would die... The bearing-down pains were actually so severe I could not stand the pressure of my hands on the lower part of my stomach... I simply felt as if I was to be but a short time... My husband was worried... One evening while reading the Birthday Almanac, he came across a case similar to mine, and went straight for some Cardui for me to try.

TAKE CARDUI The Woman's Tonic. "I took it faithfully and the results were immediate," adds Mrs. Gregory. "I continued to get better, all my ills left me, and I went rough... with no further trouble. My baby was fat and strong, and myself—thank God—am once more hale and hearty, can walk miles, do my work, though 44 years old, feel like a new person. All I owe to Cardui." For many years Cardui has been found helpful in building up the system when run down by disorders peculiar to women. Take Cardui

all roads to publish statements of to show that the roads were making rate reductions made since the 12 per cent sacrifices themselves and not putting cent wage cut was ordered, in order the whole burden on labor.

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Attend The CAPE FEAR FAIR Fayetteville, N. C., October 25, 26, 27, 28, 1921. The New Capitol Fayetteville's Largest and Newest Department Store Pay us a visit when you come to the Fair—make it your headquarters, leave your packages in our up to date Checking Room Come in and look around, make use of our rest room, make yourself at home, we will be glad to see you Big Suit sale going on during Fair Week, You'll save money if you buy During Our Special Sale The New Capitol Largest and Newest Department Store In Eastern Carolina Stein Brothers We welcome you to our city. When in Fayetteville, we want you to examine our immense stock of Clothing, Hats, Shoes and Furnishings for Men and Boys We carry the largest stock of any store in North Carolina If your local dealer don't have it, call on us We can save you money on the purchase of your new Fall Suit or Overcoat Mail us your orders, it will receive Prompt Attention Stein Brothers The House of Quality The Home of Hart, Schaffner & Marx