

MOTOR ACCIDENTS SHOW DECREASE

FATALITIES LESS FATAL DURING THE FOUR WEEKS ENDING AUGUST 15.

Washington.—Automobile fatalities showed a sharp decrease in a group of 57 American cities during the four weeks ending August 15, the Department of Commerce reporting the total at 368 as compared with 417 during the preceding four weeks' period ending July 18.

From January 1 to August 15, the department's figures showed 2,878 deaths from automobile accidents in these cities, which was compared with a total of 2,885 fatalities in the period from January 1 to August 31, 1923. Comparable figures for last year were not given, but the total deaths for the entire year 1924 was 4,992, an increase from the 1923 total, which was 4,827. The aggregate population of the cities was estimated at twenty-seven million.

New Bedford, with but two deaths and none occurring during the latest four weeks' period, still holds the low record for this year among cities of 100,000 or more population.

New York, with 58 deaths in the last four weeks, which brought its total from January 1 to 559, showed a decrease as compared with the preceding four weeks, as did Philadelphia, with 24 and 173 for the year; St. Louis with 11 and 115; Pittsburgh with 12 and 162, and Cleveland with 11 and 135.

Chicago's total of 45 fatalities was the same as reported during the preceding four weeks, bringing its total for the year to 344. Among cities where an increase was shown were Detroit with 31 and 158 for the year; Los Angeles with 17 and 139; Milwaukee with 18 and 52, and San Francisco with 8 and 63.

Haney Refuses to Quit Job.

Washington.—The relations between the fleet corporation and the shipping board again have been thrown into sharp relief through the refusal of Bert E. Haney, democrat, of Oregon, to resign as a commissioner of the board at the request of President Coolidge.

Asked to resign because of his efforts to remove President Palmer, of the fleet corporation, Mr. Haney has refused to accede on any such grounds. The issue has developed a question as to an understanding between the commissioner and the chief executive before he was tendered a reappointment last June, and has again emphasized the position of Mr. Coolidge in support of Mr. Palmer.

The president at last week made it clear at Swampscott that, as far as he was concerned, Mr. Palmer and not Chairman O'Connor, of the shipping board, was running the fleet corporation. His position was disclosed after differences over budget matters had developed between the two officials, but this was followed with the information that he was not contemplating at this time requesting the resignation of any other shipping board commissioners.

In his telegram to Mr. Haney last Thursday Mr. Coolidge said: "It having come to my attention that you are proposing to remove Admiral contrary to the understanding I had with you when I reappointed you, your resignation from the United States shipping board is requested."

Band of Bandits Holding Howard.

Harbin, Manchuria.—Dr. Harvey J. Howard, American eye specialist of the Peking Union Medical college, who was captured by Manchurian bandits July 20, now is being held for ransom by a group of his captors whose numbers probably have been reduced to less than ten. They are unmounted and in hiding near the Sangari river, closely followed by mounted militia. This information reached Harbin in a message from Roger S. Greene, general manager in China for the Rockefeller Foundation, who is at Fuchin, Manchuria, working to obtain Dr. Howard's release.

According to Chinese who have arrived at Fuchin from the bandit area, the brigands who captured Dr. Howard split into two bands when they crossed the Sangari river, fleeing from Chinese forces. The Chinese troops attacked these bands, consisting of 19 men, August 25, and killed the chief. The Chinese who brought this word to Fuchin witnessed the first. Mr. Greene reported.

Chinese civil and military searching parties are combing both banks of the river. Better co-operation in the search for Dr. Howard has been achieved by the authorities.

Two Sisters Killed in Crash.

Frederick, Md.—Two sisters, daughters of Charles Spencer, of Mount Airy, were killed and three persons were injured when the automobile in which they were riding crashed into a machine parked along the Baltimore and Frederick state road, two and a half miles east of Ridgeville, and overturned. One of the sisters, whose first names were not ascertained, was killed instantly, while the other died before reaching a local hospital. Spencer was driving.

GRADE CROSSING CRASH KILLS MOTHER AND SON.

Milton, Fla.—Mrs. W. W. Clark, wife of State Senator Clark, of Santa Rosa county, and her son, William Clark, 15, were instantly killed when the automobile in which they were riding was struck by a logging train of the Bagdad Land and Lumber company on the outskirts of Milton. The train was backing toward Bagdad and the youth and his mother were returning to Milton from Floridatown, a nearby pleasure resort. William Kennedy, a conductor of the train, said he saw the automobile approaching and signalled with his lantern but the driver failed to catch the signal. The bodies were badly mangled.

SHERIFF AND 32 OTHERS HELD

ACCUSED OF CONSPIRING TO IMPORT LARGE QUANTITIES OF WHISKEY.

New Orleans.—Walter L. Cohen, negro, comptroller of the customs for the New Orleans district; Dr. L. A. Meraux, sheriff of St. Bernard parish, and 32 others, including Alonzo Patterson and Arthur Battistella, alleged heads of a gigantic rum ring, were indicted by the federal grand jury here on charges of conspiring to violate the national prohibition act.

The indictment specifies a single instance in which it is charged that Cohen, Sheriff Meraux and the 32 others, conspired to transport 6,250 cases of liquor from Havana, Cuba, to New Orleans between June 1 and August 10.

Cohen is involved by allegation that he was consulted by heads of the rum running conspiracy on the movements of customs craft; that he advised when and how it would be "safe" to transport liquor from the Cuban capital into the United States.

Progress of the alleged conspiracy is traced from early June, when Battistella is said to have gone to Cuba to purchase a shipment of liquor which the indictments charged was shipped to "rum run" aboard the schooner Paulina B. Mosher.

That the principals involved believed they were buying "protection" for their traffic is indicated by a charge that \$10,000 was paid to Patrick Needham, a prohibition agent, with the understanding that it was to be turned over to O. D. Jackson, federal prohibition director for Louisiana.

This money, officials said, was collected by Needham, who was operating under instructions to accept such payments, and is being held as evidence.

Southern Railway Men Promoted.

Washington.—The following appointments are announced by the Southern railway, effective as of September 1: Col. C. A. De Saussure, division passenger agent, Memphis, to be general agent, passenger traffic department, headquarters Memphis.

C. C. Stewart, northern passenger agent, Chicago, to be division passenger agent, Memphis.

J. A. Edwards, district passenger agent, Detroit, to be northern passenger agent, Memphis, to be district passenger agent, Chicago.

A. M. Crawford, district passenger agent, Detroit, to be district passenger agent, Birmingham.

F. F. Forth, district passenger agent, Birmingham, to be district passenger agent, Memphis.

S. H. Johnson, traveling passenger agent, Birmingham, to be district passenger agent, Birmingham.

H. H. Peters, assistant city ticket agent, Chattanooga, to be traveling passenger agent, Birmingham.

Plans Air Field in Atlanta.

Announcement that Cornelius Vandervelt, Jr., and associates have purchased, or have under option 11,000 acres of land, near Atlanta, on which will be established the largest commercial air base in the country.

Mr. Vandervelt, who is a member of the research council of the National Air Transport company, is quoted as saying that the group of men interested with him in the project represent the leading engineering and financial interests of the country. Many local men also have been assisting him.

Developments of the plans will require about five years and will involve the expenditure of several million dollars, the announcement says. Facilities for the handling of dirigibles, as well as airplanes, will be provided.

"We have had engineers in Atlanta about four months making surveys and drawing plans and we hope that we will be in a position to being flying out of Atlanta to New Orleans and points in Florida by Christmas of this year," Mr. Vandervelt is quoted.

Seven Are Killed in Boiler Blast.

Opuntown, Ala.—Seven men were killed when a boiler at the ginney of Archer and Eppey exploded at Dayton, near here. C. J. Buchanan and six negro men as yet unidentified were the victims.

Three men met death instantly. Four others died within an hour. The boiler was part of a portable outfit owned by Buchanan and had been in operation at the ginney for days. Before that time it had been used in running a sawmill.

FIVE KILLED WHEN TRAIN HITS CAR

FOUR WOMEN AND ONE MAN ARE VICTIMS OF ACCIDENT.

Reidsville, N. C.—The Carter street grade crossing just north of the passenger station at Reidsville, where in the past several fatalities have occurred, was literally turned into a slaughter pen when Southern railway fast passenger train No. 35, rounding the curve at a rapid rate of speed at that point, crashed into an automobile in which were riding four ladies and one gentleman. Every member of the automobile party was killed.

Jack Hilliard Carter, 31, of New York and Reidsville.

Mrs. Eugene Irvin, 45, wife of Eugene Irvin, cashier of the Citizens bank here.

Mrs. Mañton Oliver, 44, sister of Jack Carter, and wife of the publisher of The Reidsville Review.

Mrs. Lillian L. Oliver, widow of John T. Oliver, Reidsville.

Mrs. Nina Johnson Cone, New York and late of Asheville, and cousin of Mrs. Mañton Oliver.

The accident occurred at the same spot where about two years ago four members of a family named Pillar were killed.

It is said that Mrs. Irvin was driving the ill fated car and that the party were enroute to the station to see Mrs. Cone off on her train enroute to Asheville.

According to statements there was no obstruction at the crossing. Railroad men say that No. 35 was running about 12 minutes late but came to the Carter street crossing where the accident occurred with headlight burning and bell ringing. It is also alleged that the train blew for the crossing. The flagman, it is reported, saw the car drive on to the tracks directly in front of the oncoming train.

The machine was struck center and thrown probably 50 yards from the track. None of the occupants of the car was run over.

All in the car except Mrs. Lillian Oliver were dead when those witnessing the accident reached the scene and Mrs. Oliver died about 30 minutes later while being taken to a hospital.

Muscle Shoals Generates Electricity

Florence, Ala.—Waters of the Tennessee river, gone to waste for centuries, were made serviceable to a great section of the southern Appalachian region. This unit, a 30,000 horse power turbine, belongs to a huge battery of 18 at Wilson dam, which will be commissioned as rapidly as completed and demand is made for their energy. The ultimate installation will produce 624,000 horsepower.

The demonstration marked the beginning of a broader utilization of an inter-connected system which brings together principal power resources of Tennessee, Georgia, the Carolinas and Alabama. It is contemplated that this system will ultimately extend to Arkansas, Mississippi and Louisiana.

Acute need for additional power in the Carolinas and Georgia caused by an extended drought brought activities at Wilson dam earlier than had been calculated by army engineers. Low water in the river at this time will prevent capacity output, but units of the immense dam will be started as fast as conditions permit.

The dam will be completed during the next year. The power generated during the test period has been sold to the Alabama Power company, lessee of the government steam plant adjacent to the dam.

Swelling Tide of Business Shown.

New York.—With the summer season drawing to a close, evidences of improving trade and progress of further expansion in the autumn continued to accumulate, but an appraisal of the exact state of business proved difficult. The familiar measures of industrial activity indicated little change in general conditions, although they left no doubt that most manufacturing operations were proceeding at a steady pace.

Reports of expanded retail trade from the south and west confirmed recent expectations that the agricultural prosperity which has visited these sections would be passed on to the benefit of other lines of business. Assured of good crops and fair prices for the second consecutive year, the farmer now is making purchases which were deferred during the preceding "lean" years. Manufacturers of automobiles and agricultural machinery are feeling the effects of this increased buying power.

27 Passengers Hurt.

Denver, Colo.—Two passengers, both of Texas, were dangerously injured and 25 others were less seriously hurt when the engine of Colorado and Southern passenger train No. 1, northbound, sideswiped passenger train No. 3, southbound, near Mayne, Colo. Number 3 was just taking a siding when the wreck occurred. Mayne is about 30 miles north of Trinidad. The trains are Colorado-Texas flyers. Number 3 was carrying scores of passengers homeward bound from vacation spots in the Rocky mountains.

\$90,000 BATH HOUSE BURNS NEAR BALTIMORE

Baltimore.—Three unidentified women were severely burned when fire swept through the playground at Sandy Beach on the shore of Chesapeake bay, near here, and demolished a large bath house, dining sheds and two unoccupied cottages. The damage was estimated at \$90,000.

The injured women were changing their clothes in the bath house, a structure containing 10,000 lockers, when the dry pine building suddenly burst into flames. The clothing of the women caught fire as they stumbled in running from the structure. The victims were badly burned before bystanders beat out the flames.

Scores of bathers were obliged to return to their homes in Baltimore in their bathing suits when the flames destroyed their clothing, left in the bath house.

TO HELP INSURE PEACE

ALLIED NATIONS ASKING GERMAN TO JOIN IN MAKING WAR IMPOSSIBLE.

London.—France and her allies have invited Germany to enter into negotiations for a definite treaty intended to guarantee an endless era of peace in western Europe.

The invitation was extended in a note handed to the German government by the French ambassador at Berlin and made public in the various capitals. It is a reply to Germany's note of July 20 on the subject of security.

In their reply the French, in common with their allies, confine themselves to observations on only three points. This doubtless was done in conformity with the recent conclusion reached by the allied statesmen that the time has come to put an end to note writing and open the way for the commencement of conversations, which, it is hoped, will be more fruitful of acceptable peace plans than penmanship has been.

The three essential points on which the French would postulate all future efforts to guarantee the security of themselves and their neighbors are that the treaty of Versailles must not be modified; that Germany should enter the league, not with reservations, as Germany has suggested, but on an equal footing with the other members, and that the provision should be made for compulsory arbitration of future disputes between nations.

An early conference between the German foreign minister and the allied foreign ministers already is in prospect. Word came from Berlin that the French, British and Belgian ambassadors had joined in a statement that the allies considered it advisable that their juridical experts should meet German experts as soon as possible to clear up juridical and technical questions and pave the way for a meeting of the foreign ministers.

Business Expansion Forecast.

Washington.—Treasury officials anticipate an important autumnal business expansion and the federal reserve board, in an official statement, said it had noted definite improvement in the last few weeks, the first decided "upward turn" to be reported since last January.

In basic industries, particularly, the board observed that the turn upward had been pronounced, production in all key lines apparently increasing in July and early August. These months usually are "slow" in a business sense, it explained, but after deductions had been made for seasonal variations, the average remained far above the production in July last year.

"Increased output was shown," the statement said, "for lumber, coal, cement; cotton consumption declined less than usual at this season, while the output of the iron and steel industry and the activity in the wool industry decreased. In nearly all of the industries, activity was greater than in July of last year."

The board's records are incomplete with respect to the production of automobiles, rubber tires and silk, but it said that advices from authoritative commercial sources tended to show a continuation of enormous output and selling. The building industry continued to flourish, reports to the board and private calculations by treasury officials showed. The total of contracts awarded in July mounted above the record figure of June and the total for the seven months of the year was said to have exceeded any previous corresponding period.

Wants Water Line to Florida Points.

Washington.—The Illinois Central and Central of Georgia Railroad applied to the Interstate Commerce Commission for authority to extend the service of their subsidiary company, the Ocean Steamship Company, by establishing a water line between Savannah, Ga., and Miami, Fla.

Such a service, the application set forth, would supplement the company's existing lines and would not increase competition between the rail lines and the ship service.

WARTIME DEBTS MUST BE FIXED

UNITED STATES ADOPTS STERN MEASURES TO FINISH JOB AT EARLY DATE.

Washington.—Completion of all funding negotiations with America's wartime debtors and action upon the agreements by the forthcoming session of congress is the new program of the American debt commission.

Official Washington appeared satisfied that the program could be accomplished as a result of the stern measures adopted with respect to the smaller debtors and the assurances of action already given by France and Italy, the two remaining major powers whose debts are unfunded.

Dissatisfied with the slow progress of conversations with most of the smaller nations, the commission has taken a positive stand, the first evidence of which is the information that Czechoslovakia soon will send a delegation to take up a funding proposal and that the Greek government has authorized its minister here to initiate negotiations. Informal exchanges have been under way for some weeks between the commission and Minister Pilp, of Estonia and the Latvian minister here is near an agreement with this government.

The treasury has not been informed definitely when the Czechoslovakian representatives may be expected. It was declared in official circles, however, that the government of Czechoslovakia had been told directly that the United States desired to send a commission here without undue delay. In making the new representations to Czechoslovakia, this government's view was, said to be that, while there may be ground for divergent calculations as to the amount of the obligation, there could be no plausible reason why the differences should not be ironed out and a funding pact arranged.

Two Shot To Death in Fight.

Selma, Ala.—Two prominent citizens of Dallas county are dead here incident to a six months' controversy over the laying of the power line of a public service company over private property.

Percy Dawson, sheriff and Deans Weaver, widely known property owner, are the victims, shot down in an affray which occurred at Weaver's place here.

Weaver shot Dawson to death as the sheriff and his deputies approached his house to see about resetting some traction poles which the landowner had cut down. Weaver was immediately slain by Hugh Sinclair, sheriff's deputy. Sinclair was not arrested.

Locks Robber in Bank.

Vancouver, B. C.—A. E. Wilson, branch manager of the Canadian Bank of Commerce here, captured a hold-up man by rushing out of vault and slamming the door. The intruder, ignoring clerks shut in with him, fired at the lock until police removed him.

When Leonard went to seek the loot, Wilson ran out, banged the door and called the police.

Two Run-Runners Killed.

Chicago.—Irving Schlig, suspected as the mysterious airplane bootlegger plying between Canada and Chicago, and Harry Berman, identified by the police as a gunman and robber, were found shot to death near the Ashburne Aviation Field in Southwest Chicago.

Schlig's automobile had been found previously in a West Side Park lagoon. It was blood-stained and bullet-riddled, and apparently had been driven at full speed into the water in an effort to hide it.

Slays Wife and Commits Suicide.

Mexia, Texas.—Henry McKenzie, 72, shot and killed his wife at their home here and when officers came to arrest him, killed himself.

Mrs. McKenzie was a daughter of Mrs. Lucy Gamble, owner of the famous Gamble lease in the Mexia oil field. The family is wealthy and prominent.

The coroner's verdict made no mention of the cause leading up to the double tragedy.

Two Miners Lose Lives in Blast.

Birmingham, Ala.—Two white miners were killed and two negro miners were seriously injured in an explosion at the Little Jim mines at Dogwood. Clayton Roman and Will Holley were the men killed.

The injured are Henry and Woody Tobert.

Two Army Airmen Dead.

Chicago.—Two army aviators were killed at the airfield field in Maywood when their ship collided with another plane while attempting a landing. Both planes burst into flames following the collision and fell to the ground, the pilot of the second ship being seriously injured.

The two aviators who were killed jumped in their parachutes but they failed to open.

They were Lieutenant Heptig and Lieut. "Happy" Smith, and were returning from Camp Grant.

Penalty the American Nation Pays for Pursuing Its "Speed-Mad" Way

By DR. HARRY E. MOCK, Gorgas Memorial Institute.

ONE out of every two hundred persons living in the United States will be permanently disabled by industrial accidents this year—a total of more than a half million. Nearly another million other men and women will sustain disabling accidents which will necessitate absence from work four weeks or more. Disease and accidents of everyday life add another million of handicapped individuals. This is the penalty the nation pays for pursuing its "speed-mad" way. Each year for the last fifty, the industrial demands of this nation have resulted in a far greater number of disabled men than the total list of casualties from the World war.

These facts prove beyond doubt that we are a wasteful nation and have done little toward conserving our man power. The nation is on the eve of a great change. Before long a certain handicap, such as heart disease, the loss of an arm or leg, will not bar a man from a job. It is estimated that 90 per cent of the men and women injured in industry can be returned to useful employment by a careful selection of their occupations.

Inadequate convalescent care is the shame of industrial centers today. No provision has been made in our scheme of things for proper convalescent care after hospital treatment is completed. Intimately tied up with the provision for convalescents is vocational training when necessary. For it happens in many instances that a man or woman is permanently incapacitated to earn a living in the accustomed way, and they need new training to qualify them for work which they are physically fitted to do. This thought has caused the medical profession to link hands with the educator and with the personnel managers of industry to the end that all handicapped individuals may once more become productive units of society.

Why Are Not Young People as Good as They Used to Be? They Never Were

By DR. W. E. J. GRATZ, Editor Epworth Herald.

Finding fault with young people is one of the inexcusable sins of today. The only answer to the question, "Why are young people not so good as they used to be?" is, "They never were."

Much of the criticism of the young people is ridiculous and unfair. It must be remembered that they are not responsible for the world into which they have been catapulted. Their elders have written and published books that are unfit to be read, and blame the young people for reading. The generation in power is responsible for the questionable amusements, the bad pictures and the low grade of entertainment that is injuring the youth of today.

The unspanked generation is not to be blamed, but the generation that failed to do the spanking. The question, "What ails our youth?" might well be countered with another, "What ails our parents?" Find the answer to the latter and you will be able to answer the first. Not the flappers of fourteen, fifteen and sixteen, but the flappers of forty-one, fifty-one and sixty-one are at fault.

For every student whose name gets into the papers because of scandal in college, I'll find 10 to 100 students who are making the most of their opportunities.

Three Classes of Men From Whom Uncle Sam Gets Tips on Smugglers

By WALTER DAVENPORT, in Liberty.

About 80 per cent of the information against smugglers comes to the government from persons not in its employ. A quite negligible fraction of the informants are, I regret to say, actuated by patriotic reasons. Almost all of them ask financial reward with the same breath or the same pen stroke which carries the information.

The Treasury department is empowered to pay the tipster 25 per cent of the amount recovered by way of fines, duties and receipts from the sale of the goods confiscated. The reward may not legally exceed \$50,000, but at the discretion of the Treasury department it may be more than 25 per cent of the salvage.

Generally speaking, there are three classes of persons from whom the government gets tips on smugglers. There are those who, self-appointed, are smuggler sleuths in the interests of their own pockets. Some of them are commission men, traveling back and forth across the Atlantic. Some are free lances of commerce, with no definite affiliations, but merely looking for something which they can acquire cheaply and dispose of to an American house at a huge profit. These men are always on the alert.

"There Are No Definite Plans Yet, but There Must Be Another Attempt"

By LINCOLN ELLSWORTH, Amundsen North Pole Flight.

I don't think an airplane will ever be practical for real investigation of the polar lands, because of the difficulty of landing. A superplane might be developed or an airship. But a good survey from the air could be made. A Zeppelin type of ship would be wonderful, of course, but too expensive. And next time we go we'll have a radio set. That is an absolute necessity for safety, though we didn't have room for it before.

We can make the pole by air and make it easily, I am sure. There are no definite plans yet, but there must be another attempt, and I am sure it will come next summer.

I don't believe there is land around the section we were in, though flying geese indicated it to the northwest. The advantage of survey of the pole will not be in exploitation of anything there, but in developing an air route to Europe. That will come in time, I think.

More Than Half of Our Original Forest Resources Have Been Used Up

By DR. GEORGE B. RIGG, University of Washington.

More than half the original forest resources of the United States has been used up. Forests of the East, Middle West and South are greatly depleted, in many places practically exhausted. Five of the Western states—Washington, Oregon, California, Idaho and Montana—now contain more than half of the standing commercial timber of the country.

Estimates on how long our timber in various parts of the West will last vary from 25 to 90 years. Probably 60 years is a good average. The pinch is sure to come in some places, however, in 30 years if the present rate of depletion is continued and the forests are not replaced.

Various methods of meeting the situation are constantly being suggested. Interest should center around reforestation, the prevention of forest fires and the deferring of taxes on forest lands until the forests are ready to cut. If we act vigorously and intelligently along these three lines we can put our forests on the basis of a sustained yield.